

WILMINGTON ADVERTISER.

F. C. HILL, Editor and Proprietor.

"BE JUST AND FEAR NOT."

Wilmington, North Carolina.

VOL. III. NO. 40.

FRIDAY, OCTOBER 19th, 1838.

WHOLE NO. 144.

PUBLISHED EVERY FRIDAY MORNING.

TERMS. THREE DOLLARS PER ANNUM, IN ADVANCE. ADVERTISEMENTS. Not exceeding a square inserted at ONE DOLLAR the first, and TWENTY-FIVE CENTS for each subsequent insertion. No Subscribers taken for less than one year, and all who permit their subscription to run over a year, without giving notice, are considered bound for the second year, and so on for all succeeding years. No paper discontinued until all arrearages are paid, unless at the option of the Editor. OFFICE on the south side of Market Street, below the Court House.



Office of the Portsmouth & Roanoke R. R. Co. Portsmouth, Va. May 29th, 1838.

Great Central Route

BETWEEN THE NORTH AND SOUTH, Via the Portsmouth and Roanoke Railroad, and the Chesapeake Bay Steamboats.

THROUGH FROM HALIFAX, N. C. to New York, in FORTY-ONE HOURS, being THREE HOURS IN ADVANCE OF ANY OTHER LINE, and that without a moment's night travelling on a railroad south of Philadelphia, and WITHOUT THE LOSS OF SLEEP—Thus:

From Halifax to Portsmouth,	6 hours
Portsmouth to Baltimore,	14 "
Baltimore to Philadelphia,	8 "
Philadelphia to New York,	8 "
Stoppages,	36 "
	5 "
	41 "

Leaves Halifax every Sunday, Wednesday and Friday, Baltimore every Monday, Wednesday and Friday, and Washington City every Wednesday. Fare from Halifax to Philadelphia, including every expense, (meals, portage, &c.) \$18. To be published until the August Chronicle, Savannah, Georgia, Charleston, S. C., New York, N. Y., Baltimore, Md., Philadelphia, Pa., and New York, N. Y., and accounts sent to the Office of the Portsmouth & Roanoke Railroad Company. 125 ft

Travellers going North,

THE WILMINGTON & RALEIGH RAILROAD COMPANY'S LINE.

ARE respectfully informed, that they will find the route through Halifax, Gory's, Petersburg, Richmond, Washington, and Baltimore, the most expeditious, the time from Charleston to New York being by this line (through Petersburg, &c.) half a day less, than by any other interior route.

The Petersburg Railroad Company have always locomotives, with coaches, &c. at Gory's, ready to proceed immediately for the North, upon the arrival of the passengers; and travellers are referred to Mr. B. F. Halsey, their agent at Halifax, upon whose representations they may implicitly rely.

There is no uncertainty or detention on this route. All the lines north of the Roanoke run in regular connexion; and the engineers being careful, circumspect, and sober, and every other precaution taken to render this line safe and comfortable, the attention of the public is invited to it.

An agent attends at Gory's, and takes charge of all baggage, and accompanies the same, without trouble to the traveller, all the way to Washington.

Petersburg Railroad Company's Office, } 137 ft
August 22d, 1838.

NOTICE TO MERCHANTS.

ALL Merchandise, &c. intended to be forwarded on the Railroad, must be sent between sunrise and eight o'clock, A. M. Any thing sent after that time cannot be taken on that day. Notices will be received, unless it is put up in the most substantial manner. Every thing must have the owner's name marked distinctly on it, and a bill accompanying it, specifying the weight, stating who it is from, who it is for, and where it is to be left.

The merchants will be held responsible in every case, for the freight on every thing sent by them. Merchants having consignments of produce, and other articles from the country, must take them away the day that they arrive, as the Company will not be responsible for any thing suffered to remain at the Depot all night.

Articles will be delivered at, and taken from the following points on the road, viz. Rocky Point Depot, Water Station, near Burgaw Swamp, and the Depot, near South Washington. L. L. H. SAUNDERS, Agent of Transportation. 137 ft
May 12th, 1838.

Notice.

THE WILMINGTON & RALEIGH RAILROAD COMPANY, hereby give notice, that (in accordance to law and usage) they have adopted the following Rules and Regulations, in regard to their liability as carrier:— 1st. As to Passengers. All baggage to be at the sole risk of the owners. 2nd. As to Freight. This Company will not be responsible for any produce, goods, merchandise, money, bank notes, or other articles, unless receipted for by the Officers of this Company, appointed for that purpose, nor for any loss or injury, unless such as may arise by the gross negligence of the agents of the company, nor for any greater amount than two hundred dollars on any one package, unless by special agreement. All produce, goods, wares, and merchandise shall be at the risk of the owners, while in the Company's store-houses. L. L. H. SAUNDERS, Agent of Transportation. 143 ft.
Oct. 13, 1838.

BLANKS FOR SALE.

FAYETTEVILLE FEMALE SEMINARY

WILL open on the 15th of October. Besides the principal assistants of the last year, three approved and experienced teachers will be added, viz:

Miss S. BOSTOCK, Miss J. SIMPSON, Miss J. B. SIMPSON. Miss Bostock is an English lady, who has taught with success both in Europe and this country. She will teach in the literary and science departments, and will take a general and direct superintendence of the manners and deportment of the young Ladies.

Miss J. Simpson will take charge of the French department, and aid in the literary department and Music.

Miss J. B. Simpson takes charge of the Music department on the Piano, Guitar, and Parlor Organ. She will also teach Drawing, Painting, Embroidery, &c.

The Misses Simpsons are experienced teachers from Scotland. They have been thoroughly educated by German and French masters, and converse fluently and with ease in the French Language. They have for several years conducted with success, a boarding school in Orange, N. J.

Several new pianos are added to the Music department, and no expense has been spared to furnish it every advantage.

It is hoped that in these arrangements, the public will see sufficient evidence of our efforts to prepare a school worthy of their patronage, and it is now for them to say whether it shall be sustained, and placed on a permanent basis.

The Academic year will be divided as heretofore, into two sessions of twenty weeks each—and the general division of the school will be into two classes.

The fees will be charged \$16 per Session. The second class \$8 " French Language, \$10 " Admits up to conversation class in French, \$2 " Others not members of the school, 4 " Music on the Piano, \$5 " Organ, \$3 " Guitar, \$3 " Drawing or Painting, \$10 "

Fancy work, including the art of making Wax Foot and Flowers, Shell work, Embroidery, &c. \$10 per session. Payment by session in advance.

The Principal will only add his earnest desire that those parents, who design to send their daughters to enter them at the beginning of the session, and submit their studies as far as possible to his direction.

Good boarding may be readily obtained in genteel families, and parents will be assisted in placing their daughters on application to Judge Potter, Mr. H. Leete, Mr. Geo. S. Neill, or to R. W. BAILLY, September 28th, 1838. 142 4w

LIST OF LETTERS

REMAINING in the Post Office at Wilmington, N. C. on the first day of October, 1838, which, if not taken out before the first day of November, will be sent on as dead letters to the General Post Office. If these whose names appear on this list, are requested when they call, to inquire for advertised letters.

- | | |
|-----------------------|------------------------|
| Martha Ann Adams, | Capt. Lathum, |
| James Agnew, 3 | Simon Lewis, |
| Benjamin Adams & Co. | John Lewis, |
| Wm. M. Aicher, | Edw. Lane, 2 |
| Daniel K. Branner, | Atton Lorkins, |
| Charles M. Benson, | Luiza Luddan, |
| Eliza Brewer, | al. |
| M. S. Caroline Berry, | Ross Moss, |
| Edmond Bates, | Sayra Miller, |
| Jesse Bowen, | Capt. John Mony, |
| Samuel Bond, | John E. Mubane, |
| Perkins Bowles & Co. | A. Mubane, |
| John Ballard, | J. W. Mearns, |
| John Ballard, | Mrs. Rebecca A. Oore, |
| Samuel B. Burt, | Miss Moore, |
| Edmond Burt, | James W. McCoy, |
| Thos. H. Byrne, | Samuel Mearns, (sons |
| | of Burt), |
| | Thos. H. Byrne, |
| | Catherine Merrick, |
| | N. |
| | William Newton, |
| | O. |
| | Marine Ins. Office, |
| | Capt. Hugh Ormire, |
| | John D. Potter, |
| | Wm. Porter, |
| | Dr. R. F. Purnell, |
| | Ben. Ponsong, (care of |
| | L. E. Phippen. |
| | R. |
| | William Rooks, |
| | Southy Rice, |
| | Mus. Reed, |
| | Bryant Redding, |
| | Enos Rogers. |
| | S. |
| | Walter Sikes, 2 |
| | Charles Shelton, 2 |
| | Capt. Thos. Sloman, |
| | Mary A. Sargeant, |
| | N. Stanley, (care of |
| | Dr. Ponsong, |
| | Mr. Peden. |
| | Thos. B. Smith, |
| | Samah Shaw, |
| | James B. Sellers. |
| | T. |
| | Lt. S. B. Horton, 2 |
| | G. W. Taylor, |
| | W. H. Taylor, |
| | Armanus Terry, |
| | William Tilton, |
| | Maria Toomer, |
| | David Treatwell. |
| | W. |
| | Daniel Wilton, |
| | Thos. H. Williams, |
| | Henry Wilton, |
| | Henry Williams, |
| | R. Wilson, |
| | Burgis Walker, |
| | Carion Walker, |
| | G. W. Walton, |
| | Golden Williams, |
| | Sarah Watts, 2 |
| | John W. Wood, |
| | John R. Wray, |
| | Mrs. Elizabeth Wright, |
| | (for Elizabeth Daniel) |
| | John C. Williams, |
| | M. & A. Waddie, |
| | John Walker. |

W. C. BETTENCOURT, P. M. 143 3w.
October 2d, 1838.

NOTICE.

APPLICATION will be made at the next Session of the General Assembly of the State of North Carolina, to reduce the number of Licenses to retail Spirituous Liquors in the Town of Wilmington. Oct. 12, 1838. 143 3t.

NOTICE.

J. H. BREWSTER WILL continue the AGENCY AND COMMISSION Business at the old stand, September 25th, 1838. 141 3w

MAGNIFICENT LOTTERY!

CAPITAL PRIZE. \$100,000.

The most Brilliant Scheme ever drawn in the United States.

ALEXANDRIA LOTTERY,

CLASS A, FOR 1838.

To be positively drawn at Alexandria, D. C. Saturday the 17th November, 1838.

75 Number Lottery—13 Drawn Balls.

- PRIZES.
- | |
|----------------------------|
| 1 Grand Prize of \$100,000 |
| 1 Prize of 30,000 |
| 1 do 20,000 |
| 1 do 10,000 |
| 1 do 8,000 |
| 1 do 7,500 |
| 1 do 6,000 |
| 1 do 5,000 |
| 1 do 4,000 |
| 1 do 3,740 |
| 1 do 3,000 |
| 10 do 2,000 |
| 50 do 1,000 |
| 60 do 500 |
| 85 do 500 |

Besides Prizes of \$250—\$200—\$150—\$100—\$80—\$60—\$50—\$40—and lowest Prize \$20.

Tickets only \$20; Halves \$10; Qrs \$5; Eighths \$2 50.

Certificates of Packages of 25 Whole Tickets \$250
do do 25 Half do 125
do do 25 Quarter do 62 50
do do 25 Eighth do 31 25

Orders for Tickets and Shares or Certificates of Packages in the above unprinted Scheme will receive the most prompt attention, and those who order from us, may rely upon having the drawing sent them immediately after it is over. Send orders early and address D. S. GREGORY & Co. Managers, Washington City, D. C. or Richmond, Va. 133 4t, paid.

NOTICE.

THE valuable PLANTATION near Newbern, commonly called the BELLE AIR estate, will be exposed to public sale at the Court House in Newbern, on the second Monday of November next, it being the week of Craven county Court.

This place is situated in Craven six miles from Newbern, on the road leading to Washington, and on a sheltered creek. It consists of between six and seven hundred acres of land, about half of which are cleared, and fit for cultivation, and the residue covered with a forest of oaks. There is a commodious dwelling house, and necessary out-houses on the premises.

The healthiness of the neighbourhood, the fertility of the soil, and its convenience to market both by land and water, make this plantation, it is believed, highly desirable.

The sale will be on a credit of six and twelve months, for bonds with approved personal security, bearing interest from the date. In the meantime, the place will be shown to any one desiring to purchase, by Mr. Taylor the tenant in possession—and with respect to the title, those who wish can apply to the subscriber, and examine the documents relating thereto, and have such other explanations as may be desired. The title is believed to be unquestionable.

MATTHIAS MANLY, Attorney, 143 5w
21st September, 1838.

Runaway.

MY BOY CALVIN ran away on the 1st day of October. He is about eighteen years old, five feet high, or a very black, teeth very white, had on when he went away white cotton pantaloons and shirt.

I will give Five Dollars for the said Calvin, if taken in Onslow county, or confined in any jail. If taken out of the county, Twenty Five Dollars if delivered to me, or confined in jail, so that I get him. Again, if he is killed, and delivered to me, dead or alive, I will give Two Hundred Dollars.

The said Calvin is legally outlawed. I bought him about ten years ago of Simon Harrison, of Jones county. He may be spoken of in Jones, or he may go to Newbern, or Wilmington, and try to get on board some vessel bound to the North.

I hereby forewarn all masters of vessels from taking him on board, under penalty of the law. O. HUGGINS, 143 ft
October 6th, 1838.

SPRING VILLA

FRENCH AND ENGLISH SEMINARY

For Young Ladies,

AT BORDENTOWN, NEW JERSEY.

THE duties of this Seminary will be resumed on Monday, the 24th September next.

The peculiar feature of this establishment consists in its being essentially a French School, that language being constantly spoken by the pupils in their intercourse with each other and with the teachers.

The department of modern languages is under the charge of the subscriber himself, assisted by a lady lately from France.

The English department is entrusted to Miss E. Lunt, from Portsmouth, N. H. Music is taught by Mr. Edward R. Hansen, from Denmark.

Drawing, Mr. Engstrom, Mr. H. White. For information concerning the character of the Institution, the subscriber begs leave to refer to Col. J. D. Jones, and Levin Lane, of Wilmington; Mrs. Winder, of Smithville, Gen. Wm. Hill, of Duplin county, and John Burgwyn, of Newbern, who now have children under his care. A catalogue containing terms, &c. may be had at this office. For further particulars, application may be made either personally, or by mail, to A. N. GIRAULT, Principal. 138 ft

Salt-Rheum, Ring-Worm,

Tetter, Scald-Head, Barber's Itch

AND all other diseases of the Skin, are effectually cured by the use of SANDS' REMEDY for Salt Rheum. It has within six months cured rising 3000 different cases of the above diseases of the skin. It has never been known to fail in curing any disease of the above kind, where a fair trial has been given. Sarsaparilla in a concentrated form is recommended to be used with the "Remedy," as it tends to purify and throw out from the blood and system generally, all the unhealthy humor, and the application of the remedy externally, at the same time entirely and thoroughly eradicates it from the system. This course is dictated by the true philosophy of these diseases, and we challenge any ordinary case to be brought forward where this course of treatment will not effect a rapid and permanent cure, if the directions are strictly attended to. In case of failure the money for the "Remedy" will be refunded. Price \$1 per BOX.

W. WARE, Agent, 143 ft.
Wilmington, Oct. 12, 1838.

S. W. LANE,

AT THE SIGN OF THE LARGE HAT.

HAS just returned from the North with a well selected and extensive Assortment of Hats, Shoes, Caps,

and other articles appertaining to his line of business, and offers them for sale on as good terms as they can be bought in this market. He will continue to receive frequent additions to his stock, and by that means render his assortment fresh, and of the most fashionable kinds. He expects to receive that patronage which his assortment should command. He has also on hand a very superior assortment of

STOCKS, COLLARS, BOSOMS, &c. Wilmington, Sept. 27th, 1838. 141 6w.

Last Notice for Taxes.

THEBY give notice to all persons who owe taxes for the year 1837, (if they want to save cost) to call at my office, and pay them without delay. All persons who failed to give in a list of their taxable property in 1837, will have to pay a double tax. In my settlement with the Comptroller I had to pay a double tax on all unlisted property; therefore I am compelled to collect it. OWEN FENNEL, Sheriff 143 3w
October 8th, 1838.

New Goods.

THE Subscriber having just returned from New York, is now opening a general assortment of

FAMILY GROCERIES,

together with a SPLENDID ASSORTMENT of Toys and Confectionaries,

which he will sell cheap for cash, and now takes this opportunity to return his sincere thanks to his friends and customers for their former patronage, and hopes by strict attention, to merit a continuance thereof. JOHN BANKS, 143 6t.
Oct. 12, 1838.

RATES OF TOLL

AT THE NEW BRIDGE, NEAR HILTON.

FOR A Gig, or Sulky and Horse, twenty cents. (20 cents.) Wagon and four Horses, fifty cents. (50 cents.) four wheel Wa on and two Horses, twenty five cents. (25 cents.) for a Carriage and Horses thirty cents. (30 cents.) for a Cart and one Horse, sixteen cents. (16 cents.) for a Man and Horse, ten cents. (10 cents.) for a Cart with Oxen, twenty cents. (20 cents.) for a four wheel Carriage with one Horse, twenty five cents. (25 cents.) for a foot Passenger, four cents. (4 cents.) for Cattle, Hogs, and Sheep, two cents each. (2 cents.) for Turkeys, one cent each. (1 cent.) for single Horses, four cents each. (4 cents.)

A true copy from the minutes. Witness, THOS. F. DAVIS, Clerk.

The New York Evening Star, in alluding to the trip of the Great Western, has the following:

The Great Western is still the favorite theme. We learn from passengers who came over, that the gales were constant & unusually heavy—that the sea ran mountains high and dead in her teeth, yet she walked through the crested, foamy billows like a winged thief of life, and scarcely shipped a hoghead of water the whole passage, plunging not so deep as craft that carry of necessity a top-heavy profusion of canvas to keep them under way. Therein is the advantage and security of steam craft. They surmount the opposing difficulties and go through them—not being obliged to lay to and receive the force of the tempest broadside on—whack, smash, and unable to help themselves—and still less in the tremendous dead rolling swell after the storm is over. The dangers are also curtailed precisely in proportion to the speed gained. There is little or none of that twisting, rolling, or serpentine motion in rough weather, which causes such deadly sickness to many in sail vessels.

An odd country fellow who had married a tall, thin, and very plain minister preach for these words. "Take up your cross and follow me." Dobson immediately advanced to his wife's seat, took her in his arms, and was hastening with the burden towards the pulpit, when the preacher asked him the reason of his being so laden: "Why, what a plague!" cried Dobson, "has your Reverence so soon forgot? Did not your Worship tell us to take up our cross and follow you, and this is the greatest cross I've got in the world, an' please you!"

A Yankee pedlar recommending a scythe for sale, said that one of his own kind was so sharp that they hung it on a tree in Kentucky, and its shadow cut a man's leg off.

THE TURK AND THE ENGLISHMAN.

A Mr. Urphart, who has travelled extensively and resided for many years in Eastern countries, has lately published a book of his adventures and observations, in which we find the subjoined curious antithetical portraitures of Turks and Englishmen.

"Europeans commemorate the laying of the foundation stone: Turks celebrate the covering in of the roof. Among the Turks, a beard is the mark of dignity; with us, of negligence. Shaving the head is, with them, a custom; with us a punishment. We take off our gloves before our sovereign; they cover their hands with their sleeves. We enter an apartment with our head uncovered; they enter an apartment with the feet uncovered. With them the men have their necks and their arms naked; with us, the women have their arms and necks naked. With us, the women parade in gay colors, and the men in sombre; with them, in both cases, it is the reverse. With us, the men ogle the women; in Turkey, the women ogle the men. With us, the lady looks shy and bashful; in Turkey it is the gentleman. In Europe, a lady cannot visit a gentleman; in Turkey, she can. In Turkey a gentleman cannot visit a lady; in Europe he can. There the ladies always wear trousers, and the gentlemen sometimes wear petticoats. With us, the red cap is the symbol of license; with them it is the hat. In our rooms the roof is white and the wall is colored; with them, the wall is white and the roof is colored.

In Turkey, there are gradations of social rank without privileges; in England, there are privileges without corresponding social distinction. With us, social forms and etiquette supersede domestic ties; with them, the etiquette of relationship supersedes that of society.

With us the schoolmaster appeals to the authority of the parent; with them, the parent has to appeal to the superior authority and responsibility of the schoolmaster. With us, a student is punished by being "confined to chapel;" with them a scholar is punished by being excluded from the mosque. Their children have the manners of men; our men the manners of children. Among us, masters require characters with their servants; in Turkey, servants inquire into the character of masters. We consider dancing a polite recreation; they consider it a disgraceful avocation.

In Turkey, religion restrains the imposition of political taxes; in England, the government imposes taxes for religion. In England, the religion of the state exacts contribution from sectarians; in Turkey, the religion of the state protects the property of sectarians against government taxes. An Englishman will be astonished at what he calls the absence of public credit in Turkey; the Turk will be amazed at our national debt. The first will despise the Turks for having no organization to facilitate exchange; the Turk will be astounded to perceive in England, laws to impede the circulation of commerce. The Turk will wonder how government can be carried on with divided opinions; the Englishman will not believe without opposition, independence can exist. In Turkey, commotion may exist without disaffection; in England, disaffection without commotion.

A European, in Turkey, will consider the administration of justice defective; a Turk, in Europe, will consider the principles of law unjust. The first would esteem property, in Turkey, insecure against violence; the second would consider property in England, insecure against law. The first would marvel how, without lawyers, law can be administered; the second would marvel how, with lawyers, justice can be obtained. The first would be startled at the want of a check upon the central government; the second would be amazed at the absence of control over the local administration. We cannot conceive immutability in the principles of the state compatible with well-being; they cannot conceive that what is good and just is capable of change.

The Englishman will esteem the Turk unhappy because he has no public amusements; the Turk will reckon the man miserable who lacks amusements at home. The Englishman will look on the Turk as destitute of taste, because he has no pictures; the Turk will consider the Englishman destitute of feeling, from his disregard to nature. The Turk will be horrified at prostitution and bastardy; the Englishman at polygamy. The first will be disgusted at our haughty treatment of our inferiors; the second will revolt at the purchase of slaves. They will reciprocally call each other fanatic in religion—dissolute in morals—uncleanly in habits—unhappy in the development of their sympathies and their freedom—each will consider the other unfit for good society. The European will term the Turk pompous and sullen; the Turk will call the European sippant and vulgar. It may therefore be imagined how interesting, fitly and harmonious must be the intercourse between the two.

A man gives consequence to the woman he marries, and finds his own increased in the respect paid to her.

From the Richmond Whig.

RAIL ROAD BRIDGE ACROSS JAMES RIVER.

The great bridge across the James river at Richmond, for the accommodation of the Richmond and Petersburg Rail Road, may justly be considered as one of the greatest works of its kind in this country, or perhaps in the world. There are longer bridges of less altitude, and higher bridges of shorter span; but when the altitude, and length of span of this bridge are taken collectively, there is perhaps not its equal in the world. For the gratification of the universal interest that at this time pervades the country on the subject of internal improvements, I design to give the public a short and imperfect account of this gigantic, and, in every point of view, interesting and splendid structure.

The location of the bridge is across the fall of the James river, a few hundred yards above tide water, where the velocity of the current is exceedingly great. It is constructed of substantial latices upon lofty granite piers, with a floor upon the summit of the lattice frame. The stoutness of the flooring corresponds with the general strength of the design, and it is rendered water and fire proof by a strong coat of pitch and sand. The entire length of the span of the bridge is 290 feet, and the span between the piers 160 feet. The entire width of the floor is 22 1/2 feet, (wide enough for a double rail road track,) being wider than, and projecting over the lattice frame 2 1/2 feet on each side; the frame work is therefore 17 1/2 feet wide on the top of the piers. The piers are eighteen in number, founded in the rapids upon the solid bed of granite rock that lies beneath.

The elevation of the piers above common water is 40 feet, and their dimensions 4 by 18 feet at top, increasing one foot in width and one foot in thickness for every twelve feet in the descending scale. The masonry consists of regular courses of heavy stone, hewn to a joint in their fitting surfaces—but on the showing faces of each pier, the stone is rough as it came from the quarry. The average depth of the water in which they stand is five feet—which circumstance, connected with the great rapidity of the current, rendered it a matter of much skill and difficulty to remove the large masses of loose stone that occupied the position of several of the piers, in order to clear out the foundation, and get down the coffer dam. The entire elevation of the wooden superstructure above the piers is 20 feet; so that the floor, which is on top, is sixty feet above the surface of the water. Between the sides of the wood-work, which rests on the piers, are wrought in courses of heavy masonry, composed of stones six feet long and two feet square, resting upon the tops of the piers. These stones being nicely jointed and notched into each other, are strongly united by iron clamps, and closely fitted to the timbers of the superstructure, so that the latter being kept in its place by a solid and immovable mass of masonry, may as fearlessly brave the storm, above, as from its altitude it bids defiance to the current below. The floor upon which the traverse rails lie, rises five inches from each side to the centre, in order that the rain water may freely pass off.

Guard rails are laid parallel to the traverse rails on each track, to prevent the possibility of either engine or cars running off. In addition to the precautions of covering the floor with the coat of pitch and sand, the gallery or walk is constructed throughout the whole length of the bridge underneath the main floor, having a hand railing, upon which numerous buckets of water are to be kept hanging, ready for extinguishing fire, in case such an accident should call for their use. It is presumed, however, that no fire could well occur, either by accident or design, without instantaneous discovery, as vigilant watchmen are regularly crossing backward and forward, and always immediately after the crossing of a train—and in addition to the watchmen, gates are planted at each end of the bridge, and kept constantly locked to exclude all who do not pass them by special permission. The frame work is preserved by a painted weather coat. The whole structure was designed with a view to as much economy as was thought consistent with a just regard to strength and durability. Its execution was commenced in December, 1826, and the work was finally completed on the 5th September, 1828, at an expense of about \$110,000. I doubt whether any bridge of the same gigantic dimensions and substantial character, composed of such choice materials and rare workmanship, has ever been constructed at a smaller expense. The whole plan was projected by Moncreu Robinson, Esq. Chief Engineer, and executed under the direction of himself and his principal assistant, Mr. Charles O. Sandford. It would be supererogatory to say any thing of the professional ability that conceived, or the skill and ingenuity that executed the plan. The work itself stands, like a Colossus, bestriding the ancient Powhatan, destined to hand down to posterity both itself, and its authors; and those piers of imperishable granite will remain as proud monuments to remote generations of the present State of Virginia and her sons.