

THE COMMERCIAL.

WILMINGTON, N. C.

THURSDAY, NOVEMBER 16, 1849.

CHURCH SERVICES.

There will be service in the Methodist E. Church, on Front Street, at 11 o'clock this morning. There will be service also in the Episcopal Church, on the same hour. We believe the same will take place in the other Churches, though we have received no instructions on the subject.

COMMERCIAL BANK.

At the annual meeting of the Stockholders of this Bank, held on the 5th inst., the following officers were elected for the ensuing year, viz: O. G. PARSLEY, President; N. N. NIXON, J. G. WILSON, JAMES H. BAKER, A. J. DEWEY, J. D. HELLAM, BRYANT FLANNAN, Z. L. WATSON and EDWARD KINGS, Directors.

THE MARINE HOSPITAL.

We respectfully call the attention of those interested to an advertisement of H. R. RAYNES, Esq., calling a meeting of the contributors to the worthy and necessary object of a Marine Hospital. We learn that the Secretary of the Treasury has written to the Collector of the subject, and it is now necessary that immediate action be had in the premises, and a Marine Hospital erected, if possible. No urging is required, we trust to place this matter before an intelligent and humane community. The merits of the subject itself, place it in vivid colors to the view of the understanding and the feelings of the heart.

THE CARDIFF VESSELS.

It will be observed that the arrivals from Cardiff, Wales, are very numerous. These vessels are about 300 tons burthen and come into our river with ease and safety. If we can have direct importations of iron, why not of other kinds of merchandise. These facts should set our enterprising merchants to thinking about the matter.

THANKSGIVING.

In conformity with a Resolution adopted at the last session of our Legislature, the Executive has recommended this day, to be observed as a day of Thanksgiving and Praise to God, for his blessings and mercies to us as a people. The nature of this Festival, it seems to us, is well defined by the Psalmist, in the words: "Make a joyful noise unto the Lord all ye lands: Enter into his gates with thanksgiving and his courts with praise; For the Lord is good, his mercy is everlasting; and his truth endureth to all generations."

As this festival has no connection with those instituted by some of the Churches, it may be considered a State Festival. It has been for many years observed in some of the States—ever since we were a nation, we believe. In the New England States, Thanksgiving has always been a season of great importance and value in enlivening the social enjoyments of life. It has never been observed there with the same religious solemnity that usually attends days of Fasting and Prayer. Although there is always a Thanksgiving Sermon, there are always Thanksgiving parties for dancing and other amusements, according to the varied tastes and notions of the people. So it has been, in fact, a day of Festivity and Praise, and Thankfulness, and the making of a "joyful noise."

The several States of the Union have, one by one, followed the example of the Puritan Fathers, till nearly if not all of them have now a regular Thanksgiving Day. North Carolina comes in, for the first time, at rather a late hour; but we trust she will join the Feast with as much gladness of heart, and as worthily and cheerily as any of her sisters of the Union.

We have been reading a few remarks on the subject of Festivals in general, not having special reference to the one before us, but in some degree applicable to it. We agree with the writer in the opinion, that it is a "deep-seated propensity of human nature to observe, with festive solemnities, the periodical returns of certain times, suspending the ordinary business of life, on certain days, for the purpose of elevating, without interruption, the recollection of some important event, and assimilating the external circumstances of men with their internal feelings. The solemnization of Festivals is an evidence of the noblest part of man. Animals, guided only by instinct, pursue an unvaried course from day to day, while man introduces variety into his life, by celebrating some days above their fellows. Hence we find him observing festivals peculiar to families, to places, to nations, and to religions."

It is a mistaken view of human nature, both in a political and a religious view, to treat particular seasons as rejecting and festive as useful and sinful, rather than as of an elevating tendency. Their accordance with the wants of man's nature is evident from the fact, that we cannot do every thing at all times, and are therefore obliged to assign different portions of our time to different employments. We cannot give ourselves up every moment to the recollection of the freedom of our country, to the recollection of the birth of Christ, to thankfulness to God for his creating and preserving care, &c. It is expedient, then, to set apart certain days in which we may live exclusively for each of these subjects of contemplation; and on such occasions, the object which we commemorate acquires an additional degree of interest from our witnessing the participation of multitudes in the festival. We ought not, however, of course, to confine such contemplations to an appointed day, but should merely direct ourselves more especially to them at that time.

We learn that the Banks of this place will be closed for the day. What course will be taken in other branches of business we are not prepared to state—but presume there will be general suspension of business.

NEW YORK ELECTION.

The returns from the late election in New York are still incomplete. The State Senate is still in doubt, and may be a tie. The House will also be a tie, or have a Democratic majority. The Whig majority in the State, is 3,465.

SARTAIN'S MAGAZINE.

We have received the December number of this interesting and valuable work. Terms, \$3 per annum or 5 copies per \$5, by JOHN SARTAIN and Co. Merchants Exchange, Philadelphia.

STAIR RICE CASE ESTABLISHMENT.—Mr. Edward D. Rice is putting up a commodious building near the foot of Chestnut street, between Water and the river, in which he intends to carry on the business of making rice-cakes from the logs, by steam-machinery.—Chron.

PLAIN PANCAKES.

Sift half a pound or a pint of flour. Beat seven eggs very light, and stir them gradually into a quart of rich milk. Then add by degrees the flour, to make a thin batter. Mix it very smoothly, pressing out all the lumps with the back of a spoon. Set the frying-pan over the fire and when it is hot, grease it with a spoonful of lard. Then put in a ladle full of the batter, and fry it of a light brown, turning it with care to prevent its breaking. Make each pan-cake large enough to cover the bottom of a dessert plate, greasing the pan every time. Send them to table hot, accompanied by powdered sugar and butter mixed in a small glass bowl.

THE CONNECTION OF THE OCEANS.

We copy an article from the *Charleston Mercury*, under the above head. We do not endorse all the sentiments, though we very much fear that the Editor has ventured on a "nullification" theme of tangible import, this time. We hope he is wrong in thus demolishing the fair fabric of a stupendous enterprise, but we fear he is right.

The Louisiana Election.

NEW ORLEANS, Nov. 8, 1849. The election in this State came off on Monday last. The returns from the city are favorably to the democrats, who have carried it—as is probable, the State. Walker, the democratic candidate for Governor, is elected by 250 majority—showing a large gain over Taylor's election. Conrad, whig, in the 2d district, and Lasere, democrat, in the 1st district, are elected to Congress.

From the N. Y. Herald.

Important from South America. We have received our files of papers from Montevideo, and Rio Janeiro, brought by the ship Maria, Capt. Smith, which arrived yesterday from Rio de Janeiro.

Our advices from Rio Janeiro, are to the 4th of October, which is three weeks later than our last accounts. The dates from Montevideo are to Sept. 2, containing accounts from Buenos Ayres, to the 11th of the same.

The news by these arrivals is important. We learn from Capt. Smith that the crop of coffee on the Brazilian plantations is much shorter this than it was the year before, and is commanding higher prices than usual.

The U. S. frigate *Brandywine* is lying in the port of Rio—officers and crew are all well.

The government of Buenos Ayres has purchased the Danish frigate *Staphan*, and the American schooner *Adolphus*, to strengthen the fleet of Parana. A letter from Buenos Ayres, published in the *Comercio del Plata*, of the 10th, says: "that great naval preparations are being made at Buenos Ayres, and it is believed the object aimed at is Brazil, against whom these armaments are supposed to be intended; and with whom it is believed that war is inevitable."

Nothing fresh has occurred in respect to the projected question of the Rio de la Plata. The relative position of Buenos Ayres and Montevideo remains as last accounts, and the now long standing difficulties seem to be as far removed from prospect of settlement as ever were. The same uncertainty and the same general distrust and want of confidence continued to prevail, both at Buenos Ayres and at Montevideo.

From the Charleston Mercury.

The Connection of the Oceans. We have paid less attention than perhaps some of our readers may think they merited, to the recent Convention at St. Louis and Memphis. The proceedings of these bodies were certainly not without interest, and when published in full will furnish much useful information. For this we shall be as ready as others to thank them. But these proceedings will infallibly demonstrate that the avowed purpose of the Convention—the giving practical effect to some one of the several projects for building a Railroad across the continent—was conceived in the spirit of dreams, and not of sober wakefulness.

At the St. Louis Convention, estimates were made by a distinguished engineer, of the cost of a Railway from the Mississippi River across the Rocky Mountains at the South Park, thence through the central part of California basin, across the Sierra Nevada, to the waters of the San Francisco Bay. Considering the nature of the country, its extent of near two thousand miles, and the very little of proper exploration to which a large part of it has been subjected, it was a rather bold thing to attempt an estimate of cost. But he set it down at the moderate sum of eighty-nine millions of dollars, and the Convention were so far from being scared by such a sum, that they voted with great unanimity, that the said Road, from some point near the Western boundary of Missouri, ought to be made to branch in three directions—to Memphis, St. Louis, and Chicago; and they were of opinion that when the Federal Government, shall have fabricated this monster, with a main trunk of fifteen hundred miles, and three tails of five hundred miles each, it will simply have done its duty by providing for the wants of the country, equal in magnitude to the works by which they are to be satisfied. That well informed men should advance such propositions was to us a matter of great wonder, and might have continued so but for subsequent developments.

The St. Louis Convention was speedily followed by one equally well attended and respectable, at Memphis, the outward manifestations of which were not unlike its predecessor. It also voted for a Railway from the Mississippi to the Pacific, but without the tails, and it gave a pretty distinct preference for the shorter and far less frightful route through Texas, by the river Gila, to San Diego on the Southern coast of California. This Convention too was not so heated in fancy on the subject of the advantages of this putting a girder round the continent, and seems to have admitted some scruples as to the propriety of asking the General Government about such work. Still, for all their published proceedings to us, we were warranted in concluding that they were only a little less visionary than their brethren of St. Louis, and that they were truly in their sober senses.

Fortunately for them, the people of Mobile held a public meeting on the return of their delegation, at which Mr. Stewart, one of the number gave an account of the true intent and effect of the doings at Memphis. According to him, the result of the early consultations of the members of the Convention, was a general conviction that the Railway across the continent was, unless at some distant point in the future, altogether a hopeless project. That all the best informed men, (L. M. Adams, the President of the Convention, among them) admitted that the China trade could never be carried over that route, and that consequently the resources of the Road would be limited to the trade and travel of the people of the United States. Mr. Stewart was of thought, however, that the Convention would

do much good; that it would give an impetus to Southern enterprise; would contribute to the more speedy completion of the communications between the Atlantic and the Mississippi, through Georgia and Tennessee; and would bring into favorable light the proposed union of the oceans by the Isthmus of Tehuantepec, in which Mobile was greatly interested. In what way these results were to flow from the action of the Convention, we do not find stated in the brief report of his speech. But inasmuch as the Convention had its share of well informed men, and its deliberations were generally characterized by good temper, it is natural to infer that its full proceedings will afford a body of highly useful information, and that the kindling of so many leading minds by peaceful collision, will diffuse a wholesome warmth through the States. But if they had done nothing more than discover that the project of a Railway, two thousand miles long, across mighty ranges of mountains, through the savage haunts of the Camanches, Navajos, Utes, Diggers and fifty other races of diabolical cut-throats, was a great humbug, we should cheerfully admit Mr. Stewart's tribute to the usefulness of the Memphis Convention. There are some other topics in this connection which we defer to another day.

A FLEET OF STEAMERS.

Our shipping list for yesterday displays an extraordinary array of steamers among the arrivals. The harbor was enormous with their puffing, and omnibuses weired the air with their thunder. The Gov. Dudley from Wilmington, the Columbus from Philadelphia, the Wm. Senbrook from Savannah, the Republic from Baltimore, the Isabel from Havana, and the Pilot from Philadelphia poured in, in rapid succession. The Pilot is the new boat, and is spoken of as a fine specimen of Philadelphia naval architecture. She is a Propeller, built on the most improved plan, and not unworthy to be compared even to the Carolina for neatness and strength.

Columbia and Greenville Railroad.

A meeting in favor of the Railroad was held at Greenville on Tuesday last. Judge O'NEAL, the President of the Company, delivered an address, in the course of which he stated that the construction of the Road was going on rapidly. By January, the Road would be finished from Columbia to the crossing of the Broad River, some 26 miles, and by the 4th of July next, all the grading to Anderson C. H. would be completed. The iron for the entire Road to Anderson is procured, and enough for a portion of the Road from Columbia to Greenville. The Road and Branches would be completed for about \$1,200,000—the cheapest Road in the United States.

ARRIVAL OF THE EMPIRE CITY. Important from San Francisco. The steamer *Empire City* arrived here this afternoon with intelligence from San Francisco to September 1st, being thirty days later than those accounts received by the *Falcon* at New Orleans. She brings the mails and a half million dollars worth of gold dust.

The brig *Hubb*, from which nine passengers were lost in the Straits of Magellan, arrived at San Francisco after a passage of 215 days.

The ship *Ferdinand*, which was reported to have foundered at sea, arrived in good condition on the 21st of August, after a passage of 192 days from Baltimore.

The ship *John Potter*, after the very long passage of 237 days, arrived at San Francisco, from Baltimore on the 26th of August.

There are no casualties reported in the papers, no having occurred on board of these vessels, so that it may be presumed they arrived with passengers all well and in as good health and condition as could be expected after such a long passage.

The Bank Robbery Trial—Destructive Fire—The French Courts—Fatal Rencontre, &c. St. Louis, November 10.

The trial of Childs for robbing the Bank of Missouri, is progressing. No light has yet been thrown on the bank defalcation.

A large fire took place on Broadway, consuming 13 buildings belonging to Clark & Bowman, which were fully insured.

The French Courts, who figured in the assassination at Barnum's hotel, have been committed until the January court, for trial.

A rencontre took place this morning in Market street, between John Owen and John Herr. Both drew pistols, and Herr received three balls and fell dead. Owen was arrested.

McCrum & Johnston's hardware store was robbed last night of \$300 worth of fine cutlery.

INDIAN DELEGATION, &c.

WASHINGTON, Nov. 10—P. M. A delegation of Osage Indians has arrived here. They had an interview to-day with the President, which is represented as being highly interesting. The non-payment of their annuities, it was reported to them, was owing to the sickness of the Indian agent, who had been prevented, on this account, from attending to his duties. The delegation expressed themselves fully satisfied with this explanation.

From the Norfolk and Portsmouth Herald.

Fire and Loss of Life in Portsmouth. At the still hour of two o'clock, on Sunday morning, we were awakened by the sound of the fire-bell, and on looking out, were struck with the appearance of a towering column of light, magnificent to behold, however painful the results with which it was associated. It proceeded from a conflagration in Portsmouth, which commenced at the corner of High and Middle streets, (about the centre of the town) in a house owned by Mrs. Margaret Malone, and occupied by Mr. Newman as a grocery and confectionery store. The next two tenements on High street, being of wood and very combustible, were first enveloped in the flames and destroyed. The first was occupied by Messrs. B. & F. Faulk, grocers, and the next by Mr. M. Born as a refectory, commonly known as the Lafayette House. The

next house from the corner, on Middle street, was the large frame dwelling of Mr. Gay, which was also destroyed. The loss of property, owing to the rapidity of the conflagration, was considerable, and we hear that the only insurance was on the house of Mr. Gay to the amount of twelve hundred dollars—not more than half its value.

But the worst remains to be told. The fire, which is believed to have been entirely accidental, originated in a chamber over the sugar bakery, in which Mr. James Martin, a confectioner, in the employ of Mr. Newman was asleep at the time,—and he was suffocated and burnt to death. The firemen were active and alert, and deserve the public thanks for their exertions. The Portsmouth Company was assisted with as much promptness as possible by the Gromen from the Navy Yard with their engine, and the "Aid" and "Hope" Companies from Norfolk.

From the Baltimore Sun.

ARRIVAL OF THE STEAMER CAMBRIA.



7 DAYS LATER FROM EUROPE. We received on Saturday afternoon some commercial intelligence by the steamer *Cambria*, which was immediately issued in an extra Sun, for the accommodation of the commercial community. Yesterday evening the following detailed account of the news came to hand:

New York, Nov. 11—2 P. M.

The steamer *Cambria*, Capt. Leitch, with about 80 passengers, bringing Paris dates to the 25th and Liverpool dates to 27th, arrived at Halifax at 5 o'clock P. M. Thursday, but the roads were in such a terrible state that the express did not reach Sackville until Friday afternoon, and the line from this city to Boston being out of order, the small commercial despatch forwarded by mail did not reach here until Saturday morning, and we now have the English papers, from which I make up the following summary of the news:

The American arrived at Liverpool on the 21st ult. ENGLAND. The Hon. Abbott Lawrence, the American Minister, had an audience of her Majesty at Windsor Castle, on Saturday last, to deliver his credentials.

The European Times say that the fears which were entertained that a general war would spring out of the demand which the Czar made upon the Sultan relative to the extradition, or rather giving up of the refugees at Widan, have been quieted by intelligence which has come to hand. The attitude assumed by this country and France, placed the Emperor on the horns of a dilemma. He had no alternative but to lower his tone or bare his sabre. He must either fight the English bul dog and Gallic cock, or he must cease to bully the Turk. He has preferred the more pacific course, a quality which even despots know how to respect.

Lord Palmerston introduced to her Majesty Sir Henry Bulwer, who took leave on departing, to enter on the duties of his mission.

The Austrian loan has fallen one-half per cent, below the figure of emission.

IRELAND.

Nothing of interest has transpired in this distressed and wretched country. The difficulties between the landlords and tenants, with murder and arson, continue.

FRANCE.

In the National Assembly, the leading features of the week's debate was the adjourned discussion on national credit, connected with the cost of the Roman intervention, which had been adjourned over.

The principal speeches were made by M. de Saeveville, Thiers, Mont-lambert, Leroux, Arago, Cavaignac and Barrot. The vote for the Roman credit was 497, against it, 163. Among the moderates who voted with the minority were Cavaignac, Arago, Cremieux and Corralie. Hugo and Lamartine were both absent.

In the course of the remarks made by M. de Troqueville, he expressed the hope that the amnesty would be granted. He said he believed that Pons, the great Pontiff who had given the signal of every liberty, and the leader of all liberal ideas, had been repaid by violence and murder. These last expressions called forth denials, and M. Tutelose rose and cried aloud "A lie," and amid great commotion the Assembly adjourned.

The difficulty was afterwards settled, and the sittings resumed.

The Paris *Moniteur* and Republic have been seized for publishing letters from Louis Blanc and other refugees in London.

Lamarine is anxious to go to the East, and has purchased territory within a few days' journey from Smyrna.

M. Persagini, who had been sent to Vienna to bring the remains of the Duke de Reichstadt, to have them interred by the side of his father, has returned, the Emperor of Austria having positively refused.

Lucien Murat, the Minister to Turin, had left for his post on the 17th of June. Seventeen of the June insurgents have been tried at Versailles, and have been acquitted.

The cholera at Paris has entirely ceased.

The wretched system of passports in France is fully shown by the following incident. The police agent at the frontier had stopped the new ambassador of the United States at Madrid, as he was entering Spain on the 17th, because his passport was not signed at Bayona.

TURKEY. A letter from Malta states that there is no doubt but that the English fleet has left the Adriatic for the Dardanelles. The Austrian fleet is under sail for At Sebastopol there was a Russian fleet of 26 vessels, only four hours sail from the mouth of the Bosphorus. The Turkish fleet was anchored across the Bosphorus at the narrowest parts to defend the passage.

The Turkish army in Wallachia had been ordered back to Constantinople.

The French fleet, consisting of six vessels of the line, two frigates, and steamers, with 8,000 men and 600 guns, is under-way for the Dardanelles. The *Deutsche Zeitung* has letters from Constantinople to the 8th instant, announcing the arrival in the Bosphorus, of the British fleet of observation.

A salute of 29 guns was fired by the Turkish fleet, in honor of the British flag.

ROME.

A letter from Rome dated on the 14th, says that much excitement prevails in the city. Several young men have been arrested for singing the Marseillaise hymn in the street; instead of singing, the people now indulge in processions.

Placards with enormous letters, with "Death to infamous Priests"—"Death to the red Triumvirates," cover the walls of Rome.

Several attempts on the lives of French officers have been made.

A letter from Vienna to the 7th, says that Venice will not become a free port again. The capital of the kingdom will hereafter be at Verona.

SARDINIA.

At Sardina the ministerial crisis continues.

NAPLES AND SICILY.

At Naples and Sicily the violence of the Government continued. It was reported that a religious association had been discovered, in which are implicated about 20,000 persons.

A copy of Lord Palmerston's dispatch on the Sicilian question, has been sent to the Emperor of Russia, who sent a courier to Naples, recommending the king not to give way, assuring him that Russia and Austria would support him under any circumstances.

The Government papers were filled with abuse of England and against Lord Palmerston.

Two American frigates, the Independence, Capt. Bloe, and the Cumberland, are in port under Com. Morgan.

AUSTRIA AND HUNGARY.

The Emperor has granted the officers of the garrison of Peterwardein, who surrendered unconditionally, the same privilege which the Emperor of Russia accorded to the garrison of Concor.

A courier arrived at Pesth, from Vienna, with orders to stop the bullets in that city.

The organization of the Austrian army is going on with great activity.

Gen. Daunovich's sister and brother-in-law were arrested at Olonow on the 17th. They had never intended in Poland.

It is said that General Haynan has resigned his post. In consequence of the Emperor having ordered him to cease his bloody work. He complained bitterly of his authority being disregarded by those who presumed to select Count Balyany, it having been his express orders that he should be hanged.

The latest accounts from Pesth state that arrests were still the order of the day.

PRUSSIA.

The Convention between the courts of Prussia and Austria has been ratified at Vienna.

About 150 officers are expected to slip from Bremen for New Orleans.

It is estimated that about 300 lives have been lost in the Schleswig war.

General Klopfer and other Hungarian officers have arrived at Bremen, and were received with most distinguished honors.

SPAIN.

General Vallabriga has published a proclamation proclaiming the state of siege under which that province has been for some time.

The principal subject of the work has been the Ministerial crisis. Owing to some intrigue, the premature nature of which has not been ascertained this kingdom has been the scene of a succession of ministerial changes in a shorter space of time, than could have possibly occurred in any other European nation.

The whole cabinet was dismissed and a new cabinet formed. Subsequent accounts, by telegraph, state that Narvaez's ministry, reconstructed on the 21st, had been again dismissed. These changes show that there must be a desperate game going on.

A military despotism is one of the results to be apprehended.

COTTON FACTORY. We understand that Mr. Thompson, an English weaver, is about starting a Cotton factory, on a small scale, at the North end of the town. It will be operated by steam. It is the intention of the proprietor to spin and weave. This may be the beginning of great things for the town in the way of Cotton Manufacturing.—Chron.

THE LEGISLATURE.—On the fourth Monday of next month the Legislature of Maryland will commence its session, and meet adjourn by the 10th of March. The Annapolis Republican believes that there is little doubt that a majority of the House of Delegates will vote in favor of a law for a State Convention to revise the constitution, and thinks it probable that the measure will receive the approbation of the Senate.

CRIME TO A HORSE.—A black fellow, named John Lee, beat a horse on Friday, in Washington, so unmercifully as to cause his death in a few minutes. The horse belonged to Mr. John W. Humphey. The black man was arrested and fined \$5 for the offence and committed to the work-house for ninety days for disorderly conduct.

MARRIED.

In this town, on the 14th inst., by the Rev. A. P. Repton, Capt. W. C. HOWARD, to Miss Susan P., daughter of the late John K. Melhenny, Esq., all of this place.

DIED.

In New York, on the 8th inst., JOHN FRANKLIN, infant son of Mr. and Mrs. JOHN POTTS BROWN, aged 24 days.

Who can take death's portrait true, When infancy its victim flies, Sweet plunderer! Thy fit prey, Will bloom immortal in the skies; 'Tis mine the Kingdom, thine the place, Before the Holy Father's Face; Add thine forever anubus raise, And to the Redeemer's worthy praise.

MARINE NEWS.

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PORT OF WILMINGTON, NOVEMBER 15. HIGH WATER AT THE BAR. 9 55. ARRIVED.

13 Barque *Dales*, Pinkham, from Cardiff, Wales, to G. W. Davis, with 12 tons of iron, for Wilmington & Raleigh Road Co.
13 Barque *Edwin Johnson*, Cann, from Boston, to Barry, Bryant & Adams, with 100 casks Lime.
13 Schr. *Mary George*, Gilchrist, from Thomson, to Knapp & Kendrick, with 500 casks Lime.
13 Schr. *J. G. Faxon*, Hall, from Lynn, Mass., to Russell & Kendrick, in ballast.
13 Steamer *Lyonsgreen*, Rush, from Fayetteville, to John Banks, with pipe, to supply yards.
13 Schr. *E. S. Powell*, Powell, from New York, to C. W. Davis, with misc. to sundry persons.
13 Brig *Edwin*, Moore, from Steuben, Maine, to G. W. Davis, in ballast.
13 Schr. *Susan M. Young*, Otis, from Wiscasset, Me., to G. W. Davis, with Hay and Brick.
13 Schr. *Margaret Jane*, Davis, from Hyde county, to Messrs. with 118 bushels Oats, 116 bushels Rough Rice, 14 bushels Corn.
13 Schr. *Nile*, Thacker, from New York, to DeRouet & Brown.
13 Brig *Nigeria*, Hardin, from New York, to Porter & Kibler.

Two or three other vessels in the river—names not ascertained in time to report.

CLEARED.

12 Sch. *James Smith*, Hand, for New York, by DeRouet & Brown, with 462 bbls. Spruce, 790 tons, 741 bbls. Rosin, 130 bbls. Cotton, 1 bale each, 1 bale Warp, 22 bales Sheet-iron, 16 bales Yarn, 47 bales Pottery, 5 boxes Malt, 14 boxes Tobacco, 1 cask, 1 Chest, 3 casks Cap-iron, 2 boxes Axes.
13 Boston Gallion Linn, Linnius, for Bremen, by H. B. Luce, with 114 bbls. S. S. Lumber, 300 bbls. Naval Stores, 1 cask Glass.
13 Schr. *Martha Belle*, Davis, for Charlotte, by J. Blossom.
14 Schr. *Louisa*, Ross, for Philadelphia, by DeRouet & Brown, with 625 bbls. Rosin, 22 bbls. Pitch, 33 bbls. Spirits Turpentine, 267 bales Sheet-iron, 32 bales Warp, 2 boxes Feathers, 13 bales Pottery, 4 bales Wool, 1 bale Hairs, 42 bales Rags, 7 boxes and 1 trunk Malt.

15 Steamer *G. Graham*, Peck, for Fayetteville, by J. C. Latta, with Lime and Molasses.

13 Schr. *York De Norte*, Jannett, for this port.

NOTICE TO MARINERS.

The Shoal off Cape Carnarvon not laid down on any chart, upon which steamship *Ohio* recently struck, was discovered in April, 1848, by Capt. Napoleon L. Gode, of the U. S. Revenue Cutter *Servant*, who reported the fact to the Secretary of the Treasury at the time.

Supposing the location of the shoal to have been marked distinctly on Hunt's chart—as particular and correct as they usually are, that attention to the matter was not given as should have been.

Cape Carnarvon bearing S. by W. 8. about 13 miles distant, lies a sandy shoal, upon the shoal, at part of the sea breaks heavy upon it. This shoal trends S. E. and N. W., parallel with the shore on that part of the coast, and is about one mile in length. Between the shoal and the Florida shore there was 15 fathoms of water.

NOTICE.

NOTICE is hereby given, that application will be made to the President, Directors and Company of the Bank of Cape Fear, at the expiration of three months from the date hereof, for the issue of a certificate, of two shares of the stock of said Bank in the name of the undersigned, in lieu of one or more, for that number of shares lost.