

WASHINGTON TEMPERANCE SOCIETY.

We have received a notice of the meeting at Recharitable Hall on Tuesday night last, for which we cannot make room. We agree with the writer in his views of the importance of the subject, and think those engaged in this work are worthy of every encouragement and encouragement. The we do not insert the communication, we can accomplish one of his objects, which is to announce that a meeting of the Society will be held at Recharitable Hall, to-night, and all who feel an interest in the good cause are invited to attend.

MR. WILLIAMS'S REMARKS.

We present, on our first page, a brief account of some remarks of Mr. Williams, on the subject of internal improvement. The patriotic stand taken by this gentleman is worthy of all praise, because he had much opposition to contend with, from a portion of his immediate constituency. Although politics has nothing to do with the subject, we remark, incidentally, that Mr. Williams, is a democrat, but one of the many in that party who is always courteous to his political opponents, and ever sustains a gentlemanly bearing towards them as well as others. He is not of the orthodox political church, but he is one of "the best of unbelievers."

THE REMOVALS AGAIN.

Our friends of the Journal are like the boy that would not "stay whipped." In relation to the removal of the Commercial, they still stick to it. We fear it is one of those fibs that possess a canine tenacity, requiring to be killed the 10th time before it will expire.

The Journal says we know the facts stated by us last week to be perfectly correct. Mr. Sullivan was discharged from the office of Inspector of the Revenue. The Editors cannot know, because it is a thing not known, if we may be permitted to coin a word for the occasion. They know it in the same way that the man in the play saw the Spanish fleet; "in the mind's eye"—while his matter-of-fact contemporary plainly told him—"the Spanish fleet thou canst not see, because 'tis not in sight."

Let it suffice that we have called on Col. RANKIN, and are assured by him that the facts stated in the Journal are not correct. We now proceed to explain the matter.

Mr. Sullivan was not discharged, but expressly declined retaining the office of Inspector.

By law, the offices of Inspector and Measurer are separate and distinct; and though the Inspectors, heretofore, have been acting in both capacities, no authority has ever been given, and it is a matter of common notoriety that the Collector has been charged in his accounts with moneys paid to them as Measurers.

Mr. Brown, by special appointment, is a Measurer and Inspector.

The circumstances connected with Mr. Sullivan's resignation is as follows: After the Collector was advised that the temporary Inspectors were not allowed to make returns as Measurers, and there being a necessity for such officers in this port, he sought authority for the bestowal of that office on all of the temporary Inspectors, but only two were allowed by the Department—Messrs. Brown & McLINTOCK.

Before this time, Mr. Sullivan had caught and arrested at Wilmington with a Brig, the cargo of which required measuring, and the Collector was obliged to place on board a Measurer; but in order (as this was the first vessel under the new arrangement of officers), that no injustice might be done Mr. Sullivan, an arrangement was made, and it appeared, to Mr. Sullivan's satisfaction, as he so expressed himself, that he should continue on board of the vessel and receive his per diem pay, to be deducted from the pay of the Measurer. Under this arrangement, Mr. S. continued three days, and then sent a message to the Collector, that he had a right to measure, and would contend for it—saying at the time, he might turn him out of his office. Mr. Sullivan was sent for by the Collector, who advised him, that he had already a bill for measuring disallowed by the government, and that the Collector had understood, from rumor, that the late Collector had been charged in his accounts, with moneys paid him previously in that capacity; and told him, twice, in that conversation, that he might retain the office of Inspector, and he twice distinctly refused to retain it.

The Journal confounds the offices. Mr. Brown was not placed on board the Brig as Inspector, but as Measurer. In regard to the *Mermaid*, we know of no law, requiring the incumbent to have reached the age of twenty-one; precedents are abundant within the last four years to the contrary, and we look upon Mr. Brown as competent now to discharge the duties of the office, as he will be in less than 30 days hence, when he will have reached his majority.

CANADIAN ANNEXATION.

There has been much said of late relative to Canadian annexation, and, misled by extracts from papers published in the Province, which are favorable to the measure, our people have supposed that the matter was decided, and all that is required is, for the United States to say if they will take her into the Union.

This is not the true state of things. There is a powerful opposition to annexation among the Canadian people. A Protest against annexation has been circulated and signed at Montreal, and another has been issued by members of the Provincial Legislature.

The substance of these documents is, that there are no evils existing in Canada that may not be properly and effectually remedied, by the adoption of a well considered system of legislation. A dismemberment of the British Empire is revolting to the feelings of these protestants.

The following are extracts from the Protest of the members of the Legislature:

"Sincerely attached to the institutions which the mother country has acknowledged, and convinced that those institutions suffice, through a system of wise and judicious legislation, to secure prompt and efficient remedies for all the evils which this Province can complain of, we consider ourselves urgently bound to protest publicly and solemnly against the opinions manifested in that document."

From these data, we conclude there will be no annexation, at present—unless Uncle Sam should throw

himself into the current of his "manifest destiny," and begin to whip the Canadians into a hatred of Great Britain and a love for our Union.

Interesting from the Camanche Nation.

We learn that intelligence has been received at the War Department respecting an important National Council recently held by the Camanche Indians.—This Council lasted ten days, and its object was to elect a new chief to rule the nation (in place of the one recently deceased,) and the individual thus honored in the name of *Buffalo Hump*. On being installed into office, after the Indian fashion, this head chief called upon his subordinates freely to express their opinions upon all matters of importance connected with the affairs of the nation; whereupon many speeches were delivered. They were generally of the most friendly character, but none more so than that delivered by the newly elected chief himself. He maintained that his people had formerly made war upon Texas when it was "feeble and alone," and had gained nothing; and he gave it as his opinion that if they now continued to make war upon Texas, since it had become a part of the United States, the result would be their utter destruction as a nation. He also expressed his determination to do all in his power to put a stop to the thieving depredations which had been committed by a portion of his people against the white inhabitants, and expressed a hope that his efforts would be successful. The prominent members of the Council having agreed to the advice of *Buffalo Hump*, two subordinate chiefs were appointed to communicate in person the result of the Council to Capt. Steele, of the 23rd dragoons, at Fredericksburg, by whom a report was made to Capt. Brooke, commanding in Texas, who forwarded it to the War Department.

Nat. Int.

Overland Travel to California.

A correspondent of the New York Sun, writing from California, says:

"This Gold excitement has caused an immense amount of suffering. A gentleman, who has recently arrived overland, informs me that there are at least eight thousand teams, with four persons to each team, on the road—32,000 persons. His company started with eight wagons, only one of which was brought through. For a distance of one hundred miles they used hams for fuel. They started with \$20,000 worth of property, but were obliged to throw away \$15,000 worth of it in order to get along themselves and save their lives. They lost nearly all of their cattle and mules for the want of grass. He thinks that \$2,000,000 would be a low estimate for the loss in property, provisions, and animals on the overland route alone.—Gold should be abundant to defray such losses."

From the New Bedford Mercury.

DREADFUL SUFFERING AT SEA. We have received a letter from Capt. Hosmer, late master of the whaling barque *Janet*, of Westport, furnishing an account of the privations and suffering of a boat's crew belonging to the *Janet*, comprising the captain and five others, which is almost without parallel in the annals of the whale fishery. It is substantially as follows:

On the coast of Peru, 23d June, 1849, in latitude 3 degrees N., 104 W., while cruising for whales, a shoal of sperm whales appeared in sight from the *Janet*, and three boats lowered in pursuit. Capt. Hosmer's boat's crew consisted of himself, Francis Hawkins, 3d mate, Edward H. Charles, Joseph Cortez, Daniel Thomas, and Jas. Fairman, seamen. It blowing fresh at the time the boats soon separated, each having made fast to a whale. After Capt. Hosmer had succeeded in "turning up" his whale and towing him to the ship, from some inadvertence on the part of the third mate in putting aboard the boat, the boat was lost with loss of boat, keg, compass, paddles, &c. The crew succeeded in fighting the boat, and lashed the oars to the thwarts across the boat, to prevent her from overturning, she being filled with water, and the sea continually breaking over her.

Two waifs, or flags, were immediately set as a signal of distress, the other two boats being in sight at a distance of about one and a half miles. Capt. H. saw the other two boats take their whale alongside of the barque, which was then kept off in the direction for his boat, but to his surprise and horror, when within about one mile of him they kept off on another course until sundown. The crew of the captain's boat then got on to the whale alongside and tried to bail the boat, but could not succeed. They then cut the line attached to the whale, and succeeded in setting some pieces of the boat-aft and steered towards the barque, then about three miles distant. During the night they saw a light at intervals, but in the morning the barque was at about the same distance off. Every expedient was resorted to by making signals to attract the attention of those on board the barque, but in vain. Saw them cutting in the whales, and apparently indifferent to the fate of their comrades. In this perilous condition the unfortunate boat's crew made another attempt to bail the water from the boat, but owing to their contumacious they did not succeed. They then continued on their course as before, hoping to regain the barque, but soon found that she receded from them, and it was determined to put about to the wind and remain, whatever the consequences might be. On the second morning the weather being more favorable, all the whole craft was thrown overboard, and another attempt was made to bail the boat, which resulted in the loss of one man, and without accomplishing the purpose. The effort was again renewed in the afternoon, the weather being yet more favorable, and they finally succeeded in freeing the boat from the water, but with the loss of another of her crew;—all on board having been up to their arms in the water during the last 48 hours. Two of the survivors were seized with delirium; all of them having been without a morsel of food or drink, and suffering painfully from thirst. This disabled no one on board being able to ply at the oars, and with only a small fragment of the boat's sail remaining, it was determined to make for Coocoo Island, on the Peruvian coast, a distance of about one thousand miles, as the nearest land. Accordingly the piece of the sail was used to the best advantage, and the ceiling of the boat was torn up and also employed as a wind propeller, and steering in a north-easterly direction.

Capt. H. writes nothing occurred worthy of remark until the seventh day, the crew having in the meantime been without a particle of food or drink, and not a drop of rain having fallen. In this dreadful state of suffering it was mutually agreed to cast lots as to which of the number should be sacrificed to prolong the lives of his companions, and the unfortunate victim upon whom the lot fell met his fate with perfect resignation and willingness. At the

close of the day a shower of rain proved a very great additional relief. Being without compass or instruments of any kind, Capt. H. was compelled to rely entirely upon his judgement respecting the course, aided only by an occasional glimpse of the North Star and the rolling swell of the sea from the South.

On the eighth day, another of the number died from exhaustion. It was found necessary to pursue a more northerly course in the hope of rain, none having fallen during the last four days. On the next day we were favored with another shower, and this benefaction was followed by the remarkable circumstance of a dolphin leaping from among its finny companions directly into the boat. Several birds also approached so near to the boat as to fall a prey to the necessities of the crew, administering greatly to their relief. On the 13th of July, land was discovered in an easterly direction which proved to be Coocoo Island, (uninhabited,) lying in lat. 5 degrees 27 min. N., long 87 1/2.

On the 12th of June the bark got "nipped" in the ice and only escaped destruction by the almost superhuman exertions and good conduct of those who were in charge of her. She was so seriously injured that she leaked so as to be kept afloat only by the incessant work of nearly all hands at the pumps, and by means of two large metallic pumps obtained by Captain C. from the wreck of the English ships crushed and totally lost just ahead of her.

The leak, was however, partially remedied by thrumbed sails under the bow, though she continued to leak badly until her arrival home, and was only kept above water by continual and unceasing labor at the pumps, till she reached the dock, which indeed is still obliged to be continued, as she lies at the wharf. The two English ships, *Superior*, and *Lady Jane*, mentioned yesterday, were both lost very near the McLellan. Two of the crew of the last ships arrived in her. They are natives of the Shetland Islands.

On the 30th of August, the McLellan lost a man named Joseph Schneider, of New York, who fell from the mizen-top mast head and lived but 20 minutes, being shockingly mangled in the head and limbs. He was 21 years old.

It is due to Captain Chapel, his gallant officers and ship's company, again to say that their conduct in bringing home their vessel, is deserving of more than common praise, and even with their exertions, it could not have been done, but for the staunch and enduring qualities of the ship. The skill and perseverance of the officers and men were objects of admiration to the Englishmen who witnessed them.

We may give more particulars of the McLellan's voyage hereafter.

New York, Oct. 19.

On Wednesday evening, a melancholy accident occurred on a fishing excursion in the Sound, by which two of our fellow-citizens lost their lives. Captain Cornell, ex-assistant alderman, his brother George Cornell, William Jackson, and Jacob Yegell, went in a small boat to fish off Barren Island; and the day being equally a gust of wind upset the boat. The result was, that George Cornell and William Jackson were drowned, and their two companions escaped with much difficulty. The bodies are not yet found.

MORE PUGILISTIC BRUTALITY.

Charley Dunne, a personage pretty well known among the fancy, is out, on Thursday, in a card in one of the New York newspapers, challenging a pugilistic encounter with Yankee Sullivan, "either for fun or any amount of money the opposition may put up." The challenge to remain open for one week. It is to be hoped the police will prevent public decency in America from again being shocked in this way.

Protection to our Far Northwest Subjects.

With the military expedition lately returned to St. Paul, Minnesota territory, from our Red river settlements, (where military defences are being established on the British line,) came a delegation, from Pembina, of about a dozen Chippewa half-breeds, all having French names. The St. Paul Chronicle, of the 29th ult., says: "They had a long talk with Gov. Ramsey, in the Representatives' Hall, yesterday, during which they entered a complaint of aggressions upon their rights by persons on the other side of the line. They stated that certain obnoxious men on the British side had been appointed chiefs over them; that they were restricted in their hunting privileges, &c., and that they came here to claim protection as American citizens.

The Governor replied, in substance, that the United States was strong and able to protect all her citizens—that they might rest assured she would do so on all occasions when required—and that he would represent their grievances to the authorities at Washington, and see that right and justice was done them. They left well pleased and satisfied."

MARINE NEWS.

PORT OF WILMINGTON, OCTOBER 23.

HIGH WATER AT THE BAR, 11.48.

ARRIVED.

19. Schr. E. L. B. Wales, Corson, from Philadelphia, to Geo. Harris, with Mde. 21. Schr. Corinthian, Dashiels, from Baltimore, to G. W. Davis, with Mde, to sundry persons. 21. Schr. James Wallace, Smully, from Fall River, to J. Hathaway & Son, with goods for J. Hathaway & Son, and T. J. Cotton. 21. Schr. Volant, Whitehurst, from New River, to DeRoset & Brown. 21. Schr. Lucretia, Mosman, from Thomaston, to Barry Bryant & Adams, with 700 bbls. Lime. 21. Schr. James Mills, Francis, from New York, to DeRoset & Brown. 21. Barque Santee, Parker, from New York, to O. G. Paraley, in ballast. 22. Brig. British Empire, Young, from Liverpool, to J. & D. McRae & Co., with Sack Salt. 22. Brig. Abigail, Leggett, from Liverpool, to Thomas Sanford, with Sack Salt.

CLEARED.

19. Schr. Harrison Jones, Ormick, for Philadelphia, by Geo. Harris, with 104 bbls. Spirits Turpentine, 1,019 bbls. Rags, 8 bales Rags, 5 bales Bage, 1 Box, 30,000 ft. Lumber, from Gaston Mill. 19. Brig. Harriet Newell, Warren, for Baltimore, by Barry Bryant & Adams, with 145,675 ft. Lumber, from Point Peter Mill. 20. Brig. Francis Jane, Alexander, for New York, by Russen & Kendrick, with 105,000 ft. Lumber, from Point Peter Mill, 500 bbls. Rosin, for West Indies, by W. M. Harris, with 135,000 ft. S. S. Lumber, from Cape Fear Mill. 23. Brig. Verallies, Peleton, for West Indies, by G. W. Davis, with 180 bbls. Spirits Turpentine, 1,700 bbls. Rosin, 30 bales Cotton.

COAL! COAL!!

4000 BUSHELS No. 1. Smith's Coal, daily expected, per Schr. Julia, from Richmond. Apply to GEO. HARRISS, 18 No. Water Street, 93-if.

PRESERVES, PRESERVES, PRESERVES.

Just received at the Family Grocery Store, 5 BBLs. elegant Quinces for Preserving; 2 do. do. Peaches do. do. ALSO, 10 bbls. Table Potatoes—Irish; 10 do. Canal Flour, best brands; 10 half bbls. do. do. best do. 6 bbls. Soda Crackers; 10 do. Pilot Bread; 5 Firlins first quality Goschen Butter; an assortment of Wood and Willow ware, consisting of all kinds of Buckets, Matts, Trays, Brooms, Pails, &c. 30 boxes Cheese, a beautiful lot, Sugars of all kinds, Porto Rico, N. O. Crushed, Powdered and Granulated. Received per Schooner Chas. Mills, and for sale reasonable at GEO. MYERS'S, 93.

JUST RECEIVED PER SCHOONER CHARLES MILLS.

1 Half Pipe best quality pale Cognac Brandy, do. best Port Wine; 2 casks Muscat Wine, pure juice. Please call and examine, at GEO. MYERS'S, 93.

OIL CLOTH! OIL CLOTH!!

THAT beautiful Floor Oil Cloth, has come; those in want of them, will please call soon, the patterns are splendid, and for sale by S. & D. TELLER, 93-1.

DIVISION ORDER, FOR STAFF OFFICERS.

Headquarters 6th Division N. C. Militia, WILMINGTON, 20th Oct., 1849.

THE Major General commanding said Division together with the officers composing his staff having been politely invited by the officers of the Clarendon Home Guards, to join said Company, in their parade, on Saturday, the 27th inst. The officers of said Staff, are hereby ordered to appear at the Headquarters of the Major General, at 10 o'clock, A. M., on Saturday, the 27th inst., fully armed and equipped.

By order of L. H. MARSTELLER, Major General 6th Division N. C. Militia.

G. L. DUNLAP, J. Ald de Camps. N. F. NIXON, 93

Journal copy.

ENBRODERIES.

WE have on hand, some splendid Insertions, and Edgings, we can sell lower than has been offered in this Market before. Call and see them, MYERS & DAVIS, 93-if.

WHOLESALE PRICES CURRENT.

Table listing various commodities and their prices, including Naval Stores, Lumber, Flour, and other goods.

COMMERCIAL.

REMARKS ON MARKET.

For three days past, there has been very little produce offering in market, and but few sales effected. TURPENTINE.—A small lot of Yellow Dip, Turpentine was disposed of at \$1.95 per barrel of 280 lbs. TAR, PITCH AND ROSIN.—We hear of no sales of either. SPIRITS TURPENTINE.—100 bbls. Spirits Turpentine were disposed of at 24 1/2 cts. per Gallon. TIMBER.—2 rafts common Mill Timber were sold at \$5.50 per M. measurement and 2 rafts good Mill, at \$5.50 per M. measurement. LUMBER.—1 raft 50,000 feet of scantling was sold at \$4 per M. on time. HAY.—110 bales Hay were disposed of at 65 cents per wt., and 115 bales, prime Eastern Hay, brought 70 cts. per wt.

Table showing exports of the week ending 22d. inst., including Lumber, Shingles, Turpentine, Rosin, and other goods.

BOSTON MARKET.

Oct. 19. Sales for the week, of Cotton, 500 a 600 bales at from 10 a 13 cts. per lb. Flour, \$5.50 a 5.75; Corn, Yellow, 68 a 70 cts. white and mixed, 65 cents per bushel; Rice, dull, with a limited sale at 31 a 34, cash and 6 mos. Naval Stores—for Spirits of Turpentine the market has been more steady, but without any advance in price—the trade having operated cautiously to the amount of about 200 barrels, at 34 cts. cash, and 36 cts. 6 mos.

NEW YORK MARKET.

October 20. Sales of Cotton for three days, 2,200 bales—prices ranging from 9 1/2 to 12, according to quality. Flour—with large receipts, market dull. Genesee, \$4.62 a 5.75; Ohio, \$5.12 a 5.25; Michigan, \$5. a 5.25; Troy, \$4.75 a 4.87 1/2; Penn. \$5.12 a 5.25; Richmond City Mill, \$6.50 a 6.75. Grain—Genesee wheat, \$1.20 a 1.25; western, \$1. a 1.15; southern, 95 a 1.12. Corn, 55 to 65, according to quality. Rice—ordinary to fair, \$3 a 3.87 1/2; good to prime, \$3.50 a 3.75. Naval Stores—Rough Turpentine sold at \$2.50 a 2.62 1/2, old and new dip. Spirits of Turpentine may be quoted at 24 a 23 cts. per gallon. Rosin is scarce and wanted; Wilmington is held at \$1.50, North County, \$1.25. White Rosin \$4 a 5. Tar, \$1.81 1/2. A slight improvement in freight has taken place to Liverpool—other parts no change to notice.

PHILADELPHIA MARKET.

Oct. 20. The wet and unaccustomed state of the weather having to some extent limited the operations of the past week, the market has been dull, but without much alteration in prices. Flour has slightly declined. The Grain market also closes heavy. Coffee brings better prices; Sugars are firmer, and Cotton is in limited request—the late advices by the Niagara having somewhat lessened the demand.—We find but little alteration to notice in relation to the Money market, which still runs very easy, the Banks taking most of the good paper at short date, that is offered.

Cotton, 11 a 12 1/2. Flour \$5.00 a 5.75, according to quality. Corn, sales mostly at 65 cents, for good southern Yellow. Rice is inactive—sales at 31 cts. per lb. Naval Stores.—Sales of 100 barrels Spirits of Turpentine at 33 cts. cash, and small lots at 34 a 35, cash and time. Sterling Exchange, 10 a 10 1/2 p/100.

FAYETTEVILLE MARKET.

Oct. 20. Bacon, 9 a 9 1/2. Cotton, 40 a 40 1/2. Corn, 45 a 50 cents per bushel. Flour, \$4.75 a \$5 per bbl. Cotton Yarn, per lb. 15 cents; 4-4 brown sheeting, 7 1/2-8 do. 6 1/2; Onanburga, yard, 8 a 9.

LIFE INSURANCE.

THE MUTUAL BENEFIT LIFE INSURANCE Co., continues to take Risks on lives, on fair terms.

SURPLUS OVER \$600,000.

JOSEPH R. BLOSSOM, Agent, Oct. 23d.

JOSEPH R. BLOSSOM.

General Commission Merchant, WILMINGTON, N. C. Cash advances made on consignments to me, or to my friends in New York. 93 y.

JUST RECEIVED PER SCHOONER CHARLES MILLS.

1 BBL. of No. 1 Mackerel, do. 2 half bbls. do. do. 4 qt. do. do. do. 1 doz. salted do. do. 1 keg saltpetre; 10 boxes W. Hall & Son's No. 6 candles; 6 do. fresh Soda Crackers; 4 do. do. Cheese; 25 bags shot assorted; 5 boxes Sperm Candles, assorted sizes. For sale low for cash at GEO. H. KELLY'S, Oct. 23. 93.

ADMINISTRATOR'S SALE.

On Wednesday 14th of November, at the Residence of the late Wm. Shaw, at 11 o'clock, I will sell, all the Household and Kitchen Furniture, and possible property, belonging to the Estate of said deceased, by order of T. D. WALKER, Adm'r. JNO. WALKER, Jr. Auctioneer, Oct. 23d. 93-10.

BACON AND PORK.

50 BBLs. of Mess Pork, 10 hds. Sides in store, apply to GEO. HARRISS, 18 No. Water Street, Oct. 23. 93-11

SACK SALT AFOAT.

1800 SACKS half bleached Liverpool SALT, strong and well filled, just received, per Br. Brig British Empire, just arrived from Liverpool. For sale by J. & D. McRAE & Co. Oct. 23. 93

CAUTION.

All persons are hereby warned against trusting any of the Crew of the Br. Brig British Empire, as no debts of their contracting will be paid by the Captain or Consignee. J. & D. McRAE & Co. Oct. 23. 93

MOLASSES.

40 HHDs Prime retailing MOLASSES, now landing, and for sale by J. HATHAWAY & SON, Oct. 23. 93

FOR NEW YORK.

THE A. I. Bark ROLLAY Jarvis Master, will have despatch as above, for freight or passage, apply to GEO. HARRISS, 18 No. Water Street, Oct. 23. 93-6.

FOR NEW ORLEANS.

THE A. I. Bark JOSEPH FISH, Seav. Master, will have despatch for above port, for light freight or passage only, apply to GEO. HARRISS, 18 No. Water Street, Oct. 23. 93-9

TO CONTRACTORS.

SEALED PROPOSALS to be received, until the 13th November next, for the following Bill of Timber and Plank, for a Bridge over the Brunswick River, by the subscriber, or in his absence, by John A. Taylor, at Wilmington: 1 Twenty ft. of 120 Pils. 45 ft. long, 12 by 12; 10 do. 65 " " " " 12 by 12; 10 do. 30 " " " " 12 by 12; and hewn square.

NEW FRENCH SCHOOL.

THE subscriber, grateful for past favors, respectfully informs the public, that he will open a French Class, about the 1st of November next, for gentlemen and ladies, and misses and boys, as heretofore. He hopes to have the pleasure of meeting many or all of his former scholars, in his school.—The price will be \$9 for 12 weeks—less one every day, except Sundays. P. GARD, Oct. 23, 1849. 93-if.

BLAKE'S INDESTRUCTIBLE FIRE PROOF PATENT PAINT.

I hereby give notice, that I have been appointed Agent for the sale of the above singular and truly valuable substance. It can be applied by any person that can use a brush; and soon, by exposure to the atmosphere, forms a complete coating of slate or stone. Its adhesive properties are so great that it never cracks or scales off from the wood, it is particularly applicable to a southern climate, as the humidity of the atmosphere destroys the beauty of white lead, but cannot effect a change in this Indestructible Paint. Roofs of buildings coated with this Fire Proof, has been used on Steamboats and Railroad Cars with success; it is much cheaper than a tinued Roof, or even white lead; 100 lbs. will cover 1000 superficial feet. Wholesale a cents per lb., at retail 5 cents; it can be procured at retail at the store of R. S. DRIVER and in barrels, of me, at my office. Terms cash, on delivery. W. A. TWYER, General Agent. Forwarding and Commission Merchant, Wilmington, N. C. Oct. 23. 93