THE COMMERCIAL
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BENJAMIN I. HOWZE,
CORRESPONDING EDITOR.
CORNER OF FRONT AND MARKET STREETS,
WILMINGTON, N. C.

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[illegible]
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THE COMMERCIAL.

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VOL. 4—NO. 64. WILMINGTON, THURSDAY MORNING, AUGUST 16, 1849. Whole No. 530.

AGENTS FOR THE COMMERCIAL
NEW YORK: [illegible]
BOSTON: [illegible]

BIRRY, BRYANT & ADAMS,
COMMISSION MERCHANTS,
WILMINGTON, N. C.
July 17. 52.

JOHN WALKER, JR.
AUCTIONEER & COMMISSION MERCHANT
WILMINGTON, N. C.
March 15, 1849. 1 lv.

F. J. LORD & CO.
Rice Factors & Commission Agents.
[illegible]

L. HALLETT,
AGENT FOR THE SALE OF
Timber, Lumber, Naval Stores, &c.,
[illegible] *Street,*
WILMINGTON, N. C.
Nov. [illegible] 101

JOHN D. LOVE,
DEALER IN
CABINET FURNITURE,
[illegible]
WILMINGTON, N. C.

[illegible] TAILORS,
SUPERIOR
Ready Made Clothing.
[illegible]

A. J. STITH & Co.
[illegible]
RALEIGH, N. C.
[illegible]

S. H. WEST,
[illegible]
COMMISSION MERCHANT,
WILMINGTON, N. C.
[illegible] Northern Produce from the [illegible] Market Street.
April 5, 1849. 9-tf.

DRS. MUNSEY & FREEMAN,
HOMŒOPATHIC PHYSICIANS,
MARKET St., 6 Doors above Front St.
Dec. 23, 1848. 120-5

CORNELIUS MYERS.
MANUFACTURER,
AND DEALER IN
HATS, CAPS, UMBRELLAS AND W[illegible] CANES, &c.
WILMINGTON, N. C., Market st.
Oct. 17 1848. [illegible]

WILLIAM NEFF,
(Late of the firm of NEFF & WARNER.)
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, S[illegible]
AND GROCERIES,
CORNER OF DOCK & WATER STREETS,
WILMINGTON, N. C.
Dec [illegible]

J. & D. McRAE & Co.
General Commission Merchants
WILMINGTON, N. C.
JOHN MACRAE. DONALD MACRAE. WM. QUINCE.
May 25, 1849. 23-ly.

ROBERT G. RANKIN.
AUCTIONEER,
WILMINGTON, N. C.
March [illegible] 1849. 23-ly.

J. HATHAWAY & SON.
COMMISSION MERCHANTS.
J. HATHAWAY. J. L. HATHAWAY.
March [illegible] 1849. 149.

W. L. SMITH,
(Late of the firm of Sandford & Smith,)
COMMISSION MERCHANT,
WILMINGTON, N. C.
Store on [illegible] Street, Parker's block.
Oct. 11, 1847. 19-tf.

J. S. WILLIAMS,
Fancy & Staple Dry Goods Store.
ONE DOOR WEST OF W. A. SALT'S DRUG STORE.
MARKET STREET,
WILMINGTON, N. C.
Oct. 11, 1848. 93.

W. BRANSON,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
[illegible] *North Water St.*
WILMINGTON, N. C.
N.B. [illegible]
W. B.
Sept. 28, 1848. 65-tf.

JEFFREYS & LEIGHTON,
General Commission Merchants,
WILMINGTON, N. C.
[illegible]

WILLIAM J. CLARK,
ATTORNEY AT LAW.
RALEIGH, N. C.
[illegible]

HENRY P. RUSSELL,
AGENT FOR THE CAPE FEAR STEAM SAW MILL,
WILMINGTON, N. C.
[illegible]

[illegible]
NEW YORK.
[illegible]

[illegible] GILLESPIE.
[illegible]
TIMBER, LUMBER, NAVAL STORES, [illegible]

GEORGE W. DAVIS,
COMMISSION MERCHANT,
WILMINGTON, N. C.

L. A. LATTA,
COMMISSION MERCHANT,
[illegible] GENERAL AGENT,
WILMINGTON, N. C.

LIFE INSURANCE
IN THE NATIONAL LOAN FUND SOCIETY, OF LONDON,
AND
FIRE INSURANCE
IN THE ÆTNA INSURANCE COMPANY, OF HARTFORD, Conn.,
OR, IN THE
HOWARD INSURANCE COMPANY, OF NEW YORK,
May be effected by application to
[illegible] & BROWN.
March 17, 1849. 10.

G. & W. A. GWYER,
MANUFACTURERS AND DEALERS IN
CABINET FURNITURE,
In all its varieties.
Bedsteads, Cotts, Mattresses, Looking Glasses, &c. &c.
FRONT STREET, [illegible]
WILMINGTON, N. C.
GEORGE GWYER. WM. A. GWYER.
[illegible]

BILLS OF EXCHANGE.
A FRESH supply of [illegible] of Exchange for [illegible] at the Commercial Office.

BACON! BACON!!
A LOT of [illegible] Bacon Hams [illegible]
GEO. W. DAVIS
June 12. [illegible]

CASWELL & BLOSSOM,
GENERAL COMMISSION
AND
FORWARDING MERCHANTS,
Nos. 1 & 2, Dickinson's Store,
North Water St. Wilmington, N. C.
DAVID CASWELL. J. S. R. BLOSSOM.
Cash advances made on consignments of Timber, Lumber, Naval Stores, &c. Also on shipments to our friends in New York.
Liberal cash advances made on consignments of Timber, Lumber and Naval Stores.
April [illegible] 1849. 6-12m.

BENJ. BLOSSOM & SON,
General Commission Merchants,
NEW YORK.
BENJ. BLOSSOM. CHAS. W. BLOSSOM.
Liberal advances made upon Consignments.
Reference.
Messrs. Caswell & Blossom, J. & D. McRae, G. W. Davis Esq. } Wilmington.
July 19, 1849. 43.

HERON & MARTIN
General Commission Merchants,
37 1-2 North Wharves,
PHILADELPHIA.
Refer to [illegible]
Messrs. Moses Taylor & Co., J. H. Brower & Co. } New York.
J. & D. McRae } Wilmington.
[illegible] 9-tf.

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., J. D. Bellamy, Esq. } Wilmington.
Messrs. [illegible] & Huntington, [illegible] Thompson [illegible] } New York.
Alex'r Heron, [illegible], Messrs. W[illegible] } Charleston, S. C.
H. F. Baker [illegible]
Jan. 2, 1849. 123-tf.

WILLIAM M. HARRISS,
GENERAL
COMMISSION MERCHANT.
WILMINGTON, N. C.
[illegible]

JOHN HALL,
Commission Merchant,
WILMINGTON.
[illegible]

F. J. LORD & CO.,
[illegible]
Accumulated Capital $130,000.
[illegible]
Capital, $100,000.
[illegible] North Water Street [illegible]

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

H. L. BUTTERFIELD,
PAVILION HOTEL.
Corner of Hazel and Meeting Streets,
CHARLESTON, S. C.
Where he will be happy to see all his NORTH CAROLINA FRIENDS.
[illegible] 1849. 59-tf.

GEO. [illegible] ANDERSON,
Grocers & Commission Merchants,
No. 111 Front St. New York.
[illegible] the other a Northern man [illegible] years' experience in City trade, the interests of [illegible] and buying from them [illegible]
Strict attention paid to consignments of Cotton, Grain, Naval Stores, Lumber, and every kind of Produce; and all orders for Groceries and Merchandise generally promptly attended to, at [illegible]
[illegible] ANDERSON.
May 22, 1849. [illegible]

SHIPPING ARTICLES.
FOR SALE at the *Commercial Office*, an elegant edition of Shipping Articles, embracing all the laws of Congress relative to the Merchant Service.

RYE!
100 Bushels. For sale by J. C. LATTA
Jan. 5. 136.

TO PRINTERS.
I HAVE for sale a font of entirely new SMALL PICA purchased at the time of the late *Commercial Review*, consisting of 519 pounds. It is handsome faced and of approved manner. This font is now in use, and will be sold for good six months' paper, bearing interest, for ten per cent less than cost; or [illegible] per cent less than cost for CASH.
B. I. HOWZE,
Commercial Office.
March 22, 1849. 2-tf.

WRAPPING PAPER.
450 REAMS for sale by W. L. SMITH
May 1, 1849. 20.

NOTICE.
FROM and after the [illegible] 1849 [illegible] without [illegible]
ROBT. FENNER,
Transportation Agent, W. & R. R. R. Co.
Dec. 30, 1848. 122-tf.

TO RENT.
THE OFFICE in London's Building, next door to the Law Office of David Reid Esq. is for rent till the first of October next—cheap. Apply at the Office of
THE COMMERCIAL.
May 3. 22-tf.

AGENCY OF
Nautilus (Mutual Life) Insurance Company.
[illegible]
F. J. LORD & Co. Agents.
Oct. 24. 91 tf.

GRIST MILL.
[illegible]
[illegible] 1849. 149-tf.

EMPTY BARRELS.
500 [illegible]
GEO. HARRISS
May 17 1849 [illegible]

COMMERCIAL BANK STOCK.
10 [illegible]
J. HATHAWAY & SON
[illegible]

[illegible]

DISTILLERY FOR SALE.
[illegible]

BILLS OF LADING, &c.
[illegible] BILLS OF LADING [illegible] for sale at the Commercial Office.

CAMPHINE! CAMPHINE!!
10 CENTS PER GALLON.
[illegible] J. G. BAUMAN
Feb [illegible] 147

RICE! RICE!!
50 [illegible] GEO. W. DAVIS
June 12. [illegible]

DEEDS FOR SALE.
WARRANTEE Deeds, and Deeds for Mortgage on hand just printed, in correct form and for sale at the Commercial Office.

CONGRESS WATER.
18 DOZ. Congress Water, just from the Spring, [illegible] at reduced prices; [illegible]
A. C. EVANS & BRO.
July 10. 43.

PATENT MEDICINES
JUST received 6 dozen Sands Sarsaparilla; also, Old and Young Townsend's do.
12 doz. Swayne's Syrup of Wild Cherry;
12 " [illegible] Vermifuge;
12 " Dead Shot [illegible]
6 " German Bitters, [illegible] Syrup and Queens delight. For sale at usual prices, by
A. C. EVANS & BRO.
[illegible]
July 10. 42.

SONG OF THE DECANTER.

There was an old decanter, and its mouth was
gaping wide; the
rosy wine had
ebbed away
and left
its crys-
tal side;
and the wind
went humming—
humming,
up and
down; the
wind it blew,
and through the
reed-like
hollow neck,
the wildest notes
[illegible]. I placed it in the
window, where the blast was
blowing free, and fancied that its
pale mouth sang the queerest strains to
me. "They tell me—puny conquerors! the
[illegible]
[illegible] I have conquered
more than all your famous conquerors so
[illegible]
[illegible] the beverage that dulls the
[illegible]
[illegible] conquerors that slay [illegible]
[illegible]
[illegible] the crimson tide of woe. The
in the path of battle darkest streams
of blood may roll; yet while I [illegible]
[illegible] I have damned [illegible]
[illegible]. The cholera, the plague,
[illegible]
[illegible] or malice, on the
[illegible] I have brought. And
still I breathe upon them and
[illegible] before my breath
& [illegible] by ye'r may [illegible]
[illegible] of death."

SPEECH
OF Mr. Wm L. LONG, OF HALIFAX;
On the [illegible] of the Wilmington and Raleigh Railroad Company, delivered in the House of Commons, January, 1849.

Mr. SPEAKER:
When my colleague occupied his seat in this Hall I was content to remain silent [illegible] I found a close observer of [illegible] one who never failed to raise his voice when the subject before the House seemed to require it. In his absence [illegible] I feel it my duty [illegible] very few remarks, on the [illegible]

[illegible] It has been [illegible]

[illegible]

Mr. Speaker, in the year 1835, a bill was introduced [illegible] Ohio, striking [illegible] and running through a portion of the Western part of the State to [illegible] on the Ohio river. Mr. McLane, of Maryland, the President of the Baltimore and Ohio Road, was in Raleigh. He threw his doors wide open, and gave splendid entertainments. He exerted the influence of his name, and [illegible] great [illegible] in favor of the project. How, sir [illegible] members [illegible] session of the General Assembly? They boasted of the Old Dominion as a State [illegible] in History [illegible] monumentally grand. They pointed to [illegible] works as living [illegible] and enterprise [illegible] of the [illegible] Old Commonwealth. They voted against the bill on the [illegible] of the extension of the Road [illegible] in Virginia, [illegible] with the policy of the State [illegible] some of her public works useless, and build up Baltimore, to the injury of Richmond [illegible] consequently the measure was re-

jected. And thus the Legislature exhibited a proper regard for the welfare of the people. Let us imitate the example, and vote against any project which looks towards fostering a neighboring town, and dividing the products of North Carolina between Virginia on the one side, and S. Carolina on the other.

Sir, it is our indispensable duty to be governed by such high considerations of policy, since we have passed a bill for a Central Railroad. When that Railroad shall go into successful operation, what will be the condition of things? The laborious husbandman of the West will come down to the abused Centre, where we hear so much talk about "Cliques," without seeing or feeling their influence, and go from this point to Petersburg, Norfolk or Wilmington, and find, for the product of his labor a ready market. We are told that it is the policy of our State to make, for our people, a *home market*. If so, I tell the gentleman from Hertford, (Mr. Rayner,) that he had better direct his strong blows against the Raleigh and Gaston Road, than against the Wilmington and Manchester route. The first is now a great river pouring a portion of the productive wealth of North Carolina into Virginia, and making Petersburg a commercial mart for this good old Commonwealth;—whilst the Manchester Road will be as a tributary stream running *into* North Carolina, bearing upon its bosom a part of the products of South Carolina to Wilmington—an auxiliary towards building up at that place, an emporium for our citizens. Here, at this point, by the Raleigh and Gaston Road, the people of Petersburg will contend with the citizens of Wilmington for the products of the West, By the Wilmington and Manchester Road, there cannot be any such contention. Yet the Gentleman from Hertford is opposed to the Manchester Road, because it may conflict with what he supposes to be the true policy of the state—notwithstanding he is in favor of the Raleigh and Gaston Road, which may take, on the completion of the Central Road, the products of the West and this region of country to Virginia—and if so, destroy the prospects of building up a commercial town in North Carolina.

Mr. Speaker, I have merely thrown out these suggestions, as a set off to what has been said by the gentleman from Hartford, in relation to the bill on your table. I am not opposed to the Raleigh and Gaston Road. I would vote, to-day, one hundred thousand dollars, or any amount necessary, to put that road in thorough repair. It is the property of the State; and as Representatives of the people, it is our duty to take care of the public works. Not any one seems to have been entrusted with the guardianship of this Road. And in the multiplicity of projects before us it has been well nigh lost sight of. True, something has been attempted, but, in my judgment, it amounts to nothing. Sir we have done much for the State; if however, we return home to our constituents, without voting a sufficient for putting the Raleigh and Gaston Road in proper condition, we leave undone what we ought to have done, a blot upon our Legislative escutcheon for the next Legislature to wipe off.

Mr. Speaker, shall the bill on your table pass? that is the question. What [illegible]? The relief of the Wilmington and Raleigh Railroad Company—[illegible] that Road in [illegible]. I take the statement from [illegible] President and Directors [illegible] Company. The gross amount is [illegible] including the receipts from passengers, freights, transportation of mail, rents, sale of old iron and copper —$317,[illegible] Expenditures, embracing all the [illegible] $238,132 [illegible] in favor of re[illegible] of $[illegible] 71 [illegible] this balance $[illegible] has been applied to the payment [illegible] the debt of the Company [illegible] deficit of $43,[illegible] $[illegible] 07 [illegible] applied to the purchase of new [illegible], &c. &c.

The State [illegible] stock in this Road [illegible] of $600,000. By the completion of the route to Manchester, this work [illegible] more valuable, and its receipts will [illegible] be increased to [illegible] which would, in [illegible] years, liquidate all the debts of the Company, keep the Road in good repair, and forever thereafter be a source of revenue to the State, as well as profit to the [illegible] stockholders. Besides, sir, we [illegible] the danger of the Sea, by [illegible] with the Steamboat line, and we [illegible] the Wilmington and Raleigh Road [illegible] work [illegible] by increasing [illegible] route, [illegible]. We are informed [illegible] the President, and [illegible] Company, that, from a [illegible] of the valuation of real estate, along the line of this improvement, it has increased in value, within a few years owing to this work, $1,931,297; which is an increase, to that amount, of individual wealth—and that is a component part of the wealth of the State.

The Railroad Journal, in a late number, estimates the entire expenditure, within the last twenty-five years, in the projection and construction of Railroads in the world, at *one thousand millions of dollars*; and also shows that these improvements have increased the value of property to double that amount. Then the world, in a low calculation, is one thousand millions of dollars better off than it was anterior to the projection of Railroads. Yet there are those amongst us claiming to be regarded as statesmen of enlarged and liberal views, who are endeavoring to poison the public mind against the Central project, because the

SEE FOURTH PAGE