

# WILMINGTON ADVERTISER.

F. C. HILL, Editor and Proprietor.

"BE JUST AND FEAR NOT."

Wilmington, North Carolina.

VOL. III. NO. 44

FRIDAY, NOVEMBER 16th, 1838.

WHOLE NO. 148.

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.

WILMINGTON & HALIFAX EXPRESS LINE.



THE MOST EXPEDITIOUS AND COMFORTABLE BETWEEN THE NORTH AND SOUTH.

TRAVELLERS going North or South are respectfully informed that the WILMINGTON COMPANY have already 60 miles of their Railroad in operation; the steaming, which is now only 100 miles, will be reduced ten miles per month for the ensuing three months.

GOING SOUTH VIA RICHMOND & PETERSBURG.

Leave New York on Mondays, Tuesdays, Thursdays and Saturdays, at 5 P. M. Leave Philadelphia on Sundays, Tuesdays, Wednesdays and Fridays, at 7 A. M.

GOING NORTH VIA PETERSBURG & RICHMOND.

Leave Charleston on Mondays, Wednesdays, Fridays and Saturdays, at 5 P. M. and continue through to New York, without any delay, via the Halifax, Petersburg, Richmond, Washington, Baltimore and Philadelphia Railroad.

GOING SOUTH VIA THE CHESAPEAKE BAY BOATS.

Leave New York on Sundays, Tuesdays, and Thursdays, at 5 P. M. by Railroad to Philadelphia.

GOING NORTH BY THE STEAMBOAT COLUMBIA VIA PORTS MOUTH.

Leave Charleston on Mondays, Wednesdays, Fridays and Saturdays, at 5 P. M. and proceed without delay to Portsmouth, and take the steamer Columbia, for Washington, on Tuesday night and Sunday morning.

GOING SOUTH, BY THE STEAMBOAT COLUMBIA.

Leave New York on Wednesdays and Saturdays at 5 P. M. (via steamer or Railroad), through Philadelphia and Baltimore, and arrive at Washington on Sundays and Thursdays.

TO THE NORTH, VIA THE PORTSMOUTH AND ROANOKE RAILROAD, AND CHESAPEAKE BAY STEAMBOATS.

THROUGH from Weldon, N. C. (the northern end of the Wilmington and Halifax Railroad,) to Baltimore, in 20 hours—without travelling by Railroad after sundown—without loss of sleep—with but one change of baggage—at less expense than by any other inland route, and several hours earlier; thereby ensuring a connection with the morning line from Baltimore to Philadelphia, at which last city passengers will arrive in 27 hours from Weldon, and 68 hours from Charleston, S. C., which cannot be done by any other inland route.

Office of the P. & R. Railroad, Portsmouth, Va. Oct. 24th, 1838.

The Halifax Advocate, Milton Spectator, Danville Reporter, Augusta Chronicle, Savannah Georgian, and Charleston Courier will copy the above one month, and discontinue all other notices of the Portsmouth & Roanoke Railroad.

Office of the Wilmington & Raleigh R. R. Co. Wilmington, 24th October, 1838.

NOTICE is hereby given, that pursuant to an order of the Board of Directors of the Wilmington & Raleigh Railroad Company, a twelfth instalment of ten dollars on the share, will be required of the Stockholders of said Company, on or before the 1st day of January next.

ALEX. ANDERSON, President pro tem.

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.

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.

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 received for by the Officers of this Company, appointed for that purpose, nor for any loss or injury, unless such 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.

L. L. H. SAUNDERS, Agent of Transportation.

STOP AND LOOK! S. M. WEST HAS just returned from the North, and is now opening a good assortment of DRY GOODS, viz:—

Cloths, Cassimers, Sattinets, Kerseys, Blankets, Prints, Merinoes, Circassians, Silks, Muslins, Cambrics, Ribbons, Shawls, &c. &c. &c.

ALSO A good assortment of CUTLERY, and a large assortment of men's, Ladies' and children's

BOOTS AND SHOES, HATS & CAPS of the latest FASHION.

He is opening in the Store lately occupied by Messrs. Bradley & Dickson, a choice lot of

READY MADE CLOTHING, and a well selected Stock of CLOTHS, CASIMERS, PILOT CLOTHS, and TRIMMINGS, of every kind, which can be made at short notice.

Those in want of the article will do well to call and look through before purchasing, as every pains will be taken to please those who may call, and will be made and sold at the lowest cash prices.

Office of the Wilmington & Raleigh Railroad Company, Wilmington, N. C. Oct. 1st, 1838.

NOTICE. THE subscriber takes this method of notifying those concerned, that finding it absolutely necessary to collect all accounts of over twelve months' standing; and all notes now due him, which will be unpaid on the 1st of December next, will be placed in the hands of an officer for collection.

He would also say to his old customers and the public generally that he has just returned from the North, with a complete and seasonable assortment of

DRY GOODS, HARDWARE, HATS, SHOES, BONNETS, DRUGS, MEDICINES, &c.

and that he is determined his establishment shall not lose its name for being the cheapest in the place.

JOHN DAWSON, Wilmington, October 26th, 1838.

KELLY & McCALEBB WOULD inform their customers and the public in general, that they have just opened their winter

STOCK OF GOODS, which they expect to sell on fair terms, and hope their country friends will continue to favor them with their orders. They continue to do business at the OLD STAND.

November 2d, 1838.

PROVISIONS JUST RECEIVED, AND FOR SALE AT THE LOWEST PRICES.—VIZ.

BARRELS Prime Beef, city inspection, " Pork, " Mess ditto, " Beef, " Butter and Soda Crackers, " Winter and Fall Oil, " N. E. Rum, " Lard and Brown Sugar,

Caaks Cheese, Bags Coffee, Boxes Codfish, Kegs Goshen Butter.

A large and general assortment of

GROCERIES, SHOES, AND CLOTHING.

JAMES M. HOOD, Wilmington, Nov. 2d, 1838.

A CARD. THE subscriber, having settled in Wilmington, as agent for C. B. Richardson, offers his services in selling TIMBER, LUMBER, and NAVAL STORES. Prompt attention will be given to the disposing of all articles of produce sent him. He has the privilege of a pen, where timber may be kept in safety.

JAMES MAHONEY, Agent, One door above Mr. John Wooster's, Market Street.

October 29th, 1838.

FOR SALE

LOAF Sugar in Barrels, Crushed Sugar, a superior article, ALSO, IN BARRELS, 2 Hds. St. Croix Sugar, 8 Barrels Muscovado Sugar, Coffee—Cuba, and Laguna, Port and Lisbon Wine, in boxes, Madeira do—in boxes, 6 Qr. Casks superior Madeira—direct importation, Sweet Malaga Wine, Gr. casks, Excellent brown Sherry, in qr. casks and boxes, Champagne and Cordials, Imperial, Gunpowder, and Young Hyson Sperm, and N. C. Tallow Candles, Gunpowder—Dupont's, single, double, and treble F. R.

R. W. BROWN, & SON, 117 1/2

November 8th, 1838.

BARGAINS! BARGAINS!! THE subscriber offers for sale the HOUSE and LOT occupied by him on Front Street, suitable for the accommodation of a large family and would make a convenient boarding house.

Also, another HOUSE and LOT, in the vicinity of the Railroad, on Third Street, a very desirable residence for a small family.

I will also sell a small plantation adjoining the lands of Dr. N. Hill, and R. Quince, Esq. Attached to which are about 550 acres of land, only nine miles from Wilmington, in the midst of an excellent range for hogs and cattle.

For further particulars, enquire of JOSHUA JAMES, Wilmington, Nov. 9th, 1838.

STOVES. Cooking Stoves, Robay do—Conical do—Parlor do—Box do.

A large and general assortment of GROCERIES AND READY MADE CLOTHING.

For sale at the lowest prices, by S. HUTCHINS, Wilmington, Nov. 8th, 1838.

MRS. JEWETT WILL open an English School, for YOUNG LADIES, on the 15th instant.

For the first class, \$10 per quarter, for the second, \$7, and for the third, \$5.—No extra charge will be made for wood.

November 9th, 1838.

Wanted TWO or three Apprentices at the TAILORING BUSINESS. Apply one door north of Mr. John Dawson's store, to A. T. GREEN.

Found ON Sunday the 23rd October, at Point Pleasant, 14 miles above Wilmington, a FLAT, measuring 44 feet in length, and 12 feet in breadth. She has two beams and four knees across her. The owner can get her by calling on the subscriber, and paying charges.

AMOS EAGERTON, Wilmington, Nov. 8th, 1838.

NOTICE. APPLICATION will be made at the next Session of the Legislature of this State, for a special act, in regard to the Inspection of Naval Stores.

NEW YORK RICEMILL. ROUGH RICE pounded on TOLL, at the New York Ricemill.

Apply to R. W. BROWN, & SON, November 2d, 1838.

NOTICE. APPLICATION will be made to the next General Assembly for a charter to incorporate a HOTEL COMPANY in the town of Wilmington, North Carolina.

November 2d, 1838.

Hints for the Ladies.—In singing let the words be distinctly heard. Hence the tone of an accompanying instrument ought to be kept entirely subordinate to the voice.

The sentiment in some of our English songs, is worth much more than the melodious noise of our best singers. In fact, without it, it is not singing, but mere warbling, in which the birds can beat them greatly.

When an elderly lady and a young one are walking the street, it is more becoming for the latter to pick up her own handkerchief, than it is to say if she can stoop to it.

Beauty is not a thing to be put on or put off, so beauty ought to be left to take thought for itself, and the fair candidate for admiration, to take thought of something else also. The prettiest woman we ever saw, was a nixxy, the next prettiest was only made so when she was angry. This was the only way by which she could dispense with an artificial smile, that made her disgusting.

Piety gives a most beautiful finish to the female character, but it ought not to receive that finish, until it is ready for it. In other words, it ought not to be assumed for forms sake. Piety is only beautiful when real. Hypocrisy like artificial smiles in the face of beauty, is disgusting.

Ingenuous Invention.—Mr. James Duncan, watchmaker at Glenluce, has lately constructed a small steam engine, on the high pressure principle, the novelty of which consists in the steam acting twice in the cylinder before it escapes into the atmosphere, by which there is a saving of half the fuel, and half the water, which a common engine of the same power would require.

By the application of the air pump and condenser it can work on a low pressure, with the same saving. Some scientific men who have seen the plan think it admirably adapted for locomotive engines, or for vessels having long voyages.—Galloway Register.

From the Southern Literary Messenger. POPULAR ERRORS.

That a contract, made on Sunday, is not binding.

That those who are loudest or most unceasing in their professions of regard for the People, are the People's truest friends.

That it is consistent with the character of a gentleman, to smoke in a stage-coach.

That green, or unseasoned wood, is as good for making fires, as dry, or seasoned wood.

That, in order to exclude a child from a share in his father's estate, the father's will must give him something, however small; or mention him, in any manner.

That hot bread, or any bread less than twenty-four hours old, is wholesome.

That excessive familiarity is not dangerous to friendship. When I hear two men, whose intimacy does not date from childhood, calling each other 'Tom,' and 'Nat,' I look for a speedy, and perhaps a violent death to their friendship. True friendship is not only shown, but strengthened, by mutual respect.

That a lawyer, to succeed in his profession, is obliged to utter falsehoods.

That those who are constantly talking of the dishonesty of other people, are themselves honest.

That the citation of many books, or the use of learned words, is a sign of learning.

That persons who clamor for practice as better than theory, and are celebrated by themselves and their friends as practical men, are always more trustworthy than those whom they decide as 'theorists.' The former have usually no guide but their own (often narrow) experience; the latter sometimes have the light gathered by a thousand clear and active minds, during ages of diligent and enlarged observations. A properly constructed theory is the methodized, the digested result, of what has been seen and done by hundreds of 'practical men.'

That a first love is necessarily purer or stronger, than a second, or third, or fourth love.

That keeping the door open in cold weather is conducive to health.

That other people have not as many, or as great causes of unhappiness as ourselves.

That a man, whom his neighbors would not trust him with a hundred dollars of their own money, is fit to be trusted with the most important public interests.

That education consists only in being sent to school; or in book learning.

That political consistency is shown by adhering constantly to the same men, through all their changes of conduct and opinion.

That it is inconsistency to think with one party on some points, and with an opposite party on other points.

We find the following excellent hit in a late number of the Charleston Advocate:—

LONG AND HUNGRY, Sep. 25, 1838.

MR. RITCHIE.—Dear Sir, I wish you to do me one favor, which, under present circumstances, I will never forget, and hope you will, at your earliest convenience, attend to my case. I want to know where I am, and what I am; whether I am a democrat or a republican, or a federalist, or a nullifier, or a conservative, or a whig; whether I go for a bank, or for the banks, against a bank, or against the banks, for hard money, or against hard money, for the President or against the President; and whether I must abuse General Jackson or Mr. Van Buren, Mr. Calhoun, or Mr. Clay, or General Harrison; whether in fact, I am on my head or my heels, in the party or out of the party. I have concluded in my own mind, that I am something of a special deposit just now, sorter so and sorter not so, and I want to know whether I had best to keep dark a while longer or come out.

There is another subject about which I want your advice.—Had I better step the Globe or the Madisonian, for it does seem to me too hard to expect a plain man, without much learning, to stick to both sides of every question. I have stuck to the Enquirer, through thick and thin, and I don't mean to mind hard things they say about you now, and to hold on as long as there is a pea in the dish—only I like to show my colors, sometimes. I went with you for the gun-boats, and against them, under Jefferson, and for the war and against the gun-boats, under Madison. I followed you and Jefferson against the bank, ditto for you and Madison when he went for the bank. I read your paper and supported Monroe, when you and he went against Jackson, and I turned against Adams, tooth and toenail, and went for Jackson when you did the like—I lodged my fowling piece when they began to talk about light houses in the skies—I went for the proclamation, and against the proclamation in spots, and after that I resolved not to split the party for anything, and swallowed the removal of the deposits, the protest, the black lies, and last, though not least Mr. Van Buren and Col. Dick Johnson. But I confess I'm both ere now.—I want light, and I would like to know, when it is convenient, whether I must now go for principles without men, or men without principles.

I remain yours, until death.

NOUS VERRONS.

SUBSTITUTE FOR U. S. BANK.

If reliance is to be placed upon an article which has just appeared in the "New York Express," and which excites great interest, we know not what our Van Buren brethren will do for a theme upon which to descant—for assuredly, 'Othello's occupation' will be gone. Now they can fill out a column any time, with Bank, Bank, Biddle, Bank, the Monster, &c.; but if this article be correct in its inferences, they cannot strike a new trail. The "Express" says—

"We doubt very much whether the establishment of a National Bank will be brought forward again for many years to come. The United States Bank has now got a foothold in this City, and in a manner that is likely to be permanent. It is established under a law of our State, which, it is stated, if altered or repealed, cannot affect those Banking institutions which have been or may be organized under it; and if this is correct, we do not see why the charter is not perpetual. The Bank is now in successful operation in this City, as well as in Philadelphia, its branches are established in New Orleans, Cincinnati, and various other places. As soon as the Banks of Alabama, Louisiana and Mississippi resume specie payments, as they unquestionably will in the course of a few months, there is no reason why this Bank may not deal in domestic exchanges as extensively and at as low rates as formerly. We have it from such authority as we deem satisfactory, that the great bulk of their operations here will consist in discounting this description of paper. The other large Banks recently commenced in this City under the present law, and the great charters granted in South Carolina, Tennessee, and Mississippi, will, beyond all question, soon be in operation. Most of them have established a credit in Europe that will afford them the facilities they require." These Banks will find it for their interest also to deal in domestic exchanges; all of which will create a rivalry and a competition that will keep down the rate of internal exchanges to a point equivalent to the transportation of specie.

"If the rate of exchange should rule on all parts of the United States at or about one per cent., as we think it will, the next object will be to have a description of Bank notes that will be received throughout the United States at par, or a fraction under.—If this can be effected, there will be no need of a National Bank, Banks at the South have resumed specie payments, it is the intention of the present United States Bank to issue a description of Notes that shall be generally current throughout the country, and that they will do this by making them payable in New York, Philadelphia, Baltimore, Boston, Cincinnati, New Orleans, and perhaps other places. Bank notes, with the advantage of redemption at various points, and based upon the well-known credit and solvency of the United States Bank, would without question be received every where, and would enjoy perfect confidence. The travelling community would be accommodated, and every individual wishing to transmit a hundred dollar bill from one end of the country to the other could do so with perfect security and without loss. The convenience to the Public would be very great, and the advantages to the Bank immense, as such notes would enjoy a circulation probably greater than at any period since its establishment under the old charter. No Bank is so well situated to avail itself of this valuable circulation as the United States Bank. They have their branches and agents already established, and have also a credit made that cannot be shaken. No new Bank can complete with them in this particular for years. If this plan should be carried out, as we have no doubt it will be in a short time, there will not be that occasion for a National Bank which hitherto existed."

N. Y. Express.

From the N. Y. Express. THE WHIG CREED.

The restoration of power to the people. The restoration of Government to its true, safe, and legitimate purposes.

The rescue of Government from the grasp of de nagogues, plunderers, and spoilers.

The disinvesting of the money power from political power.

The restoration of a sound and healthy currency.

The curtailment and regulation of the inordinate patronage of the government, by means of which the elections have been controlled, and the public liberty endangered.

RETRENCHMENT of extravagant and overgrown expenditures.

ENCOURAGEMENT to American Labor, and respect to the rights of American industry.

The wresting of the Public Lands from the grasp of Government speculators and land companies—and the distribution of the income of those lands to all the States, the whole people in equal and just proportion.

AN END, a positive END, to all reckless Experiments upon the business, the currency and the enterprise of the country.

It is rumored that the husband of the late Madame Malibran is about to be united to her sister.

Trade and Commerce of North Carolina.—It is with much pleasure that we find the following correct and patriotic views in the Salisbury Watchman of Saturday last. It will be recollected the Editor of the Watchman is a member of the Legislature and we may hope that he will entitle himself to credit for an effort to "wake up" that body to a consideration of the true interests of North Carolina.—Fay. Obs. Nov. 7.

From the Salisbury Watchman.

The Port of Wilmington is every day growing in importance. Its advantages appear to have been overlooked. We have the important fact on the very best authority, stated to the Convention at Greensborough, in last July, that the tonnage cleared from the Port of Wilmington is greater than that cleared from either Norfolk or Richmond. Mr. Lord's Report to that body states that the

Tonnage cleared from Wilmington for the year preceding 30th September, 1837, at 29,929

of Norfolk for the same time, 24,993

Richmond, same time, 17,980

This document also states the tonnage entered into North Carolina as exceeding that of Virginia by 2000 and a fraction over. We have heretofore taken it for granted, that because vessels of the largest size cannot get up to Wilmington, that there was no Port in the State worth improving. Now it is a singular fact, that in this respect Wilmington is equal to Savannah and Mobile, and superior to New Orleans. In the same way has the Cape Fear River been most strangely underrated. This has happened in a great degree from listening to the impatient clamors of the merchants of the interior, who always bring on their Fall supply of goods at a period when all our Southern water courses are down, and who, if they happen to miss the expected sale of a single County Court, issue an anathema to every customer, against the River.

These maledictions are so earnest, and repeated in so many, that the Cape Fear has got the name of a *wee weather stream*. Now the truth is, that its navigation is less obstructed from this cause, than that of any river South of it. It is less so from drought than most of the Northern rivers are from ice. It is a paltry excuse, to say, that our advantages are unworthy of improvement. If we had no harbor we ought to do as the Romans did at Ostia, *make one*. If we had no river, we ought to make a canal or a rail road, as many of our sister States have done.—But we have immense advantages already, which only want a liberal application of fact, to render them resources of wealth and honor. Circumstances such as the above, with alacrity in our neighbors to turn them to their advantage, are daily making us less able to assert our independence. Two years more of apathy on our part, and activity on the part of Virginia and South Carolina, may fix our destinies for ever. We have been long convinced that the Port of Wilmington is the only cheap and easy point of escape from the threatened state of dependence and inferiority. Will our next Legislature come to the rescue at once? Will they say we must sleep on for two years more? If so, can they tell us when we are ever to wake up. It will be too late to make a stir, when all our trade is gone to other ports, and our energies gone to the far west. We shall rub our eyes, and—go to sleep again.

From the North Carolina Journal.

We are gratified at seeing the public spirit with which the citizens of Wilmington are determined to exhibit, by ocular demonstration, the improvements which have been made between Raleigh and that place. When the members of the Legislature shall have seen the utility of railroad travelling, we think they will not withhold their assent from other proposed improvements throughout the State.

The citizens of Wilmington begin to feel the beneficial effects of State improvements, and they wish to extend that improvement throughout the State. While on this subject, we would suggest to the citizens, and to the Cape Fear Navigation Company, the propriety of making the Cape Fear navigable to this place, by means of slack water navigation. A few dams thrown across the river, with locks sufficient to admit large steamboats, would make the river navigable throughout the year to this place.

The Schuylkill river in Pennsylvania was made navigable to a far greater extent, by slack water navigation, than would be required in the Cape Fear river, to insure a constant communication at all seasons of the year, between Fayetteville and Wilmington. There need be no experiment about the matter, for they have several examples before them in practical operation. The Lehigh, Schuylkill, and part of the Susquehanna rivers in Pennsylvania, are now in successful operation, on the plan of slack water navigation.

We have thrown these few suggestions together, in order that it may awaken enquiry into a measure of such vital importance to Fayetteville and Wilmington, and in fact to the whole State.