THE COMMERCIAL

Is published every *Tuesday, Thursday* and *Saturday*, at $5,00 per annum, payable in all cases in advance,

BY THOMAS LORING,

EDITOR AND PROPRIETOR:

BENJAMIN I. HOWZE,

CORRESPONDING EDITOR.

CORNER OF FRONT AND MARKET STREETS,

WILMINGTON, N. C.

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1 "	1 month,	2,50	1 "	1 year,	12,00

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The privilege of Annual Advertisers is strictly limited to their own immediate business; and advertisements for the benefit of other persons, as well as all advertisements not immediately connected with their own business, and all excess of advertisements, in length or otherwise, beyond the limits engaged, will be charged at the usual rates.

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.

AGENTS FOR THE COMMERCIAL

NEW YORK: Messrs. BROWN & DEROSSET.
BOSTON: FREDERICK KIDDER, Esq.

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

JOHN WALKER, JR.
AUCTIONEER & COMMISSION MERCHANT
WILMINGTON, N. C.
March 17, 1849. 1-1y.

F. J. LORD & CO.
Rice Factors & Commission Agents.
Nov. 25, 1848. 108-1y-p.

L. MALLETT,
AGENT FOR THE SALE OF
Timber, Lumber, Naval Stores, &c.,
Nutt's Building, North Water Street,
WILMINGTON, N. C.
Nov. 9, 1848. 101

JOHN D. LOVE,
DEALER IN
CABINET FURNITURE,
BEDSTEADS, CHAIRS, MATRASSES, &c.,
ROCK SPRING,
WILMINGTON, N. C.
Dec. 14, 1848.

SCOTT, KEEN & CO.
MERCHANT TAILORS,
AND DEALERS IN
SUPERIOR
Ready Made Clothing.
MARKET STREET.
WILMINGTON, N. C.
Oct. 21, 1848. 94-y.

A. B. SHEPHERD & Co.,
AUCTIONEERS AND COMMISSION MERCHANTS
Fayetteville Street,
RALEIGH N. C.
Will attend to all orders and commissions in their line of business, with punctuality and dispatch.
REFER TO
His Excellency CHAS. MANLY,
J. O. WATSON, Esq.,
MATHEW SHAW, Esq.,
Hon. J. R. J. DANIEL,
GEO. W. MORDECAI, Esq.,
MAJ. C. L. HINTON.
Raleigh, N. C., Feb. 22, 1849. 145-12m-c.

S. M. WEST,
AUCTIONEER
AND
COMMISSION MERCHANT,
WILMINGTON, N. C.
Liberal Cash advances made on all consignments from the North, or on Produce from the Country. Office 2 doors on the Wharf, South side of Market Street.
April 5, 1849. 9-tf.

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

CORNELIUS MYERS,
MANUFACTURER,
AND DEALER IN
HATS, CAPS, UMBRELLAS AND WALKING CANES, &c.
WILMINGTON, N. C., Market-st.
Oct. 17 1848. 91-tf.

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

THE COMMERCIAL

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.

VOL. 4—NO. 66. WILMINGTON, TUESDAY MORNING, AUGUST 21, 1849. Whole No. 532

RUSSELL & KENDRICK,
SHIP BROKERS AND
Commission Merchants,
WILMINGTON, N. C.
Aug. 14. 63

J. & D. McRAE & Co.
General Commission Merchants.
WILMINGTON, N. C.
JOHN MACRAE. DONALD MACRAE. WM. QUIRK.
May 29, 1849. 23-1y.

ROBERT G. RANKIN,
AUCTIONEER,
WILMINGTON, N. C.
May 29, 1849. 23-1y.

J. HATHAWAY & SON.
COMMISSION MERCHANTS.
J. HATHAWAY. J. L. HATHAWAY.
March 3, 1849. 149.

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 1848. 90-ye

J. S. WILLIAMS,
Fancy & Staple Dry Goods Store.
ONE DOOR WEST OF WM. SHAW'S DRUG STORE
MARKET STREET,
WILMINGTON, N. C.
Oct. 11, 1848. 90.

W. BRANSON,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
Nutt's Building, North Water Street.
WILMINGTON, N. C.
N. B. I have a large and Secure Timber Pen where I will put all Timber left with me for sale at as small charge as is made by any other Agent in this place, W. B.
Sept. 28 1848. 83-c.

JEFFREYS & LEIGHTON.
General Commission Merchants,
WILMINGTON. N. C.
February 13, 1849. 141.

WILLIAM J. CLARK,
ATTORNEY AT LAW,
RALEIGH, N. C.
Sept. 12th, 1848. 76-w. tri. c.

HENRY P. RUSS;
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.

DEROSSET & BROWN.
WILMINGTON, N. C.
BROWN & DEROSSET.
NEW YORK.
GENERAL COMMISSION MERCHANTS
March 17, 1849. 1-y.

GEORGE S. GILLESPIE.
AGENT FOR THE SALE OF
TIMBER LUMBER, NAVAL STORES &c.
will make liberal cash advances on all consignments of produce.
March 17, 1849. 1

GEORGE W. DAVIS.
COMMISSION MERCHANT,
WILMINGTON, N. C.
March 17 1849. 1

J. C. LATTA.
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 10, 1848. 87

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 DeROSSET & BROWN.
March 17, 1849. 108

G. & W. A. GWYER,
MANUFACTURERS AND DEALERS IN
CABNIET FURNITURE,
In all its varieties.
Bedsteads, Cotts, Mattresses, Looking Glasses, &c. &c.,
FRONT STREET, NEAR MARKET.
WILMINGTON, N. C.
GEORGE GWYER. WM. A. GWYER.
May 15, 1849 26.

CASHWELL & BLOSSOM,
GENERAL COMMISSION
AND
FORWARDING MERCHANTS,
Nos. 1 & 2, Dickinson's Store,
North Water St. Wilmington, N. C.
DAVID CASHWELL. JOS. 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 3, 1849. 8-12m.

BENJ. BLOSSOM & SON,
General Commission Merchants,
NEW YORK.
BENJ. BLOSSOM. CHAS. W. BLOSSOM.
Liberal advances made upon Consignments.
References.
Messrs. CASHWELL & BLOSSOM, " J. & D. McRAE, " G. W. DAVIS Esq. } Wilmington.
July 10, 1849. 49.

HERON & MARTIN
General Commission Merchants,
37 1-2 North Wharves,
PHILADELPHIA,
REFER TO
Messrs. THOS. WATSON & SONS, JNO. C. DACOSTA, Esq., WM. S. NEILSON, Esq., ROBERT NEILSON, Esq., } Phil'a.
Messrs. MOSES, TAYLOR & Co., " J. H. BROWER. & Co., " J. & D. McRAE, GEO. HARRISS, Esq. } New York. Wilmingtn.
April 5, 1849, 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. Ballard & Huntington, Messrs. Tooker, Smyth & Co., " Thompson & Hunter, Alex'r. Herron, Jr., Philadelphia } New York.
Messrs. Williams & Butler, H. F. Baker, Esq., } Charleston, S. C.
Jan. 2, 1849. 123-tf.

WILLIAM M. HARRISS,
GENERAL
COMMISSION MERCHANT,
WILMINGTON, N. C.
STRICT attention given to procuring Freights and purchasing Cargoes for vessels.
REFERENCES:
O. G. Parsley, Esq, Col. John McRae, Messrs. Ballard & Huntington, } Wilmington, N. C.
Will Peck, Esq. Raleigh, N. C.
Messrs. Hall, Sackett & Co., Joseph Utley, Esq., } Fayetteville, N. C.
Messrs. James Corner & Sons, Baltimore.
" E. A. Souder & Co, Philadelphia.
" Thompson & Hunter, " Pillsbury & Sandford, " Hunting & Tufts, Boston. } New York.
" J. & G. P. Titcomb, Kennebunk, Me.
July 17th, 1849. 52 tf.

SPIRIT BARRELS.
A Good supply of empty Barrels. For sale low in lots to suit purchasers, by DeROSSET & BROWN.
March 1. 160.

JOHN HALL,
Commission Merchant,
WILMINGTON.
April 12. 12

F. J. LORD & CO.,
Agents for the
NAUTILUS MUTUAL LIFE INSURANCE Co
Accumulated Capital $130,000.
ALSO FOR THE
EAGLE LIFE & HEALTH INSURANCE CO.
Capital, $100,000.
Will take risks on lives of Slaves.
Office 23 North Water Street.
Oct. 24, 1848.

MARTIN & CRONLY.
AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
Wilmington, N. C., Oct. 3 1848. 85tf.

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.
July 12, 1849. 50-tf

OLDS & ANDERSON,
Grocers & Commission Merchants,
No. 141 Front Street New York.
One of the partners being a native of North Carolina, and the other a Northern man with twenty years' experience in City trade, the interests of their patrons in shipping to, and buying from them will be well protected.
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 the lowest City prices.
LEWIS F. OLDS, F. B. ANDERSON.
May 22, 1849. 29-6m.

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

RYE!
100 Bushels. For sale by J. C. LATTA.
Jan. 25. 136.

TO PRINTERS.
I HAVE for sale a font of entirely new SMALL PICA purchased for the office of the late *Commercial Herald*, consisting of 319 pounds. It is handsome face and of approved number. This font is in fine case, and will be sold, for good six months' bearing interest, for *ten* per cent less than cost, or *fifteen* 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 first January, 1849, no Freight will be transported or delivered without the freight being paid.
ROB'T. 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 5. 22-tf.

AGENCY OF
Nautilus (Mutual Life) Insurance Company
PERSONS holding Policies in this office are notified that Scrip Certificates, for their *Shares of profits in the business of the Company* are ready for delivery at the Agency office, 23, North water-st.
F. J. LORD & Co., Agents.
Oct. 24. 91-tf.

EMPTY BARRELS.
500 LARGE size Spirit Barrels in good order for sale in lots, apply to GEO. HARRISS.
May 17, 1849. 27-tf.

COMMERCIAL BANK STOCK.
10 SHARES Commercial Bank Stock, for sale by J. HATHAWAY & SON.
Feb. 24, 113

COAL.
500 BUSHELS Bituminous Coal, now landing and for sale by W. L. SMITH.
April 5, 1849. 9.

NEW MACKEREL & ALEWIVES.
100 BBLS. No. 3 Mackerel, and 20 do. Alewives, this season's catch—daily expected per Schr. Ontario. For sale by
BARRY, BRYANT & ADAMS.
July 19. 51

GLUE.
GERMAN and American Glue, of prime quality for Distillers. For sale by DeROSSET & BROWN.
Jan. 6. 125

DISTILLERY FOR SALE.
THE Turpentine distillery at Faisons Depot on the Rail Road, lately owned by John Christian, will be sold at a fair price, for further particulars apply to JEFFREYS & LEIGHTON.
April 10, 1849. 11.

BILLS OF LADING, &c.
FOLIO POST BILLS OF LADING, bound in Books, and sheets, also Letter Sheets—with a variety of mercantile blanks, for sale at The *Commercial Office.*

CAMPHINE! CAMPHINE!!
40 CENTS PER GALLON.
For sale at the Store of J. G. BAUMAN.
Feb. 27. 147

RICE! RICE!!
50 TIERCES fresh beat Rice for sale by GEO. W. DAVIS.
June 12. 33.

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

CONGRESS WATER.
18 DOZ. Congress Water, just from the Spring, full qts. and pints, at reduced prices; any person wishing a treatise on the medicinal properties with an analysis &c. of this Spring, can be supplied gratis, by A. C. EVANS, for Clark & Co.
July 10. 49.

PATENT MEDICINES
JUST received 6 dozen Sands Sarsaparilla; also, Old and Young Townsends do.
12 doz. Swaynes Syrup of Wild Cherry;
12 " " Vermifuge;
12 " Dead Shot
6 " German Bitters; 4 Eping, Sarsap and Queens delight For sale at usual prices, by
A. C. EVANS & BRO.
Also, Bernard's Cholera Remedy just to hand.
July 10. 49

SPIRITS TURPENTINE BARRELS.
200 LARGE size, perfectly seasoned, and warranted to hold, if properly glued. For sale by A. H. VANBOKKELIN.
July 14. 51

EDITORIAL CORRESPONDENCE

OF THE N. O. COM. BULLETIN.

WELDON, N. C., 22d July, 1849.

I wrote you a hasty letter from Charleston, yesterday, and immediately after closing it, made up my mind to come by the inside route instead of by the New York steamer, for as the weather continued blustering and threatening, I preferred the risk of twelve hours sea sickness to a delay of three days, and accordingly, I was soon on board the Wilmington mail boat, the *Vanderbilt*, Captain MARSHALL. It has been very much the custom to decry this line of boats as inferior and unsafe, but I think, without sufficient cause. We have recently been accustomed to the splendid modern Ocean steamers of 1000, 1500 and 2000 tons, fitted up with great style and luxury, that we look with contempt upon the small, snug and comfortable boats of a few years back, when *they* were considered all that was necessary or desirable; and I must confess, when I drove down, and saw only the tops of the wheelhouses and the chimneys of the *Vanderbilt* visible above the wharf, I felt a little disappointed and cast another look upwards to the unquiet sky and lowering clouds, but when I got on board, found every thing so snug and comfortable, even though rather on the small scale comparatively, that I felt no regret in having selected that route. The night proved very rough, with considerable sea, but the wind was favorable, and the boat made such rapid progress, that we had to go under very low steam, so as not to reach the bar before daylight, when the buoys could be distinguished. Notwithstanding all the complaints of the boats of this line, there has been none in the United States which have run with more success, for they seldom lose a trail, and only in weather when almost any boat would do so, as they are allowed but very little margin to the schedule time, and I have no recollection of any serious accident having happened to any of them in many years. The accommodations on board, are very good, as is also the fare. They have an upper saloon or cabin on deck, where the meals are given, with windows all round as in a railroad car, which makes it both light and airy. These boats are owned by the Wilmington and Weldon Railroad Company, and they are a constant drain upon them, as the expense of keeping them up is far from being covered by their earnings; on the contrary, they draw heavily on the profits of the road. This of itself is a fair reason why larger and more expensive ones are not put on the line, besides, as regards size the water on the bar of the river to Wilmington, would not admit boats of heavy draft. The railroad now constructing to unite with the Charleston and Augusta road, will however, soon dispense with the use of boats altogether, and make it a continuous line of rails between Augusta and New York.

There is probably not on this globe, a civilized community so entirely dependent on others for their supplies of every kind, as are the citizens of Louisiana. They literally make nothing for themselves. Their food, their clothing, their furniture, their wagons, carts, drays, and vehicles of all kinds, even to the common wheelbarrow, their most common and rudest agricultural implements, their hardware of every kind, a large portion of the materials for their dwellings in a rough as well as in a finished state, and in fact every thing they require, is furnished by others, to the great advantage of the producers, and to our loss—The grand result of the whole operation is, that we say to our sister States and to foreigners, "here, take all our crops, all our cotton, all our sugar and all our molasses, and give us in return only what will clothe, feed and shelter us, with a few trifling items in the way of extra comforts and luxuries" Are we forever to be contented with this state of things without even an effort to render ourselves at least partially independent? I am fully aware neither our own nor any other community can produce *every thing* we require—far from it—nor would it be well if we could, for it would destroy the business, commerce and prosperity of all nations, if there was not a large interchange of commodities that can be produced or grown more advantageously in some climates and under peculiar circumstances, than in others. But surely it is time we should cease to pay, as we do in some years, half a million to a million of dollars for corn, which we can grow as cheaply, and as abundantly as any other State, and which in ordinary seasons is quite a more profitable crop than cotton or sugar. It is time we made our own carts, wagons, drays, wheelbarrows—our coarse clothing, all our shoes, our harness, coarse hardware, and various other articles of common necessity, and large consumption, and to come back more particularly to the subject which has led me to these remarks, it is time we ceased giving to either *old* England or *New* England *five* bales of raw cotton in return for *one* manufactured into coarse cotton stuffs. Let us manufacture this *one* bale ourselves, and we then still have *four* left for sale. Probably no place at the South offers such advantages for a cotton factory as New Orleans, and none where such unmixed good would flow from establishments of the kind. There are hundreds, and probably thousand of persons in and near the city, who are perfectly idle, or worse than idle, and a weight and burthen on their families, who would find most desirable and profitable employment in that manner, the wages of whom would add vastly to their own comfort and happiness, as well as those with whom they are connected.

I met in the cars a very intelligent Georgian, who was fully posted up on the subject of the cotton manufactures in that State and S. Carolina, and I was much gratified to find what a deep hold the subject had taken on the public mind there, and how many factories are already established; many more than I had previously thought, and with every prospect of a great and rapid increase. In Georgia, in particular, it is thought they will in a very few years be able to supply all the coarse cotton goods required, not only for their region, but also for the whole population. For the finer descriptions, they will of course have to be dependent for some time longer on Northern and European supply.

I believe there is no instance in which a cotton factory at the South has failed in being not only successful, but eminently so: much more than in the Northern States. It indeed, can hardly be otherwise, when we recollect the great advantages they possess in having the raw material grown, and the market for the manufactured article also, at their very doors; instead as with the Northern manufacturer, being obliged to buy and bring it from a great distance, at heavy expense for commission, freight, insurance, etc., and then in like manner, send their manufactured article to the consumers.

It is time for the South to arouse itself, and no longer be thus entirely dependent upon others, not only for the comforts and luxuries, but also for the necessaries of life. We look to the North for every thing, and the consequence is to be seen and felt in the diminished power and prosperity of the South. I hope the time is rapidly arriving, and I hail with great satisfaction, the general disposition which is exhibiting itself at the South, in the establishment of Cotton factories, which will soon extend itself to other articles for our consumption. Will Louisiana continue behind her sister Southern States in this attempt to render herself independent, or rather not *entirely dependent* on others for every thing she requires? I say, "*continue* behind," for with the exception of Arkansas, I believe she is the only slave State that has not yet even made an effort of the kind; all others, even Florida, having established Cotton factories which are not only prospering in a high degree, so far as the *proprietors* are concerned, but are diffusing comfort and prosperity among the neighborhoods or communities in which they are located. I learned, ere I left New Orleans, that it was in contemplation to convert into a large factory, the extensive buildings opposite the city, below Algiers, that were intended for a foundry, which I most sincerely hope may be the case. I feel assured, if properly conducted, it would prove a much more profitable investment than the business for which it was originally intended. The place and the buildings are admirably suited for the purpose.

The present annual consumption of Cotton in the United States, is estimated at 500,000 bales, but is really much larger, as that embraces only so much as is consumed out of the crop that comes within the statistical statements which embrace only what reaches the seaports. There is besides a vast quantity consumed in the interior, of which no account is recorded; for instance, there are at least 30,000 bales that annually go out of the mouths of the Tennessee and Cumberland up the Ohio, for the factories on that river at Louisville, Cincinnati, Wheeling, Steubenville, Pittsburg, etc. There are nearly thirty Cotton Mills in Tennessee alone. There are others in Missouri, Kentucky, Mississippi, Alabama, Florida, Georgia, South Carolina and North Carolina—the consumption of all of which, is not taken into any account of the general crop, and there is the amount consumed on plantations, very many of which spin and weave all their supply of clothing. All these demands cannot be supplied with probably less than 150,000 bales, making the total consumption of the United States 650,000. Of this quantity it would not be too large a portion to allot at least 10,000 bales for consumption of Louisiana; *no portion of which is manufactured within the State.*

Let her citizens then recollect what they are paying to non-residents for manufacturing this quantity of Cotton for their wear. As I have already stated, they get back *one* bale in manufactures for *five* bales of the raw material, and if any one will take the trouble to estimate the value of four hundred pounds weight of the most common stuffs, they will be convinced of the correctness of this statement. The four bales or the value of it, is distributed among ship owners, insurers, agents, manufacturers, proprietors, and various others, all living out of, and having no connection with, or interest in the State. It follows then that we annually give 40,000 bales of Cotton in order to pay for the labor and expense of manufacturing only one description of our clothing, all of which we could do ourselves and retain the whole of that cost at home. How much would the prosperity and progress of the State be promoted by annually retaining this amount in the State, which would be at least 1,500,000 dollars, to the great additional comfort of thousands of our poorer inhabitants, among whom the great bulk of it would be distributed. Let each citizen then con-

SEE FOURTH PAGE