THE COMMERCIAL.

WILMINGTON, N. C.

THURSDAY, DECEMBER 20, 1849.

CHRISTMAS.

To give the persons connected with this establishment an opportunity to participate in the festivities of Christmas, no *Commercial* will be issued on *Tuesday* next.

Our advertising friends will please notice this, and send those advertisements they wish to appear before *Thursday*, to the office on *Friday*, that they may appear in *Saturday's* paper.

AUCTIONEERS.

Mr. J. H. Rothwell and Mr. W. A. Langdon were appointed Auctioneers by the Court of Pleas and Quarter Sessions, held in this town last week.

Wilmington and Manchester Rail Road.

The communication of F. in another column, is one of the most important and interesting papers ever presented to the consideration of the friends of internal improvement, in this community especially.—The facts are weighty and are from an entirely responsible source. The author well understands the subject, and makes an appeal calculated to arouse our citizens to action. We hope the appeal will not be made in vain, and that our friends will see that self-preservation and the prosperity of our town, require one more struggle in favor of this important work.

EDITOR'S CORRESPONDENCE.

Raleigh, Dec. 15, 1849.

We got 4 additional names in Raleigh, yesterday, to go in as part of the 100 in the Central Rail Road, besides some smaller subscriptions. This makes Raleigh 10 of the 100. Guilford is still two ahead of us; but we shall catch and pass her yet. All that is yet done has been done in Raleigh. The country has done nothing, but I still believe Wake will *wake* up and do something for her interest and credit.

Gen Saunders made a powerful appeal to them to come up to the work, but it would seem there was a studied effort with the wealthy farmers of the country to keep out of the way, for fear they would be induced to take stock.

Washington, Dec. 16—5. 48 P. M.

Received in Charleston, Dec. 17—6. 40 P. M.

NO ELECTION OF SPEAKER YET.

The United States House of Representatives has again adjourned without electing a speaker. Our correspondent informs us that on the last ballot the vote was as follows:—Winthrop 67; Boyd 67; Hugh White 16; Porter 13; Morehead 14; Stephens 6; Strong 5. Stanly has withdrawn from the contest.

FOR THE COMMERCIAL.

Mr. Editor:—I see in the last Commercial, a new Ticket for Commissioners; I cannot see, for the life of me, why our citizens wish to make a change. I am sure the present Board of Commissioners have discharged their duties satisfactorily, and I, with many others, say keep the present Board.

You will oblige many of your Fellow-Citizens, by inserting this Ticket in your paper:

J. T. MILLER,
G. W. DAVIS,
L. H. MARSTELLER.
W. C. HOWARD,
JOHN DAWSON,
THOS. D. MEARES,
J. G. WRIGHT.

FIRE IN NEW BEDFORD.

We learn from Hatch, Grey & Co's express, that the large river factory, situated on South Water street, New Bedford, owned and occupied by Messrs. Taber & Co., was burnt at about 3 o'clock this morning. The building was of stone, and with the exception of the walls was entirely destroyed. The cause of the fire we did not learn.

Boston Journal, of the 13th inst.

DESTRUCTIVE FIRE.

The "Willow Bark Mill," situated in Elizabeth township, Lancaster co., Penn., and owned by Mr. Elias Ely, was destroyed by fire on Monday last. There were about 15,000 bushels of grain stored in it. Loss, $12,000, of which $2000 is covered by insurance.

IRON WORKERS' CONVENTION.

The Convention of Iron Workers, held at Albany, on Wednesday week, adopted, among others, the following Resolutions:

Resolved, That this Convention regards the *protection of American labor* as one of the first duties of Government; that the history of the Protective Policy in this country is the history of the rise and growth of our manufactures and the triumph of American industry; a policy having for its object the just reward of labor and the elevation of the labornig classes; a policy which distinguishes justly between American labor and half paid and half fed labor of foreign countries; which remunerates American labor without injury to the consumer of its products, and upholds all the great interests of the country by giving well-paid employment to our people, bringing wealth, independence, and happiness to all.

Resolved, That we are not in favor of an excessive duty on foreign importations, but such a rate of duty as will enable us to enter into fair competition with the foreign manufacturer, and such competition can only be secured by a system of specific duties laid upon foreign products.

THE HERMANN.

The American steamship *Hermann*, which arrived at Halifax on Tuesday, has on board about eighty passengers, among whom are Mr. Donalson, late Minister of the United States at Berlin; Herr Schotburg, astronomer from Berlin, who has been appointed to the Observatory in Washington; and a number of Hungarian exiles. The Hermann has on freight a large quantity of merchandise, the estimated value of which approaches £150,000 sterling, and yields to the ship a freigt of $15,000 to $16,000, exclusive of passage money or the mail contract.

From the Fayetteville N. Carolinian.

THE PLANK ROAD is laid now from the centre of town, the Market House, to the top of Haymount, and from Murchison's factory about 3 miles this way, making over 4 miles completed.

The rumbling of carriages on that part of it in town, and the solid tramp of horses feet, will give us a noise to get used to.

We think, as most other people do, that the structure ought to be continued to the river; but the Directors, under the advice of able counsel, as to their duty, do not feel authorized to build it further than the centre of town (the legal construction being, that to build a road from a town to any other point, means *from the centre of* the two said points.)

Under these circumstances, we think it probable that the town may build it to the River hereafter. At least it ought to be done, and increase the taxes on vehicles in proportion to the facilities afforded them.

ACCIDENT TO THE REV. MR. MCRAE.

We understand that the Rev. Cameron F. McRae of Warrenton, who was here on a visit last week, and was on his return home by the way of Fayetteville, met with an accident there on Thursday night which nearly deprived him of life. He was expecting a horse from this place on one of the Steamers, and on the night mentiond, went on board the Steamer Wm. B. Meares, in company with one of his brothers, to await the arrival of the horse. Coming out of the cabin of the Meares, when it was quite dark, and not being aware that the hatchway was uncovered, he fell into the boat's hold, which is a deep one. He was taken out insensible, and remained so some time. To what extent he was injured, we have not learned, but trust that he was not to a serious degree.—*Chronicle.*

BOARD OF HEALTH.

The Committee inform the public that since their report of the 10th inst., no new cases of the Small Pox have occurred within the limits of the town. They deem it right, however, to state that four individuals who were in the hospital attending to their friends have within the last few days sickened of the disease, and as they are the only persons connected with the hospital who are liable to it, the committee entertain the hope that the disease will very soon be arressed.

A. A. McKETHAN,
JOSEPH AREY,
JAMES SUNDY,
WM. McLAURIN.

Fayetteville, December 14, 1849.

NAVAL ACCIDENT

The Annapolis Free Press has the following: "Fell from the mizen topmast head of the United States frigate Independence, Daniel Hayes, first class boy, on the morning of the 25th of October, 1849. He died instantaneously—leaving a mother in Baltimore who was supported by his labor. He was buried at Spezzia."

(FOR THE COMMERCIAL.)

Mr. Editor:—The action of the Goldsboro' Convention has done much towards securing the Charter of the Central Rail Road and harmonizing the two sections of the State. The delegates from this place deserve the thanks of our citizens, and even of the whole State. But while we are urging upon our citizens the importance of securing the State's appropriation, and the consequent construction of that important work, we should not forget that the whole amount ($750,000) necessary to secure the subscription of South Carolina to the Manchester Road, has not been raised. It is known that the total amount subscribed to the Manchester Road is about $680,000—leaving $70,000 to be raised before the subscription of $200,000 by South Carolina, and many of the individual subscriptions can be legally called for.

This Company was organized about two years ago, but no definite action was taken until August, 1848, when the Board of Directors, under instructions from the Stockholders, determined to locate the Road, and offer the contracts for stock. At this time the total subscription amounted to $422,200. Subsequently the Wilmington & Raleigh Rail Road Company Increased the amount $100,000, and since then $148,000 has been raised, principally along the line of the Road in South Carolina. Contracts have been entered into for the graduation of 132 miles, and for the timber for superstructure for about 60 miles; and the work is rapidly progressing. But until we obtain the $750,000, the Company cannot enter into any contracts for Iron, or put one foot of the Road in operation; and the question naturally arises, "*where and how is this amount to be obtained?*" I am satisfied but a small portion of it can be raised in South Carolina. The people on that portion of the line have taken most of the contracts offered, and, waiving the *legal right* to pay the subscription in *five years*, have gone to work, and will pay the most of it in two years, or less time. Columbus county has already subscribed *a larger amount, in proportion to her means*, than any people on the face of the Globe have ever done, and, consequently, but little can be done in this County. In Brunswick county, but few persons reside along the line of the Road, and therefore we cannot expect a great increase in this County.—The *present subscription* of the town of Wilmington is short of $200,000, but at one time exceeded $250,000, and I have no doubt, if it *again* be raised to that amount, the remainder can be raised along the line of the Road—*nay, I would almost pledge myself to guarantee it.* Cannot a Company of one hundred individuals be found in this town, who will come forward and secure, beyond the shadow of a doubt, the construction of this work, upon which depends the success of the Wilmington & Raleigh Rail Road, and the prosperity of the town? If we fail to obtain that amount, we may abandon all hope of ever seeing that work in operation, and the labor thus far bestowed will all be in vain.

Recent advices from the South Carolina Legislature leave no hope of a favorable action of that body on the application of the Company to remove the restrictions to the appropriation; there is no prospect of a successful negotiation for Iron for increasing the amount of stock; and the only alternative presented, is to raise the required amount by individual subscriptions; and are the people of Wilmington not equal to the task? I am aware that an impression has prevailed among some of the citizens of Wilmington, that the only object the friends of this enterprise, in South Carolina, have in view, is to construct the work to the Pee Dee River; and I know, too, that more importance was given to the rumor because it originated with an officer of the Company, whose feelings and interests were adverse to this town and State; but I am equally certain, from an *intimate acquaintance* with the people, that a baser slander was never invented or promulgated. The people of that State embraced the opportunity you offered them to join in the construction of this work; they are acting in good faith, and he who thinks otherwise, does them the grossest injustice. They accepted the hand of fellowship you extended to them to aid in uniting two States by an iron band, and they are still true and acting in strict accordance with their professions. If the work fails, the blame cannot be laid on their shoulders. Their *interest* leads them to desire the construction of the Eastern equally with the Western end of this Road. Their object is to effect a communication by which their produce can be transported to a market by the cheapest way. The cost of transportation on a Rail Road, all things else being equal, depends upon the distance, and the grades, or the load that can be conveyed by a given amount of power. Applying this to the Manchester Road, it will be seen that the distances to Wilmington and Charleston, from Mayo's Turnout, near the centre of Sumter District, are equal; but taking into consideration the favorable grades (15 feet per mile) from the Great Pee Dee River to Wilmington, it may be safely asserted, that the cost of transportation, from the Junction (Manchester) to Wilmington, will be but little, *if any*, greater than to Charleston. In connection with this, it should be recollected that all produce, after its arrival in Charleston, is subjected to an additional cost of drayage, wharfage, insurance, &c., amounting, on the great staple of the South, cotton, to little less than 50 cents per bale, and proportionally on all other articles. This is a heavy item, and will be entirely avoided by the Manchester Road.—The merchants of Camden and Columbia will be enabled to ship to New York, via Wilmington, at a less cost than by Charleston; and it is confidently believed that many of them will avail themselves of this route. This will afford the merchants of Wilmington, at least, an opportunity of *competing* with Charleston for most of the produce of Western South Carolina, coming by the Greenville and Charlotte Rail Roads. For the trade along the line they can have no successful competition. It has been said that Wilmington is not a cotton market. It is admitted that it is not so at present, but it is one of the invariable laws of trade, that capital will go wherever it can obtain the most profitable investment; and, therefore, if cotton can be thrown into the Wilmington market, at a less rate than to Charleston, men of capital, from other parts of our country, even Charleston, will commence business here immediately. A sufficient amount of cotton can be thrown into this market, at less cost than to Charleston, to create a market. During the year ending first of September, 1849, 27,000 bags were shipped from Cheraw, and the returns show that the Camden Branch had reduced the supply from the previous year 8,000 bags. It is fair, therefore, to place the amount that would be derived from Cheraw, with a Rail Road communication, at 35,000 bags.

Application has been made for a charter from the Darlington, on the Manchester Road to the town of Cheraw, and no doubt is entertained that it will be constructed soon after the Manchester Road. The distance from the Junction of this Road with the Manchester Road, to Wilmington, is 110 miles, and to Charleston 165 miles; being a difference of 55 miles in the transportation in favor of Wilmington. It is believed that the Districts of Horry, Marion, Darlington, and that portion of Sumter which is nearer to Wilmington than Charleston, produces at present between 40,000 and 50,000 bags; making 75,000 bags that can be thrown into this market or can be transported to it at a less cost than to Charleston—and I think will be sufficient to make this a *cotton market.*

I have confined myself to Cotton, because it is an article rarely seen in this market, and will do much to swell the commercial importance of Wilmington. It is admitted that there can be no competition for the Timber, Tar, Turpentine, &c., which now find their way via Lumber and Pee Dee Rivers to Georgetown; nor have I alluded to the benefit it will be to the Wilmington & Raleigh Rail Road Co.; in securing to it the great current of through travel, and placing the prosperity of that much abused enterprise on a permanent bases. It will open to Wilmington a large and rapidly increasing market for the sale of West India produce—a market that they can never hope to obtain without the construction of this work. I say *rapidly increasing market*, for I believe that the census of South Carolina will bear me out in the assertion, that no portion of the Southern Country has increased so rapidly in population and wealth as the Districts in South Carolina, through which this road runs, adjacent to Wilmington.

By reference to the census, it will be seen that Horry has increased since 1840, 20 0/0 or 65¾ per ct
Marion " " " 1,061 " 20 " "
Darlington " " " 2,557 " 42½ " "
Claremont " " " 402 " 7 " "

That the Districts of Horry, Marion and Darlington, which are nearer to Wilmington than Charleston, have increased in 10 years 36 per cent; that the increase of the Districts through which the rail road is 28¾ per cent of the whole increase in the State, while the population is but ¼ per cent. This has been produced by improvements in the system of Agriculture, and is permanent and progressive.—With the Manchester Road in operation, and the consequent development of the Agricultural resources of this country, who can estimate the increase in the ensuing ten years, or the benefits Wilmington will derive from Railway Communication with this Country, of which we know as little *now*, as we do of Mississippi.

I think, therefore, that the prosperity of the town Wilmington is intimately connected with, nay, dependant upon the construction of this Road, and the amount required to secure the appropriation of S. Carolina, and place the construction of the Road beyond contingency is small—insignificant—compared with the vast benefits to be derived from it.—By securing this amount, the Company will have a capital of $850,000 subscribed, and can proceed during the year to complete the grading, and put a portion of it in operation. This effected, they can ask the Legislature of this State to assist by an endorsement of Bonds, or a direct appropriation to purchase the balance of the Iron, and thus complete the work.

It is understood that the Board of Directors have ordered the contracts between the Great Pee Dee River and Manchester to be completed at the earliest moment, so that, immediately after obtaining the State's appropriation, they can purchase the Iron and place that portion in operation. The reasons for adopting this policy, are, that the contracts for grading and superstructure within this distance are taken and progressing more rapidly than the eastern end; that it passes through a more populous and highly cultivated country, and will consequently yield a greater revenue; that it can be put in operation with a less expenditure of cash (the S. Carolina Company agreeing to place their Locomotives and cars upon it)—and that it will inspire confidence at home and abroad in the enterprise. The Directors in adopting this policy, have consulted the best interest of the Company; but I have no doubt, if the *Town* of Wilmington would devise the *means* for completing the Road to the Great Pee Dee River, the policy *could* be changed, and this portion *first* put in operation. Is it not worthy of an effort?

The foregoing remarks, were written in great haste; but if you deem them worthy of a place in your paper, you have my permission to insert them.

F.

THE PARKMAN MURDER.

The verdict of the Coroner's jury in the examination at Boston into the case of the murder of Dr. Parkman has been promulgated. The jury after a week's examination of witnesses, returned a verdict that Dr. Parkman was murdered, and that Professor Webster should be held for trial on the charge of being guilty of the murder.

Highway Robbery and Stabbing in Boston.

The Boston Traveller, of Thursday, has the following incident.

Richard D. Lucas, a resident of Thetford, Vt., came to this city recently, on a visit to his brother. Yesterday afternoon he went to Charlestown to get a watch. On coming back in the evening, he became bewildered and wandered on till he came to Ann street, where he met with a stranger. His new friend led him down a narrow street near by, thrust his hand into his pocket and took his wallet, containing gold and bills to the amount of $188 62. The robber was arrested, and proved to be John O'Brien, well known about the purlieus of Ann street.

O'Brien was taken to the watch-house and locked up. Soon after Jeremiah Daley was put into the room as a lodger. O'Brien immediately got into a quarrel with Daley, in the course of which he inflicted three stabs in the left leg of the latter with a pocket knife. The wounds were so severe as to make it probable that one or more arteries were cut. This morning, O'Brien was brought up for examination, and in the first case was bound in $2500, and in the latter $2000, for trial.

Later from Sante Fe—More Indian Murders—Cholera Raging at Chihuahua, &c.

St Louis, Dec. 12.

Dates from Sante Fe to the 30th October, have been received at this place, which brings further accounts of Indian depredations. The troops under——Degas, had taken five Apaches prisoners, who had been offered in exchange for Mrs. White and daughter.—Mr. Aubry had also offered, in addition, the sum of one thousand dollars.

Information had been received, that thirty-six California emigrants had recently been killed by the Indians near the Copper mines. The troops stationed at El Passo, had started in pursuit of the enemy, but at last accounts had not met with them.

Three Mexicans had been killed at El Passo on the 6th of October, and several others were reported to have been murdered near Sante Fe.

The Indians were daily committing fresh depredations, and had become quite hostile to the emigrants.

Dates from Chihuahua to the 30th of September, represent the cholera as raging fearfully at that place. Not less than 75 to 100 deaths were occurring daily.

A new fort, called Fort Barkev, had been established on Moro river, and Lieut Simpson had selected a site for a fort in the Navajo county.

FUGITIVE NEGROES.

The following remarks are from the Alexandria correspondent of the Baltimore *Sun*.

A few nights since, about nine o'clock, near Bryantown, in Prince George's County, Md., an assault was made upon a white man by the name of Robert Brooks, by a colored man, supposed to be a runaway, the property of Mr. Bowling. The negro man was making a noise and behaving disorderly, when Mr. B. directed him to be silent, and in return he cursed him, when he made a strike at him with a stick, and the negro closed in on him with an open knife stabbing him in several places very severly, cutting him through thick coats and vest. One of the stabs in his left breast struck one of his ribs, to which circumstance is attributed the saving of his life.

In all this region of country we are suffering on account of the mad acts of abolitionists. Some how or other these fanatics get among us, find access to our slaves, inspire them with a discontent for their situation, and by false and highly colored pictures presented to them of the advantage they may enjoy in the free States, induce them to escape from their masters and make their way thither.

The negroes in this place are becoming more and more disorderly and unmanageable. On Wednesday night, 5th instant, in the neighborhood of Mr. Jesse Saidmore's, a most violent altercation took place between a party of some 6 or 8. Their cries of murder alarmed the whole neighborhood. Four of them were arrested by that indefatigable officer Chipley, and committed to the watch-house. In the morning, they were fined by the Mayor, on account of not having complied with the law of Virginia, in getting out a certificate of their registry as free negroes; they were committed to jail.

In the county, also, the negroes have become very troublesome. On account of the frequent outbreaks among them, the early part of this week, a patrol was appointed for the county, who on yesterday arrested a number of free negroes who had come over from Washington in violation of the law, and were loitering about in the county. They were all committed to jail.

On last night the patrol broke in upon a party of free negroes and slaves, upwards of 30, who were congregated in a tent—a resistance was made, and 2 of the patrol were very seriously injured by blows received from clubs in the possession of the negroes Mr. Burch, (one of the patrol,) receiving a blow on his head. Being overpowered by the negroes, and suffering from the wounds received, they only arrested one. In searching this place and a few others near by, they found from 10 to 12 guns and a number of pistols secured, most of which were loaded. These they took possession of, and brought to town this morning with the negro, who after a hearing before the magistrate, was committed to jail. These developements have produced quite an excitement here, and the wonder is, what was intended by so many fire arms being secreted. Being the same neighborhood from which a number of slaves ran away a few weeks since, leads to the opinion that the gang detected were preparing their plans for further absconding, and the fire arms were intended to enable them to make good their escape. For the present they have been defeated, but too much vigilance cannot be employed by our town and country officers to prevent any further such acts.

The Editors of the *Richmond Republican* remarks as follows:

Scarcely a week passes that we do not see accounts of the escape of slaves, which, next to murders, street fights, and robberies, forms the great staple of newspaper intelligence. It is evident that secret agents are at work to produce disaffection and render Southern property insecure. The remark of the two negroes on board the "Minerva Wright" showed that they had been consulting with others. How came they to know any thing of Brooklyn, or its relative position to New York, that they should have mistaken Portsmouth for it? They had got their lesson, no doubt, before they started.

This evil is greatly on the increase, and it is difficult to know how to meet it, so long as the other members of the confederacy refuse to acknowledge and carry out in good faith the solemn obligations of the laws of the land.

Telegraphed for the Baltimore Sun and Clipper.

ARRIVAL OF THE

STEAMER HIBERNIA

7 DAYS LATER FROM EUROPE.

St. John, Dec. 17.

The Steamer Hibernia, which sailed from Liverpool on the 1st inst., arrived at Halifax on Saturday morning, but the wires being down the news could not be forwarded to this office until this afternoon.

AUSTRIA AND PRUSSIA.

A telegraphic dispatch received from Berlin announces that the Austrian Cabinet had made a formal protest against the convocation of the German Parliament at Erfurst, and stating that the Austrian Government had intimated the probability of an armed interference in the affairs of Germany.

The same telegraphic account stated, that the Prussian Government had answered the Austrian dispatch by declaring that Prussia would maintain her rights.

These accounts have been partially confirmed in a letter to the London Morning Chronicle, which says that Prince Schwatzenburg recently pointed out to the Prussian government the dangers likely to arise from a convocation of the German Parliament, insisting on the revolutionary tendency to which it would give rise, and the re-action that would be felt not only in Austria but in Prussia.—Subsequently Prussia replied that she had duly weighed all those considerations and that the most elevated and pressing motives urged her to persevere. As regarded the real dangers she well knew how to meet them.

Austria has even gone a step further, if I am well informed. I have reason to believe that Austria has intimated to Prussia, that should the case require it she will not hesitate to have recourse to an armed intervention.

A Russian Cabinet Council was held the day before yesterday, and the electoral law of Parliament was adopted. The Council was then occupied with the reply to the Austrian note, and a despatch in reply to Prince Schwartzenburg has been already sent to the Prussian Envoy at Vienna.

Prussia maintains with energy her right to carry out the limited federation—a right formally guaranteed to her. Prussia replies to the Austrian despatch relative to an armed intervention that she awaits it.

I learn also from Berlin, that the upper Chamber had declined to retain it old constitution. The proposition for a peerage was rejected, as were also various amendments proposing a direct or indirect election by the highest authorities. Subsequently the following most cautious proposition was adopted—the constitution of the upper Chamber is to be fixed by a future law, which must receive the sanction of both Chambers, and will then become part and parcel of the constitution of the country.

A telegraph despatch from Berlin to the Cologne Gazette announces that the king had signed the law for the election of the representatives to the German Parliament to assemble at Erfurst.

FRANCE.

The personal quarrels of members of the National Assembly have terminated in some half a dozen duels. M. Pierre Bonaparte figured in three or four of these encounters, none of which terminated fatally.

Measures for modifying the Constitution are still discussed. It is now suggested to change the Legislative Assembly into a constituent body, to be invested with the power of electing the President, and of extending the term of his office to such periods as may obviate the necessity of frequent appeals to universal suffrage.

MOROCCO.

It has been officially announced that the difficulty between the French and the Emperor of Morocco has been satisfactorily adjusted.

AUSTRIA.

Austria appears satisfied with what Turkey has done by transporting the Hungarian refugees to the interior.

RUSSIA AND TURKEY.

Russia demands that the Polish refugees be expelled from the Ottoman Empire, and the Chiefs imprisoned, without even excepting those who have embraced Mahomedanism.

The Sultan received these propositions in a manner that showed they would not be acceded to. A Council was about to be convened to take them into consideration.

The Vienna correspondent of the Daily News says that letters from Constantinople mention that fresh subjects of dispute had arisen between Turkey and Russia, in consequence of the energy of the united diplomacy of England and France.

From the Montgomery Ala. Journal, of Saturday last.

BURNING OF THE CAPITOL.

On yesterday about half past one o'clock P. M. the State House was discovered to be on fire under the roof, near the Rotunda, and in a few hours the beautiful structure, with the exception of a portion of the walls, was level with the earth. In reference to the origin of the fire, a mystery exists which we cannot at present fathom. It is reported by some to have caught from one of the flues—this, however, is hardly possible, as the flues have repeatedly been tested by the building committee, and found in all respects correct. The State, we regret to learn, had no insurance on the building. The furniture, records, &c., were all saved, though the latter are in some confusion, which will require several days' work on the part of the clerks, &c., to put to rights. There need be, however, no serious interruption to the business of the session, as convenient and adequate rooms will this day be placed by the citizens at the disposal of both Houses. The destruction of the beautiful Capitol is a great calamity to our city. We are not in a mood at present to discourse futher in reference to it.

DIED.

In this town on Monday last, 17th inst. Mr Benjamin Mott, Sr., aged about 75 years.

MARINE NEWS.

PORT OF WILMINGTON, DECEMBER 20.

HIGH WATER AT THE BAR.————10,59.

ARRIVED.

19. Steamer W. B. Meares, Toomer, from Fayetteville, to T. C. Worth, with produce to sundry persons.

" Steamer Henrietta, Evans, from Fayetteville, to John Banks, with produce to sundry persons.

Passengers:—C. S. Deming, H. S. Hart, Mrs. Hooper, M. D. McNeill, Mrs. Whitehead, Miss Whitehead.

" Schr. Christianna, Burns, for Shallotte, by Leighton, Chadbourn & Co.

CLEARED.

The Schr. Capt. John. McFarland, for Bermuda, cleared in our last by G. W. Davis, ought to have been by P. K. Dickinson & Co.

Exports of barque James Andrews, cleared on the 18th inst.—100 bbls. Rice, 25 bbls. Spirits Turpentine, 200 bbls. Tar, 100 bbls. Pitch, and 125,000 ft. Lumber.

19. Schr. E. S. Powell, Hudson, for New York, by G. W. Davis, with 1,040 bbls. Rosin, 200 bbls. Spirits Turpentine, 60 bales Cotton, 3 bbls. Peach Brandy, 2 bbls. Potatoes, 46 bales Sheetings, 42 bales Yarn, 1 hhd. 4 Boxes, 1 Bbl., and 1 cask Wax, 6 bales Feathers, 8 bales Rags, 1 cask Copper, 889 bush. Peanuts.

" Schr. Parmos, Childress, for Richmond, by E. J. Lutterloh, with 120,000 ft. Dressed Lumber, from Potter & Kidder's mill.

" Steamer Gov. Graham, Peck, for Fayetteville, by J. C. Latta, with mdse. for J. H. & J. Martine, F. Fenis, T. D. Bruce, W. T. Horne, A. A. McKethan, and H. S. Mevover.

Passengers:—Rev. E. McNair, Jas. McKethan, H. C. McLean, lady, child and servant, G. McDougald, Jas. Melvin, and Dr. Bond.

" Schr. L. P. Smith, Miller, for New York, by DeRosset & Brown, with 417 casks Rice, 25 bags Rough Rice, 3,000 bush. Rough Rice, 30 bales Cotton, 165 bags Peanuts, 105 bags Seed, 141 bbls. Rosin.

" Schr. Leesburg, Boon, for Philadelphia, by DeRosset & Brown, with 286 bbls. Spirits Turpentine, 797 bbls. Rosin, 65 bales Sheeting, 20 bales Yarn, 20 bales Rags, 16 bales Waste, 369 bags Peanuts.

BOSTON.————Cleared.

14. Schr. Vandalia Mullen,·····for this port.

WHOLESALE PRICES CURRENT.

NAVAL STORES.			
Yellow Dip. ₩ bbl. of 280 lbs.		@	1 50
N. Virgin Dip " " prime		@	2 05
Hard " "	1 00	@	1 10
Spirits Turpentine····₩ gal.···		@	29
Tar·····	1 05	@	
Pitch·····	1 10	@	1 15
Rosin No. 1. ¼c. a 1¼ per lb. gross.			
" No. 2.·····		@	1 00
" No. 3. ·····		@	75
Varnish·····	20	@	22
TIMBER.			
Inferior·····	3 00	@	- -
Fair Quality·····	4 00	@	5 00
LUMBER, STEAM MILL.			
Wide boards, plank and scantling	10 00	@	11 00
Floor Boards·····	12 00	@	14 00
LUMBER, RIVER.			
Floor Boards·····	8 75	@	
Wide Boards·····	5 00	@	6 00
Scantling ·····		@	4 50
RICE.			
Rough ·····	75	@	80
Cleaned ·····	3 00	@	3 12½
STAVES.			
W. O. Hhd. rough··none··· ····		@	16 00
" " dressed····· ····	11 00	@	
" " barrel ····· ····	10 00	@	11 00
R. O. Hhd. rough ·····	8 00	@	11 00
" " dressed···nom.·····	15 00	@	····
Ashe Heading,·····	9 00	@	10 00
SHINGLES.			
Common ·····		@	1 00
Contract ·····	3 50	@	4 00
BLACK'S" large ·····	3 50	@	4 00
PEAS.			
B. E. Peas·····	65	@	70
Pea Nuts·····	75	@	95
SUGAR.			
New Orleans·····	5	@	5½
Porto Rico·····	4½	@	9½
COFFEE.			
St. Domingo·····	9	@	9
Rio ·····	10½	@	11
Java·····	12½	@	13
Laguira·····	11	@	11½
Cuba ·····		@	
MOLASSES.			
New Orleans·····	..	@	..
Cuba, scarce, ·····		@	25
SALT.			
Bonaire·····	24	@	25
Liverpool, per sack·····	95	@	
SPIRITS.			
N. E. Rum ·····	28	@	30
Common Gin·····	28	@	30
Whiskey·····	30	@	32
Apple Brandy·····		@	40
BACON			
Hams, N. C.·····	10	@	
" Western nominal·····	6	@	. ..
Sides, N. C.·····	7	@	8
" Western·····	6	@	6½
Shoulders, N. C. ·····	6½	@	7
" Western·····	5	@	5½
DOMESTICS.			
Cotton Yarns·····	14	@	16
Cotton Osnaburgs·····	7	@	7½
4-4 N. C. Sheetings·····	6	@	6½
FLOUR.			
Fayetteville·····		@	5 50
Canal·····	7 00	@	7 55
Corn·····	52½	@	57½
Meal·····	60	@	62
Cotton····nominal··· ·····	..	@	
Butter·····	15	@	25
Cheese ·····	7	@	2
Beeswax ·····	20	@	9
Hay·····	65	@	75
Soap·····	4½	@	5
Feathers ·····	35	@	..
Lard N. C. ·····	7½	@	8½
Lime··· ·····	70	@	75

COMMERCIAL.

REMARKS ON MARKET.

Produce of various kinds still continue to arrive freely. Naval Stores—a further decline in prices since our last report. Timber very dull and as yet no sales to report. Staves are also declining in prices; sales considerably less than last reported. River Lumber; we are not apprised of any sales of this article.

Sales for two days past have been as follows, viz:

Turpentine.—Some 2,000 bbls. were disposed of at $1,90 to $2 per bbl. for Dip, and $1 to $1,10 per bbl. for Hard, the lowest figures were the last sales made, some yet on market.

Tar.—A lot of 395 bbls. was sold at $1,10 per bbl. and another lot of 443 bbls. was sold at 1,05 per bbl., last sale.

Rosin.—No sales that we are apprised of.

Spirits Turpentine.—No sales, rather wavering, or looking down a little.

Staves.—Some 30,000 R. O. Hhd., at from $8 to $11 per M; some 17,000 W. O. Bbl. Staves, $10 to $11 per M., the lowest figure, was the last sale made.

Lard.—New Lard selling from Carts at 7½ a 8c per pound.

Fresh Pork.—Selling at 4 to 5c per lb., according to quality.