

## NO. 45

RATEIGE, N. O. FRIDAY, OOFOBER 18, 1833

## qाFHRE STITAT?

## renlinst, wmax, ur LAWRENCE \& IEMAY.






t. L. Hyanat, Sec'y.

## Sáturday, Sqp, 21. The meeting assembled pursuant to

djourament.
Louis, Denry, Esq., Fom Tom
D. .
 fich was adopted: RET
Mric Com mitteo appointed to report
ofis adjouruened meeting the pricet of
 Wil Roode, Canals ond riverss, and to the what advantages the Cape. Fear
 Iles; that the prices of tranaportation Wid to the Narigation Company, taken
nin the pubbithed, printed rates, are

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of flour at $q 00 \mathrm{lbs}$, and a hhd.
the


## Average price per ton, inclusive



Mlarleston and Hamburg Rail Road.

Spapy. Mc. Dexter, a Civin Eagit
ere of the company, reports, that the
Spany eppert to carry cotton the
mole route at 81 per bale, which

 4, in Steas Carriages, submited to
Dadaware and Hulson Rail Road.

## At the tul thiper Thir te

Belsilimore and Otio Rail Road.

Putarburg and Romioke Rail Road.
Rates tikea from the printed rate




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| h |
| h | our sea born vessels) have frequane of durng the last season, performed their

trips down at the rate of ten miles an
hour and up with heavy loads at seven
and eight miles an hour. The Henri ad eight miles an hour. The Hen
atta, lately fitted up with a new E
ine, on an improved principle, wil
tis con an
 eess, perforn her trips the ensuing sea
sen down in nine hours, and up in fif
teen hours, a distance of 1s3 miless--
his yours C fidence in Steam Engines on
rands, with their train of produce
oaded, from thisty five to fitty tons coads, wirem thiity five to fitity tons
oasded,
ually travel (indeed, wry rarely h ver exceeded) from ten to fiftee
miles an hour. The Charleston Ruil
Road Company expect. when their
road is fairly voder way, that the En
ines will carry theit roaid
roai
gros
produ Which would be at about the rate of ten
miles an hour, the lenth being 133
mites. Now, it is to be recofected
hat our loaded Steambosts dozn, hav the advantage of two powers, the cu
rent and the stam power; and that on
their trips $u p$, they can travel all night this, Engines on rail roads cannot do,
owing to the grat risk attending the
locomotive action of a mechaaical powlocomotive action of a mechatical pow.
er under a vast inomentuan, in the
dark. So that whife the motive powe
on the rail woad is stationary, the same
power on the river is in regular pro-

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\begin{aligned}
& \text { power oo the rive is in regular pro. } \\
& \text { gresion. When, however. we unite } \\
& \text { with this the further advatage, the }
\end{aligned}
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\begin{aligned}
& \text { with this the further avautage, } \\
& \text { the same given power on water wi } \\
& \text { propel or draw, a vastly greater ainou }
\end{aligned}
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\begin{aligned}
& \text { oropel or draw, a vastly greater anount } \\
& \text { of onage at one time ghan the same } \\
& \text { given power on \& rail road, (which dif } \\
& \text { ference Eagineers have computed is as }
\end{aligned}
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$\qquad$
ranasportation, under precisely the
same circumstances, That is, dmit
ing that the velocity of rail road trans. portation by steam power, under
circumstances, is superior to the


| City by stexm puwer of water trasup tation. In point, therefore, of che tum of tonnage barne, the Cape Fe betwren this and Wilmington, may |
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## Here thenal is a town rear the centre of the State, with an easy accees to the 




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The time when the consequent elections



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enn entited, and such number of elec-
ral votes of such State shall
no person shall have such majori
or Presitent, the
Senate stail de lare the fact, and shail also declar
he two personis having the highes
gumbers of the efectorat votes accuunt
sid; but if no person have entice as afore-

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\begin{aligned}
& \text { Tor Vice President, and if the Preididnt } \\
& \text { be elected, in that case the senvete shall. } \\
& \text { by batlot, choose a Viec Prevident frow } \\
& \text { the tiree who shall have received the } \\
& \text { greatest number of electoral votes. A }
\end{aligned}
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\begin{aligned}
& \text { ators and a majority of the whole num- } \\
& \text { ber of Semators, to which all he States } \\
& \text { are entitled, wil! we necessary to a }
\end{aligned}
$$

