# THE COMMERCIAL.

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.

VOL. 4—NO. 12. WILMINGTON, THURSDAY MORNING, APRIL 12, 1849. Whole No. 478.

THE COMMERCIAL

Is published every Monday, Thursday and Saturday, at $5,00 per annum, payable in advance by

THOMAS LORING,
EDITOR AND PROPRIETOR.

BENJAMIN L. HOWZE,
ASSOCIATE EDITOR.

Corner of Front and Market Streets,
WILMINGTON, N. C.

RATES OF ADVERTISING.

| | 1 Insertion. | 2 Insertions. | 1 week. | 2 weeks. | 3 weeks. | 1 month. | 2 months. | 3 months. | 6 months. | 1 year. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 square, | $0 75 | $1 | $1 25 | $1 50 | $1 75 | $2 | $3 | $4 | $5 | $8 |
| 2 " | 1 00 | 1 50 | 2 | 2 50 | 3 | 4 | 5 | 6 | 8 | 12 |
| 1 column, | 5 00 | 7 50 | 10 00 | 12 50 | 15 00 | 20 00 | 25 00 | 30 00 | 40 00 | 60 |

Twelve lines of less make a square. If Yearly Advertisements exceed a square, the price will be in proportion.

All advertisements are payable at the time of their insertion.

Contracts with yearly advertisers will be made on the most liberal terms.

All Advertisements inserted in the tri-weekly *Commercial* are entitled to one insertion in the *Weekly*, free of charge.

JOB CARD AND FANCY PRINTING executed in superior style.

The principles of American Advertising are strictly limited to their own immediate business, and all advertisements for the benefit of persons not well known to the public, or not connected with their own business, must all excess of advertisements in length or otherwise, beyond the limits engaged, will be charged at the usual rates.



AGENTS FOR THE COMMERCIAL.

NEW YORK: Messrs. Brown & Dexter.
BOSTON: Frederick Kneeland.

JOHN WALKER, JR.
AUCTIONEER & COMMISSION MERCHANT,
WILMINGTON, N. C.
March 16, 1848.

F. J. LORD & CO.
Rice Factors & Commission Agents,
Nov. 25, 1848.

P. KELLER & BRO.
LUMBER AND TIMBER AGENTS, GENERAL
COMMISSION MERCHANTS, and GROCERS,
(Store formerly occupied by Hall & Peschau,)
NORTH WATER STREET,
WILMINGTON, N. C.
HECTOR MCKELLAR. ALEX. MCRAE.
Nov. 11, 1848.

L. MALLETT,
AGENT FOR THE SALE OF
Timber, Lumber, Naval Stores, &c.,
Nutt's Building, North Water Street,
WILMINGTON, N. C.
Nov. 2, 1848.

BIRRY, BRYANT & Co.,
COMMISSION MERCHANTS,
WILMINGTON, N. C.
March 16, 1848.

WILLIAM NEFF,
(Late of the late firm of Neff & Worth,)
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, SHIP STORES
AND GROCERIES,
CORNER OF DOCK & WATER STREETS,
WILMINGTON, N. C.
Dec. 7th, 1848.

JOHN D. LOVE,
CABINET FURNITURE,
BEDSTEADS, CHAIRS, LOOKING GLASSES, &c.
ROCK SPRING,
WILMINGTON, N. C.
Dec 11, 1848.

SCOTT, ALLEN & CO.
MERCHANT TAILORS,
AND DEALERS IN
SUPERIOR
Ready Made Clothing,
MARKET STREET,
WILMINGTON, N. C.
Oct. 21, 1848.

CORNELIUS MIERS,
MANUFACTURER
HATS, CAPS, UMBRELLAS AND
WILMINGTON, N. C.

JAS. T. MORRIS,
Lumber and Timber Inspector,
WILMINGTON, N. C.
Oct. 12, 1848.

JAS. T. MORRIS,
WILMINGTON, N. C.
Oct. 12 1848.

A. B. SMITH & Co.,
FACTORS AND COMMISSION MERCHANTS,
Fayetteville street,
RALEIGH N. C.
Will attend to all orders and commissions in their line, and be supplied with a dispatch.
REFER TO
Hon. Willie P. Mangum,
J. O. Watson, Esq.,
Messrs. Brown & Dexter,
Hon. J. R. J. Daniel,
Geo. W. Mordecai, Esq.
Raleigh, N. C., Feb 1st 1849.

MARTIN & CRONLY.
PRODUCE
COMMISSION MERCHANTS
AND
GENERAL AGENTS.
Wilmington, N. C., Oct 3 1848.

J. HATHAWAY & SON.
COMMISSION MERCHANTS.
J. HATHAWAY. J. L. HATHAWAY.
March 3, 1849.

W. L. SMITH,
(LATE OF THE FIRM OF SANDFORD & SMITH.)
COMMISSION MERCHANT,
WILMINGTON, N. C.
Store on North Water Street, Parsley's block.
Oct. 14 1847.

J. S. WILLIAMS,
Fancy & Staple Dry Goods Store
ONE DOOR WEST OF WM. SHAW'S DRUG STORE
MARKET STREET,
WILMINGTON, N. C.
Oct. 14, 1848.

W. BRANSON,
AGENT FOR THE SALE OF
LUMBER, TIMBER, NAVAL STORES, &c.
Nutt's Building, North Water Street,
WILMINGTON, N. C.

D. L. HOWZE,
ATTORNEY AT LAW,
WILMINGTON, N. C.
Will practice in all the Courts of Wayne, Duplin and New Hanover Counties.

JEFFREYS & LEIGHTON.
General Commission Merchants,
WILMINGTON, N. C.
February 15, 1849.

WILLIAM H. CLARK,
ATTORNEY AT LAW,
RALEIGH, N. C.
Sept. 12th 1848.

CARROLL & FENNELL.
Grocers & Commission Merchants,
WILMINGTON, N. C.
HAVE ALWAYS ON HAND, A GENERAL ASSORTMENT OF
GROCERIES, LIQUORS, WINES, &c.
AND WILL PAY PARTICULAR
Attention to the Sale of all kinds of Produce
J. CARROLL. E. N. FENNELL.
July 13, 1848.

FREDERICK CLARK.
MANUFACTURER AND DEALER IN ALL KINDS OF
CABINET FURNITURE
CHAIRS, BUREAUS, LOOKING GLASSES, MATTRESSES, PALLIASSES, &c.
FRONT STREET, NEAR MARKET,
WILMINGTON, N. C.
April 14, 1848.

DEROSSET & BROWN.
WILMINGTON, N. C.
BROWN & DEROSSET,
NEW YORK.
COMMISSION MERCHANTS
March 17, 1849.

J. & W. L. McGARY,
FACTORS AND COMMISSION
MERCHANTS,
WILMINGTON, N. C.
March 17, 1849.

GEORGE S. GILLESPIE,
AGENT FOR THE SALE OF
LUMBER, LUMBER, NAVAL STORES, &c.
Makes liberal cash advances on all consignments of produce.
March 17, 1849.

GEORGE W. DAVIS.
COMMISSION MERCHANT,
WILMINGTON, N. C.
March 17, 1849.

J. C. LATTA.
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 14, 1848.

LIFE INSURANCE
IN THE NATIONAL LOAN FUND SOCIETY, OF LONDON,
AND
FIRE INSURANCE
IN THE ÆTNA INSURANCE COMPANY, OF HARTFORD, Conn.,
AND IN THE
HOWARD INSURANCE COMPANY, OF NEW YORK,
Effected by application to
DEROSSET & BROWN.
March 17, 1849.

BENJAMIN BLOSSOM,
COMMISSION MERCHANT,
NEW YORK.
Liberal advances made upon consignments of all kinds of produce.
REFERENCES
Messrs. J. & D. McRae, } Wilmington,
Messrs. G. W. Davis, Esq. }
J. R. Blossom, Esq.
Dec. 19, 1848.

HENRY P. RUSSELL,
AGENT FOR THE CAPE FEAR
STEAM SAW MILL,
WILMINGTON, N. C.
Strict attention given to the faithful execution of all orders for Lumber.
Jan. 1, 1849.

GEO. HARRISS,
General Commission Merchant,
WILMINGTON, N. C.
STRICT attention given to procuring Freights and purchasing Cargoes for vessels.
REFER TO
E. P. Hall, Esq. }
O. G. Parsley, Esq. }
J. A. Taylor, Esq. } Wilmington.
J. D. Bellamy, Esq. }
Messrs. Ballard & Huntington, }
Messrs. Tooker, Smyth & Co., } New York.
Thomas & Hunter, }
Alex'r. Heron, Jr., Philadelphia.
Messrs. Williams & Butler, } Charleston, S. C.
H. P. Baker, Esq. }
Jan. 2, 1849.

SPIRIT BARRELS.
A Good supply of empty Barrels, For sale low at the Cape Fear Steam Saw Mill by
DEROSSET & BROWN.
March 1, 1849.

WOODEN AND WILLOW WARE.
A Large variety for sale low at
HOWARD & PEDEN'S.
Feb. 27.

Dr. B. MUNSEY,
HOMŒOPATHIC PHYSICIAN,
AND
DENTIST,
MARKET ST., 3 Doors above Front St.
Dec. 21, 1848.

JOHN T. RUSS,
INSPECTOR OF
TIMBER AND LUMBER,
WILMINGTON, N. C.
Oct. 14 1848.

F. J. LORD & CO.,
Agents for the
NAUTILUS MUTUAL LIFE INSURANCE Co
Accumulated Capital, $430,000.
ALSO FOR THE
EAGLE FIRE & HEALTH INSURANCE CO.
Capital, $100,000.
Will take risks on lives of Slaves.
Office 23 North Water Street.
Oct. 21, 1848.

WM. M. HARRISS. EUGENE B. DRAKE.
HARRISS & DRAKE.
General Commission Merchants,
WILMINGTON, N. C.
REFERENCES:
O. G. Parsley, Esq. }
Col. John Mertes, } Wilmington, N. C.
Messrs. Ballard & Huntington }
Will Peck, Esq., Raleigh, N. C.
Messrs. Hall, Sackett & Co., } Fayetteville, N. C.
Joseph Utley, Esq., }
Messrs. James Corner & Sons, Baltimore.
" E. A. Souder & Co., Philadelphia.
" Thompson & Hunter, } New York.
" Pillsbury & Sandford, }
" Hunting & Tutts, Boston.
" J. & G. P. Titcomb, Kennebunk, Me.
September 14th, 1848.

COTTON YARN.
10 Bales, No. 8 C. Yarns assorted numbers, for sale by
J. C. LATTA.
Oct. 24.

CORN.
100 BUSHELS CORN Just Received per rail road and For sale by
HARRISS DRAKE.
Feb. 10

BUTTER.—Fresh Goshen Butter. For sale by
HOWARD & PEDEN.
Feb 3.

FISH LINES AND HOOKS.
ALL varieties of Silk, Hemp, Grass and Cod Lines; Hooks of all sizes and shapes, for
HOWARD & PEDEN.
Feb. 27.

SEGARS.—100,000 Segars, Various Brands and quality. For sale by HOWARD & PEDEN.
Feb. 3.

BOSTON LINE OF PACKETS.
THE following VESSELS will sail regularly between this port and Boston, viz:
Brig WM. NICHOLS, Capt. Jas. Leighton.
Schr. MINNESOTA, Capt. Gilbert Leighton.
The above vessels are of the first class, and are commanded by experienced navigators.
For freight or passage apply to
HARRISS & DRAKE.
Jan. 11.

REFRIGERATORS,
AND SHOWER BATHS, At
F. CLARK'S.
March 20.

GOSHEN BUTTER.
REALLY good and fine at
R. W. BROWN'S.
March 10.

SILK UMBRELLAS AND WALKING CANES.
ANY person wanting a good Silk Umbrella, or a genteel walking cane, will find a good assortment at
C. MYERS',
March 3—3. Hat Store, Market st

NEW YORK
FURNITURE WAREHOUSE.
WILMINGTON, March 5th, 1849.

F. CLARK, begs leave to assure the public in general that he is now disposing of his large assortment of Cabinet Furniture, at Invoice prices, for the CASH, as he is determined upon closing his business by the 1st of April. All those in want of good Furniture at exceedingly low prices, will do well to call and examine for themselves.

Among the Stock will be found,
Mahogany Wardrobes.
French Bedsteads.
Mahogany and Walnut Chairs.
Curled Maple and plain Chairs.
Sofas and Ottomans
Fine Marble top Bureaus.
Plain Dressing do.
High post Bedsteads.
Single and double Cots.
Stuffed and plain Rockers.
Nursing Chairs.
Ladies Sewing Chairs.
Ladies Work Tables.
Do. do Boxes.
Mahogany Sideboards.
Hair Mattrasses.
Marble top Wash Stands.
Single and double Wash Stands.
Butler's Trays, Towel Racks.
Centre Tables—different styles.
Cradles & Cribs.
Mahogany and Cherry Cradles.
Sick Chairs and Night Cabinets.
Common Windsor Chairs.
Patent Windlass Bedsteads.
Dressing Tables, &c., &c., &c.

ALSO,
4 Shower Baths.
3 Refrigerators.
18 Writing Desks, suitable for Counting Houses, and Dwellings

In short every article belonging to the Furniture line.
FREDERICK CLARK.

Those indebted to me are requested to make payment by the 15th of this month, at which time I shall place in the hands of officers for collection, all accounts due me.
F. C.

MOLASSES.
150 Hhds Prime new Crop Cuba Molasses, just arrived per Brig Acmewun, and for sale by
J. HATHAWAY & SON.
Feb. 22.

TURNER'S ALMANAC.
TURNER'S North Carolina Almanacs, for 1849 for sale at The Commercial Office.
Feb 24.

JUST RECEIVED.
200 Lbs. Smoked Beef,
50 Best Tongues,
20 Boxes prime Cheese,
10 Barrels Clarified Sugar,
25 Bbls. Apple-sauce,
20 ½ and 20 ¼ Boxes raisins,
15 Box's Tallow Candles,
5 Boxes Oranges and 5 do. of Lemons,
For sale at the lowest prices for CASH by
GEO. MYERS.
Feb. 24.

JUST RECEIVED.
By Schr L P Smith.
New Style of Hats for Spring, 1849, also a fine lot Cap Covers for Sale by
C. MYERS, Hatter,
March. 8th 1849.

GUNNY BAGS.
1000 BUSHELS Gunny Bags just received and for sale by
BARRY, BRYANT & Co.
March 6, 1849.

NOTICE.
THOSE persons indebted to the Cape Fear S. S Mill, by note or account contracted during the year 47 or 48, are requested to make immediate payment to the undersigned; they having on the 1st Dec. last relinquished the General Agency of that mill, it becomes necessary that all her accounts to that date should be immediately settled.
J. HATHAWAY & SON.
March 3, 1849.

PINE OIL.
THIS article having been fully tested and proven to be Superior to anything heretofore in use, is now offered with full confidence of giving satisfaction.
A constant Supply can be found at the Store of S. P. POLLEY, and will also be delivered to customers wherever desired by Mr. William Blaney.
A. H. VANBOKKELEN.
March 3, 1849.

COGNAC BRANDY!
IN half Pipes for sale on consignment by
JEFFREYS & LEIGHTON.
March 3.

NORTH CAROLINA BACON!
HAMS, Sides and Shoulders. For sale by
F. J. LORD & CO.
March 10.

FOR CALIFORNIA.
THE Nautilus, Mutual Life Insurance Company of New York, will take risks on the lives of persons going to California. Apply to
F. J. LORD & CO.
March 10.

NORTH CAROLINA BACON.
1000 Lbs. New Wayne Co. Hams, Sides and Shoulders. Just received per Rail Road and for sale by HARRISS & DRAKE.
March 10.

OATS.
50 BUSHELS Oats, just received per Evergreen and for sale by
HARRISS & DRAKE.
March 15.

NOTICE.
ALL persons indebted to the subscribers, are hereby informed that accounts are made out and ready for settlement, and if not settled before the 1st April ensuing, will be placed in the hands of an officer for collection.
C. MYERS.
HARRISS & DRAKE.
March 17, 1849.


*From Neal's Saturday Gazette.*

## WOMAN.

BY WILLIAM FLETCHER HOLMES, M. D.

The pilgrim saint of orient lands
Yearns not for Mecca's holy shrine,
When journeying o'er Arabia's sands,
As I desire such love as thine.

O, woman, what a priceless gem
Does thy fond, doting heart enclose,
Richer than monarch's diadem,
Or despot's away o'er conquer'd foes.

Thine is the voice to cheer life's ills,
Bid gloomy care and grief depart,
Thy smile the cup of pleasure fills,
Makes glad and joyous every heart.

The smile that wreathes thy lips of rose,
And plays upon thy dimpled cheek,
Dispels the mem'ry of our woes,
And pleasure ever bids us seek.

The mystic sounds of Memnon's stone
Or Orphean music, thy soft voice
Transcends in melody; its tone
Makes e'en the artless soul rejoice.

When sad mischance our prospects blight,
And buoyant hope extinguished lies,
Thy vision, with prophetic sight,
Points up to Heav'n beyond the skies.

When nature's final struggle brings,
To mortal man, undying bloom,
Thy pure and angel passion flings
A hallow'd radiance o'er his tomb.

## AN EPIGRAM.

The following *jeu d'esprit* on the politicians who expect to lose office, is good:

"We are told by Sterne, the saddest sound,
Which ever ear of mortal hear'd,
Was when the poor imprisoned bird
Looked on the free air all around
And cried; in plaintive piteous shout,
"I can't get out—I can't get out."

But here one hears a sadder strain,
A far more melancholy song,
For as they pace the street along,
Those fattened at the crib exclaim,
('Tis plain enough beyond all doubt)
"They'll turn us out—They'll turn us out."

*From the North Carolinian*

Mr. Editor: A great deal has been written and published about the Plank Road, and most of it has advocated either the extreme southern or northern route. It is but fair that the claims of all sections of country between the termini of the proposed Road should be heard and considered; and the object of this communication is to say something in behalf of a middle route, without reference to any other, in the first place; and then to reply in some degree to the arguments which have been adduced in favor of the route by Watson's Bridge, in Moore county, and what, I suppose may be called the Pee Dee route.

The principal difficulty to be met in all works of internal improvement, is their cost; that of course demands one first consideration apart from all collateral matters. Assuming that things are equal in other respects, it is important that the Plank Road should be built for the smallest sum of money possible. This being true, that axiom in mathematics should have some force, which says that a "straight line is the shortest distance between any two given points." It is said that the road will cost from $1500 to $2000 per mile, and an increase of length by ten miles will add to its expense from 15 to 20 thousand dollars, nearly one tenth of the whole estimated cost of the work. That either the route by Watson's Bridge or the Pee Dee route will add that much or more to the distance, will be readily perceived by inspecting a map of the State. Then so far as the prime consideration is concerned, a middle route is to be preferred. But as the first object of works of this sort, especially those in which the State is so largely interested, is to do the greatest good to the greatest number of people, the preceding route is subject to much qualification; if it were not it would be unnecessary to proceed further since by it, if absolutely true, those who advocate any other than the shortest route would be concluded. How then are we to determine what practicable route will produce this result. It is said that a Plank Road from Fayetteville to Salisbury will benefit farmers in two ways; first, it will enable those who already drag to market through mud and sand, to haul at least double their present loads, with increased speed, and with much less injury to their teams & vehicles. And again, it will induce many to go to market who now consume in waste, at home, the surplus of their farms.—In order to accomplish the first, it is only necessary to build the road along or very near the way that now carries most of the people, whom it is our purpose to benefit, to Fayetteville. What way is that? Here I think I am justified in saying that more than twice as many wagons pass through Carthage in going from the upper country to Fayetteville, as along any other road leading there from that section, and to sustain this assertion, the experience of the merchants of Fayetteville is appealed to. If this be true, then the route through Carthage will secure the first result to be obtained. The second benefit is inseparable from the first, for it follows by fair reasoning, if the roads leading from the upper country to Fayetteville are of the same character, or nearly so, (and I believe the Carthage road is bad, if not worse, than any of them) that this route will secure a greater amount of increased travel, than any other, since it is but right to say that the road which carries most people to market at Fayetteville under the present difficulties, will also, as a plank road, carry the greatest number; and that portion of country which sends most wagons there over bad highways, also has most people deterred from going by the difficulty they anticipate in getting there.

But here it may be asked, is this the shortest route? I answer no; but at the same time it is sufficient for me to say that it is the shortest which has yet been proposed.—This then, being the shortest route proposed, having the greatest number of wagons passing over it at present, and being likely to secure the greatest increase, the interest of the farmer at least demands that it should be adopted. The interest of the State demands it too. She will own the fifth or six hundred and twenty thousand dollars of the stock in this road, and the greater the travel, the greater will be her profit upon the investment, and the more will her ability be increased to do justice in this respect to other parts of the State. This is the general reason applicable both to the Pee Dee and Watson's Bridge routes, but to the latter there are other and I conceive objections of a special character which will be noticed when we come to speak of that route. How is it with Fayetteville? Is not her interest concurrent with that of the State and that of the farmers who market there? It certainly is; then she ought to bend all her energies to secure this location. But perhaps she does not see these things as clearly as I think I do. What is her true interest? This is a question of vital moment to her, and one which must seriously affect the surrounding country. She sees over prosperous. Is she so now? No she through her able representative in the last Legislature called loudly and with effect upon the State for help—She is said to be languishing in indigence and illness will she is not the wound which has been inflicted by the fearful falling off of her trade shall be healed. True State has put the remedy within her grasp. Let her see to it that she uses it properly; taking it judiciously will cure, injudiciously will kill.

Fayetteville is not prosperous because her trade has diminished. And this depends upon the want of facilities in getting there, which has caused some not to go any where, and has diverted others to markets more easily reached. Her happiness then depended once upon the productions of the farm, for in them her trade consisted. Like causes always produce like results, and give her again the trade of the farmers of the State and she will rise from her lowly condition to the eminence which her position entitles her to occupy. To make this restoration ought to be her grand object in locating the Plank Road. Will the route which I propose accomplish this in a better way than any other? That I think has already been shown; but there are still additional reasons. You can't get the cotton trade of Anson by adopting the Pee Dee route, because the best cotton growing portion of that county would be as near Cheraw as the Plank Road, and from any portion of the county the market to which they have been in the habit of trading would not be half the distance to Fayetteville. Or if you should secure a considerable portion of it you will then be "penny wise and pound foolish," for the loss in other things would a thousand times more than counterbalance your gains.

The Watson's Bridge route is next to be considered. The North Carolina Railroad is to run through the counties of Chatham, Orange, Guilford and Davidson. Then don't come in competition will that, for if you can do it successfully, the State will have invested two millions of dollars to little purpose, of which folly it would be uncharitable to accuse the enlightened wisdom of the State. But you have a nearer competition in the Deep River navigation scheme, in which the State is considerably interested. But it is said along the banks of that River is a powerful attraction for Fayetteville in the shape of coal. Can you live on coal? Your mouth asks bread, and are you about to give it a stone? Did your ancient prosperity depend upon the wholesome vapours of coal grate and furnaces? Is there any demand for coal? No, no, no. You want bread; you want meat; you want the supporters of life, which you now hold by a precarious tenure. It is said you wish to break down the river scheme; I at least will not think you so unfortunate. Seek the prosperity of Fayetteville through the same channels that once poured life and animation into her bosom, and you will thereby lay solid foundations upon which to build up her future greatness. Her commerce will increase, and with it will grow up manufactures which will create, which you have not now, a demand for coal. But you could export coal and supplant Pennsylvania at the South. Have you the strength, have you the energy of the giant as who has grown grey in prosperity? Don't Mauch Chunk send you ice and sell it at almost a cheaper rate than you could afford to save it for yourselves? Let coal stay for the present where nature has embedded it. Seek strength seek means, seek energy where they are to be obtained most speedily—through the productions of western farms.

But the interest of the State requires that the Watson's Bridge route should not be adopted for two reasons of special application—One is, that it may, to some extent, come in conflict with the "Central Rail road;" and the other is that it will in good all doubt be the rival of the Deep River navigation project; so that the State by selecting this route for the road will become her own competitor certainly in one case, and perhaps in both. Her true policy is to take in as large a scope of country as possible, with these works; and not again commit the fatal mistake she did in the commencement of her works of internal improvement, by crowding these three into the same section of country; and causing each, by necessity of its location, to become the rival of the other two. Besides, if coal be valuable in North Carolina, who will say that a plank road can compete with water transportation?

It is hardly necessary to say that the middle route will afford as many and as great advantages in the construction of the road, as can be had on any other that can be selected. It seems to me that those interested in this work, and upon whom it will depend to locate it, cannot fail to see the superior claims of the middle route; but it is at least hoped; that they will give what is now said, and what may hereafter be said in its favor a respectful and candid consideration.

Yours &c. W.