cave the room, having failed in the oject of the interview, but after unsuspecting such an attack. There-River was a little worsted before they were parted. There are, of course, many versions of this affray, materially variant from this; but we give it as the one to which we incline after hearing the different statements, There was no persos present at the commencement of the combat, in which Mr. Rives was found quite spiritedly engaged, considering that he was neither by practice or theory, as much celebrated for his pugilistic powers as his assailant."

The Cape de Verds - We have re cently heard much of the sufferings of the inhabitants of those islands, and had hoped that a brighter scene had dawned on the distressed population. We have, however, just received a let ter from a valued friend, who touched at the islands in the spring, from which we make the follow extract:-

Gurstay at Port Praya was too short to become familiar with the manners and customs of the people—but we were long enough to witness some of the suf-ferings which this group of islands has recently experienced. They are not yet at an end; they are still dying daily, and some of the poor I saw picked up by their limbs as a butcher's boy would pick up slaughtered sheep, and carried through the street, without even a "grave cloth," buried as you would bury a horse or a dog. Famine is aweeping over these "little specks on the ocean," with far more fearfulness than the cholers in America. The ver-nel from Portland, and that from Philadelphia, buth with provisions, for the dying, afforded new life to the almost dead. Not less than thirty-three thousand, out of one hundred thousand bave died within one short year.

The scenes of wretchedness as pre sented at Antoneo, Bravo, and Tago, are beyond description.

" At St. Jago there was but little of it comparatively, except from those who flocked there for relief from the other islands. Those of them who still lived were grouped together in a large yard, under the direction of the police or the American Consul, & fed from proy sent to them. The scene was an afflicting one. Here and there I was pointed to little orphan children, who had neither father, mother, brother nor sister left. Some of them were sitting on the ground with a little garment thrown over them to screen them from the winds which were then blowing very coldly, and so far gone as to be entirely insensible of what was passing d them, and as if patiently wait of for death to relieve them of their ferings. Others were walking as more skeletons on earth, crying with pitcous means for "bread," but whose omachs, when given, were too weak to derive any nourishment from it. Mothers, with nothing but skin and bone themselves, were bowing and courtisying for a copper to buy some-thing for their children, with an importenity that might move a stone. Such a sight I had never before witnessed, and it has left an impression which cannot be forgotten. But God is just and good."—N. Y. Com.

Prom the Tarboro' Free Prose, July 13.
Futal Affray.—We learn that on yesterday week, at a muster in this county, an affray occurred which mehappily terminated in the infliction of several wounds with knives on Christopher Harrell, Jr. of which he died the second day thereafter. The jury of ed came to his death by wounds inflicted by William Gray Little and Cullen Little. The parties all have families—the deceased has left a wife and five small children. The persons implicated have as yet eluded pursuit.

A correspondent has furnished us with the following remarks, relative to he above truly lamentable occurrence:

Mr. Howard: So many reports have get abroad in regard to the recent death of Christopher Harrell, jun. it death of Christopher Harrell, Jun. It may not be amiss parhape to caution the public sgainst believing every thing they hear. The real facts in regard to the unfortunate affair will probably be leveloped in a short time, and the publie are respectfully asked to suspend their opinion on the subject until they can be fully and fairly laid before

Certain friends of those unfortunate nen, alleged to be the perpetrators, ave been accused of participation to a ave been accused of participation to a riminal extent in the flight of the per-strators; every word of which is no outst false, and has no other round to

oted with either payty, and it is writbe friends of the accushing be can e have no was to forestall pubic opinion, but only mishes to have the

capacity. He says as a remedy it is effectually used in Asia, where it is tried to inflict on Mr. Rivos the Lieutenant Randolph outrage, which he followed up by a blow while Mr. Rives was still in his chair, totally wasuspecting such an attack. The in towns and districts where the Chole-ra has appeared, all who have thus the Camphor have escaped, and of those who did not, many have fallen victims. In places where the cholera is, every person should bathe once a day, either on getting up in the morning or just before going to bed-or if a bath is not convenient, wash the body, and let the water be strongly impregnated with camphor. During the raging of the cholera in Java in 1822, camphor was used as above described, with most satisfactory results. In places that were wet and foul, also in vaults, cel lars. &cc. it will be found more beneficial than chloride of lime.

> Is it not singular, that in those countries where tea is generally consumed, the cholera has been light, or passed by? England and China have been, comparatively, very light sufferers. Holland also has escaped. Much tea is drank in the United States; but those persons who drink ten in the evenings, take collee in the morning-then perhaps it is the best black tear that are useful as preventives, for in China, England and Holland there is very little green consumed. In France, and even Paris, the consumption of tea is very trifling in quantity. In Java, very little ex-ceps by a few Europeans; in Manilla, little; Hindoston, none-and in those countries the mortality has been greatest. During the warm season of the year at any time, however healthy, camphor used us above described, will be found conducive to the general health, and prevent billious attacks.

> Northern Enterprise. - The books for subscription to the stock of the Utica and Schenectady Rail Road Company, were closed in New-York on the 10th ult, having been kept open three days, when it was ascertained that five million two hundred and eighty six thousand dollars had been subscribed. The books were opened during the same period at Albany and Utica, the subscription at which places, says the New-York Commercial Advertiser, it is supposed will swell the aggregate amount to ten millions! The capital of the Company is two millions.

If the people of the South would only

turn their attention seriously towards

the improvement of their own section of country, and when an enterprise is undertaken come out and support it, instead of waiting its completion to know whether it will be a profitable investment or not, the oppressions of the tariff will soon be forgotten and the southern states will become as prosperous as the orthern. But as long as the same spirit that at present exists in both sections of country continues to exist, the north must go ahead. The people of the south are too luke-warm in their undertakings. They start an enterprise, and almost seem to think, that nce started it will carry itself through If a man undertakes to build a house, laying the foundation does not complete it; and if he has not the means to carry on the undertaking it must either wait until he can procure the 'means, or be a total failure. Just so with the people of the South. An enterprise is undertaken, but it is very seldom that the means obtained are equal to the undertaking-this being the case, to accomplish the object they had in view when they fisrt started, they must wait patiently until they can obtain the means, and how often is it the case that those who were foremost in the undertaking. from the indifference of others, becomso disheartened with the undertaking. that they abandon it and offer their investments for half of their cost? Take the South Carolina Rail Road for an example. There are very few now but believe that the undertaking will be a profitable one, and its stock cannot now be purchased unless at a premium. But how was it six months ago? The Company were asking for loans, at an interest, to carry on an undertaking which they had commenced without subscription means sufficient to carry it through-and what was the situation of those public spirited stockholders who at first came out with the needful? their spirit of enterprise became damped, and a number of them, if they could have found purchasers, at almost any price, would willingly have sold out and abandoned the undertaking. This undertaking alone ought to be a les-son to the Southern people, and in-struct them that it is not the want of means, but the want of spirit to furnish the means, that retards our prosperity. The Directors of the Carolina Rail Road deserve great credit for their per-severance—and if the southern people would only come out with the needful would only come out with the needful when it is wanted for works of Internal Improvement, it will be in the South as it is in the North, and our citizens would never feel the want of means and become disheartened in their undertakings. What undertaking, let us

ask, is there, that wants two millions to complete it and has ten millions command, that will not succeed?

lation of this spirit. It might be thought, from the tame and timid tone of some of our journals, that editors were mere pensioners on public bounty, the trembling and humble recipients of an undeserved charity. The public often feel inclined to regard them as slaves, punish them for a difference of opinion, and expect from them, upon all occasions, a tame subserviency to established doctrines, and a servile pliancy in the hands of those who may give them, in return for a full equivalent, a few dollars a year. The fact is, that subscribers at the present low rate of newspapers receive more than they ought to expect for their money, and confer no unusual obligation by their patronage. A generous and magnanimous spirit would not for the triffing price of subscription attempt to exact a subserviency of mind or action in the editor; and an editor, with the tithe of the spirit and independence of a man, will not submit to such a de-

Port Gibson, Mis. June 15. An awful accident occurred on the Mississippi river, nearly opposite Grand Gulf, on Tuesday last, by which nine persons lost their lives. The ferry boat, containing Mr. Elijah L. Clark, and part of his family, consisting of his son and daughters in law, Mrs. Gibson Clark and child, Mrs. John H. Clark and child, and Miss Coursey, sister of Mrs. Gibson Clark, aged about twelve years, also four of his negroes, three grown and one child, making ten in all, and four horses. in crossing from the Louisiana shore to Chitaloosa, got into an eddy of the Gulf; and in the confusion that ensued, the horses became frightened, and rushing to one end of the flat, tilted it under water; the eddy at the moment soizing it, drew the end downwards, until the boat stood almost perpendicular in the water. The motion was so sudden that every thing was precipitated into the stream. The horses swam to shore; but all the persons were drowned, with the exception of Mr. Clark, the child of Mrs. John H. Clark, and the ferryman. Mr. Clark saved himself by seizing a horse's tail, which brought him to shore, the ferryman on his flat, and the child floated until picked up by a boat which put off from the shore. Thus has been given a death stroke to the happiness of this respected family. The bodies of the unfortunates have not, we understand, been found. Mrs. John B. Clark has left one or-

It is said in Connecticut papers, in jail under sentence of death for the murder of the keeper of the State prison, in attempting to break. The grounds are purely technical, and the proceedings are by writ of habeas corpus, to test the legality of their execution on the following case, which presents a singular question: The prisoners, on their conviction, were sentenced to be hung on the 28th of June, but the Legislature being in session, by special order directed a postponement of the execution to the last Friday in September. It is now contended that the powers of the Legislature are strictly confined to pardon, or commutation of punishment, and they could not constitutionally interfere merely with the time of carrying the judgment of the court into effect. The counsel for the convicts therefore contend that the day fixed by the court having passed, the Sheriff cannot legally execute the sentence. The effect of a decision in favor of the writ applied for would be the unconditional discharge of the prisoners. We should like to knew whether this really be the law in Connecticut, at this day .- Balt. Amer.

New York, July 8 .- We are happy to learn that the persevering en-deavors of Mr. Holt to obtain water by boring have at length been crowned with success. About the middle of last week, the person engaged in boring was delighted to find that he had struck a stratum of lime-stone, from which he predicted that he should find water in three or four days. On Friday afternoon, the drill, which had been sinking with increased rapidity since it entered the lime-stone, suddenly dropped about 2 feet at a single blow, and then struck upon a very hard rock below. Immediately a strong current of water arose, and there is reason to hope it may prove to be of the desired quality. It is supposed to be so copious that it will afford a constant supply of as much as can pass through the pipe, which is about three inches in diameter. On this point, however, it will be impossible to determine on the passengers, who had a good view, says that one of the Serpents was one hundred feet in length, with a head partly in the form of a pickrel. Some say that this largest at that place instituted the follow-

rock or something like it, under-neath, promises well. The boring will now be discontinued. We understand that no vein of water of any magnitude had been struck since entering the rock about 130 feet below the surface, Some water, we believe, was obtained before entering the rock, but it was of an inferior quality. The cost of the undertaking caunot be less than \$2,000 or \$3,000. It has been in progress nearly two years.

The drill had, within the last rock. So much for perseverance.]

New York, July 9. Stolen Property recovered .- On the ity whithersoever they pleased, nights of the 8th and 9th of June, From the Boston Post of Monday. nights of the 8th and 9th of June, (Saturday and Sunday) the Jewelry store of Lewis Muh in New Orleans was entered and robbed of every article it contained, consisting of \$15,000 worth of watches and jewelry, among which were 46 gold patent levers and lepins, and 61 silver watches, I diamond breast-pin of the value of \$400, another one of the value of \$120, a set of diamond ear-rings, breast-pins, and fingerrings worth \$800, together with gold-chains, seals, keys, &c. in abundance. Information of the circuinstance was immediately transmitted to the high constable of this city, with a request that he would keep an eye on the passengers who should arrive from that port. On Sun day he received another letter from Mr. Muh, stating that a suspicious character had just sailed in the ship Newark, Captain Brewer, bound to this city, and it so happened that this ship arrived at quarantine, Staten Island, the same afternoon that the letter was received by mail .-Messrs. B. J. Hays and Sparks, accordingly proceeded down to the island yesterday noon, and arrested this person, whose name was ascertained to be John Charles Collins, in the act of taking his effects ashore. which consisted of two large and one small box, and one large trunk. On the passage to the city in the steamboat, the prisoner admitted that one of the boxes contained jewelry, but

said that it had been given into his charge by a stranger in New Orleans who intended to come by land. The other box he said merely contained shildren's clothing, and the trunk was filled with his own, and wife's apparel. On opening the box of jewelry at the police office, the number of the watches & other marks exactly coincided with a description that efforts are in progress to save of the articles stolen from Mr. Muh; they were also identified by h Reed of this city, of whom they had formerly been purchased, and also by the maker of the principal part of the jewelry, Mr. Joseph Degurre. The other large box which he said contained children's clothing was found to be filled with an elegant assortment of laces, silks, silk handker chiefs, silk hose, two roles of blue cloth, bareges, and almost every thing in the dry goods line, probably obtained in the same manner as the jewelry. In the small box were found all the implements of a regular burglar, consisting of false keys, chisels, pries, dark lantern, pistols, with a variety of other tools and implements. The large trunk apparently contained nothing but wearing apparel, but on diving into its recesses about five or six pounds of melted silver were brought to light, which also answered a description of a lot taken from Mr. Muh.

Collins is a good looking, middle aged man, small in stature, with a countenance any thing but rogish. He brought a wife and four children from New Orleans with him in the Newark. He is now in confinement in Bridewell awaiting an examination.

SEA SERPENT.

From the Pottland Evening Advertiser, July 6 The Sea Serpents and the Steam boat .- The steamer Connecticut arrived this morning latter than usual having been employed for about an hour in chasing a shoal of Sea Serpents. About six o'clock last evening a schooner off Nahant hailed the Connecticut, and told Capt. Porter that if he would lunk out he might see the Sea Serpent, for "he bore east of Nahant." The Conecticut steered accordingly, and very soon, not one Sea Serpent alone, but three, some say four, appeared in sight. All the passengers saw these mon-sters of the deep with their own eyes, distinctly and clearly.

body out of water about 50 feet in a beautiful dark arch. During a portion of this time, one of the Serpents thought to be distant about twenty rods; and before and after this near approach, they could be seen for some time with a glass. The Serpents seemed to enjoy the sport, and played around the boat for some time-perhaps they took it for another "Sarpent" in or on the deep, and were seeking an introduction.

Of all these facts we are informed by many persons, verbally by one upon whom we can rely, and who six months, penetrated 640 feet in has hitherto been incredulous edepth, of which 510 feet are of solid nough. We do not, we cannot doubt nough. We do not, we cannot doubt the testimony of so many persons, in a steamboat upon a quiet sea, with the power of stopping and Twenty thousand Dollars' worth of following the objects of their curios-

The Sea Serpent in verity .- Extract of a letter to a gentleman in this city-

"Portland, July 6. Dear Sir: I arrived in safety this morning at 8, having passed an hour or more yesterday afternoon among a shoal of Sea Serpents, three of which measuring from 80 or 90 to 120 or 130 feet; I distinctly saw t with the naked eye, & afterw carefully examined them wit glass. They were lying full length on the water, occasionally lifting their heads 4 or 5 feet above the surface, and showing 20 or 30 bunches, or snake-like undulations, at a time. Their heads bore a resemblance to the pickerel's, and the crease of their mouths, marking the division of the jaws, was like it is said, have declared, what inde that of a common snake. The engine of the boat was stopped, and for three quarters of an hour we had cool and deliberate view of these monsters. Such ill-looking objects I never beheld,"

Since the above was received, we have conversed with several people who came up in the Connecticut yesterday, and they all state that they saw, about ten o'clock yesterday morning, a little below Nahant, three or four of the serpents, one of which was certainly 100 feet in length.

[From the London Athensum.]
Undulating Rail-Way.—This contrivance, we have already cursoriy noticed, has occasioned some discussion among scientific and practical men; but it does not appear that any explanation of its effects has been suggested. Indeed, we are inclined to think, that the patentees themselves are not fully aware of the physical principle on which the advantage which they have undoubtedly gained, depends.

The problem is one, the full illustration and developement of which would require the language and symbols of mathematical physics; some notion of it may, however be conveyed in such a manner as to be intelligible to the reader. We shall first state what it is that the undulating rail way performs, in which the level rail way fails; and we shall next explain the physical law on which this depends.

Hitherto, it has been received as a practical axiom, that rail ways can only be advantageously applied between points where a uniform dead level can be obtained. Now the patentees of the undulating rail way maintain a proposition which is the logical contradictory of this. They hold, that even if the projected be naturally a dead level, it must be artificially cut into ups and downs, as to keep the luad constanty ascending and descending until the journey is completed; and in so doing, they assert that the transport is produced in a considerably less time with the same moving power, or in the same time with a much less expenditure of the moving principle. Again, it has been held as a practical axiom, that if on a rail way, it becomes necessary to ascend from one level to another, the ascent is most advantageously from the lower to the higher level. and scarcely any direct effect on the contrary, the patentees of the duced by its pressure on the undulating rail way hold that the made by a plane uniformly inclined undulating rail way hold that the ascent is effected with a lesser power, by dividing the intervals into ups and downs, so as to cause the carringe alternately to descend and ascend until it arrives at the upper level. Indeed, one of these propositions follow from the other, for if a greater momentum is generated in going from one point to another of the same level, by undulation in the rail way, that excess of momentum will carry the load to a greater height than the momentum which the same power would generate on a level rail way.

ence of level should exis the extremities, we caused experiment to be made in trary direction, which was a with precisely the same Herce it was evident that, at with the model, a power in of transferring the load betw points at a given distance on el rail way, transferred the a load with facility and despa through the same distance on undulating rail way.

Our second experiment was: follows:—We loaded the carriage the same manner on the level way, so that the power was h able to the friction, but incap moving the load. We then ferred the power and load to way, the remote extremity of rose above the nearer extrem the rate of one inch in eight for The power which was thus in ble of moving the lead on the lead easily transferred the same ! from end to end of the undulate railway, and at the same time tually raised it through one perpe dicular inch for every nin inches of its progress a horizontal line.

Among the scientific men a appears at first to be the case, the the result is contrary to the est lished principles of mechanics. do not perceive, however, any ficulty in the phenomenon. The effective impelling

when a load is tracked upon a way, must be estimated by the of the actual impelling power alm the friction. Now, it is well home that the friction, being proport to the pressure, is less on an inthan on a horizontal rail way. same impelling power which an level rail way, is only equal to a friction, and therefore incapable accelerating the load, becomes tive on the inclined rail way, we it is greater than the friction. T excess therefore becomes a mi of generating velocity, so that w the load arrives at the extremity the undulating line, a quantity it, which is proportional to the cess of the friction on the undi above the friction on the level lin This is theoretically speaking. decided and undeniable advan which the inclined rail way poss over the level. We could make point still more clear, if we w addressing mathematical reader

Now, if it be admitted that all extremity of the undulating the velocity is generated in the n body much greater than any wi could be produced by the same p acting on the level line, it will low demonstratively that this rele ty will be sufficient to carry the up a certain heighth, bearing a in proportion to the velocity itselful hence it will be perceived that moving power, which is incapable moving the load on a dead level, be capable not only of moving between the extremities of an dulating line when at the same le but even of raising it to a his level.

But the practical application of principle seems to promise still great advantages. In the above reas we have assumed that the im power acts with a uniform energy accelerating the motion of the los This, however, is not the case steam power is applied: the load obtains a maximum velocity, and engine becomes incapable of supply steam fest enough to produce pressure on the piston. The e in this case, receives steam free boiler only at the same rate as it is ing of the engine will be suspe ring each descent, and a part of ceeding ascent. In this intere steam will be pursed and accus so as to be applied with its utmost prairie energy the moment the velocity the brow of the hill begies to decli When the load surmounts the sum and begins to descend the next the operation of the engine will be suspended, and its powers and accumulated for the next a The duty of the engine will the not to produce steam constantly great rate, but to produce steam cossive energy for short and diperiods. Every one who know practical working of high pressure gines, will see the advantage like

When the line connecting two pa