

In reply to the inquiries made by the editor of the Philadelphia Commercial Herald, we furnish the following meager and hasty statistical notice of Newbern.

Query 1st. "What is the distance from your town to the capital of your State, and what is its direction?"

Answer. Newbern is distant from Raleigh, the capital of North Carolina, 120 miles by the stage route, and directly 83 1/2 miles, and it bears from the latter E. S. E. 1/4 E; the latitude and longitude of Raleigh being 35 degrees 47 m. N., 73 degrees 43 m. W.; of this place, 33 degrees 20 m. N., 77 degrees 03 m. W.

Query 2. "On what stream, canal or railroad is it situated?"

Newbern, the county town of Craven, is pleasantly situated at the confluence of the rivers Neuse and Trent, the former, the principal, being about 300 miles in length from its sources in Orange and Person counties, to Pamlico Sound, where it empties. This river is about a mile and a half wide at the town, and is navigable thus far for vessels of 150 tons, and for boats to Cobb's Mills, in Wake county 200 miles farther. The Trent is a small river, navigable for vessels of 150 tons to Pollocksville, twenty miles, and for boats to Trenton, 40 miles, and is half a mile wide opposite to the town.

Query 3rd. "What number of inhabitants does it contain, what number of merchants, lawyers, physicians, &c.?"

Answer. Newbern contains 4000 inhabitants, of whom about 70 are engaged as principals, in mercantile pursuits, five or six in the practice of law, and about the same number are physicians.

Query 4th. "What are its public buildings, its schools and its manufactures?"

Answer. Its public buildings are a court house, a jail, a custom house, (alias a pigeon-box) a market house, a theatre and masonic hall, both in one building five churches and an incorporated academy. Besides the academy, there are five or six private schools. There are in the town about 700 houses, of which about 70 are stores, and two are banking houses.

The manufactures of the place are very limited. There are two steam saw-mills, eight turpentine distilleries, three steam grist-mills, a ship yard, two tan-yards, and a soap and candle factory. The place is well supplied with carpenters, blacksmiths, bakers, hatters, tailors, shoemakers, &c.

Query 5th. "When was it settled?"

Answer. Newbern was first settled in 1709, one hundred and twenty-seven years ago, by a colony of Palatines, or Germans, from Heidelberg on the Rhine, and its vicinity; The spot was called *New Berne*, out of compliment to Graffenried, the unworthy leader of the party, who was a native of Berne in Switzerland. Their first shelters, like that of most emigrants at that period, were temporary huts, erected on the spot where we now write, which they occupied till they should be formally put in possession of their promised lands. Graffenried and Michell had previously covenanted with the Lords Proprietors of Carolina for 10,000 acres, between the Neuse & Cape Fear rivers, at twenty shillings the hundred acres, and sixpence, annually, quit-rent. Having thus secured the lands, these men wished to make them productive, by settling them, and they accordingly agreed to transport to Carolina one hundred families, about 650 in number, who had sought refuge in England from irreligious persecution in their own country, promising to each 250 acres of land, to be held on easy terms. In December of the year above mentioned, the Palatines landed, as stated, at the confluence of the Neuse and Trent, and erected their temporary huts. But the ill fortune which, in their native country, had compelled them to seek the protection of Queen Anne of England, pursued them even here. Graffenried, in whose name the lands had been taken up, and with whom the confiding emigrants had deposited their money, returned to Europe without having given them a title to their respective settlements. He had, before his departure, treacherously mortgaged the whole grant to Thomas Pollok, for eight hundred pounds sterling, and it passed to the heirs of that gentleman, who, at this day, retain a considerable portion of it. These unfortunate people were, after a series of years, partly indemnified by a grant of 10,000 acres, free from quit-rent for ten years, in consequence of their petition to the king, George the first. Among the descendants of those persecuted people who yet remain in the neighborhood, we can trace but the names of Islar, Moor, Eipock, Morris, Kinsey, Kehlar, Granade, Miller and Simons. The earliest legislative act which we find respecting the laying out and promotion of the town, is dated 23rd November, (O. S.) 1728.

Query 6th. "What is the country around it?"

Answer. The country around Newbern is alluvial, being about 90 miles below the primitive formations. The prevailing natural growth, as on all lands of like quality, and similarly situated in Eastern Carolina, is the pine, a most profitable natural product in this State. Although the pine lands predominate, there is a sufficient portion of oak and hickory lands interspersed for all the purposes of agriculture, and the fertility of the soil, when under the hands of the skilful farmer,

is abundantly evident in the rich products which it matures. Cotton, maize, wheat, rye, beans, pease, melons, pumpkins, turnips, potatoes, tobacco, apples, pears, peaches, &c., require only the necessary culture to be produced in abundance and profitably.

Query 7th. "What are the principal products of your county?"

Answer. This inquiry has been partially answered in replying to that which precedes. In addition we will mention tar, pitch, turpentine, shingles, staves, pine lumber, pork of the best quality, and beeswax.

Query 8th. "Where are these products sent to market?"

Answer. Principally to New York, but partially to Philadelphia, Baltimore, Boston, Charleston and the West Indies, by vessels belonging to the town.

Query 9th. "What is the amount of merchandise sold in your place annually?"

Answer. Estimating from the taxes paid on importations, there is sold in this place about \$200,000 worth of merchandise annually. The amount of exports is considerably greater. About 10,000 bales of cotton and 100,000 barrels of turpentine, are among the annual exports.

Query 10th. "Where do your merchants purchase their goods, and what is their mode of conveyance?"

Answer. In New York principally; and, as may be inferred from the reply to the 8th inquiry, partially in Philadelphia, Baltimore, Boston, Charleston, and the West Indies; and the means of conveyance are generally furnished by vessels owned in Newbern.

The editor of the Herald will perceive that we have laconically replied to his interrogatories, in the way of question and answer. If, however, he, or any of his literary friends, be engaged in the compilation of a statistical work for the public benefit, we will readily furnish him, by letter, with more extensive information on the subject of our state and neighborhood, for which we have copious materials.

Newbern Spec.

LIBERIA.

We are indebted to Mr. Teage, editor of the Liberia Herald, for a copy of his paper of July 12, accompanied with an interesting letter. The Herald contains an usual quantity of information relative to the colonies.—We were struck with an insolvent law, which for simplicity, and directness, might be quoted as a curiosity. It defines a bankrupt to be a man whose debts exceed his means of payment, and declares that any creditor attaching, shall attach for all, and every assignment that contains a preference, shall be null with reference to the preferred, and be a fraud with reference to the insolvent.

No spirituous liquors can be sold in less quantities than one gallon. An amendment of the tariff is made. Exchequer bills are issued, and commissioners appointed to superintend their manufacture and issue.

The 4th of July was a holiday in the Colony.

A correspondent of the Herald expresses a hope that the Colony will no longer be disturbed by the election of officers, but that appointments will be made.

A trial for the first murder in the Colony took place on the 27th of June, and Cupid and Venus were in the plot. We copy a report of the case.

U. S. Gazette.

MURDER.

A Congo, named Joe Waldburg of New Georgia, was murdered on the 27th ult. in the most brutal manner, and under the most aggravated circumstances by John Demory, an Eboe, instigated by Waldburg's wife Venus. They were both tried in the Court of Monthly Sessions, at the July term; 4th inst. when the following facts, in relation to the murder, were elicited, from the testimony of the witnesses, as also from the Eboe's confession, namely—that there had existed for several years, a criminal intercourse between this miserable man and woman, of which it did not seem that the deceased was aware nor did it appear that there were any other, than that of a friendly feeling existing between Waldburg and the prisoner, at any time before the crime was committed. That Venus and husband had lived together in Georgia, (United States,) as man and wife, and had several children, two of which are now living—that she became dissatisfied, and made several applications to be released from the marriage contract; not because of mal-treatment, her husband being a man of very quiet and pacific disposition, industrious and affectionate.—That she declared that she would leave him, or be the death of him. That she and Demory had endeavored to procure poison, from the natives, to put the husband out of their way.—That she had promised marriage to him, if he would kill her husband. That the plot being made, and the plan of death agreed on, the Eboe accordingly proposed to the unsuspecting Waldburg, to go with him to the Cape, Monrovia. That before the cocks crowed for day, on the morning of the 27th June last they left New Georgia together. That when they had proceeded some distance down the stockton creek, Demory ran the canoe ashore, as though he would land. That he first knocked Waldburg down, then grasped him with his hand by the throat, and choked him to death!

That when the deceased was found, his tongue was much swollen, hanging several inches out of his mouth, and his neck broken. That he sometime after daylight, on the same morning, returned to town, and told Venus what he had done,—had killed her husband!—That she enquired of him whether he had buried him or not, telling him at the same time, that if he had left him on the land, the people would certainly find him; he must go and throw him into the water. That he went at night, and put him into the Stockton creek, where he was afterwards found floating among the mangroves. It being known that Waldburg had left New Georgia for Monrovia, with Demory, and not having returned with him, his friends began to be alarmed; his wife too, appeared to be very inquisitive and uneasy; but asserted with seeming, and what was too manifest, forced sorrow; that she knew her husband was surely lost, Demory was strictly questioned, but he denied knowing any thing concerning the deceased. The enquiry becoming general, the following day he was arrested on suspicion. The disclosure of one fact leading to a knowledge of the circumstance making way for the discovery of another, and the secret likely to leak out, he confessed every thing relating to the whole transaction. This is the first murder ever committed in our Colony—at least it is the first case of murder tried in our Court, that we have any knowledge of. So strongly and deeply impressed with a sense of his blood guiltiness, that although, the prisoner was instructed by his counsel to plead not guilty, he would not deny the fact before the Court. His counsel then endeavored to prove that he was subject to fits of insanity, or was non compos mentis, but failing, his case was submitted to a jury, who returned after a few minutes consultation, with a verdict of wilful murder, in the first degree. The woman more artful, being put on her trial, for aiding and procuring the murder of her husband, plead not guilty. The evidence being heard, however, her case was also submitted to a jury, with proper instructions from the court, who, after retiring to consult, brought in a verdict against her, of being accessory to the murder of her husband. The most anxious enquiry was strongly depicted in every countenance present; what will be the fate of the prisoners? What will be their condemnation? It could not be otherwise.

It was a trial for the commission of one of the blackest crimes a man can commit. It was a novel, it was a solemn, it was an affecting scene. A most thrilling address was made to the prisoners, delivered in the most solemn and pathetic manner, by the Judge, Doctor Ezekiel Skinner, wherein he declared, that however repugnant to his principles, or painful to his feelings, he was called under the Providence of God, to stand and act in the defence of the law, and in discharge of his duty—to pass the severe sentence of death upon two of his fellow beings, for the perpetration of one of the most heinous crimes that can be committed, both in the sight of God and men. And concluding, he pronounced the sentence of death upon them both. That they were to be hanged on Friday, the 22d July, inst. by the neck, till they were dead, dead; with the May the Lord have mercy upon your soul. The house was crowded with spectators, and the whole court and assembly were melted to tears, while groans that pierced the very heart, were heard from every quarter of the room.

From the Wilmington Advertiser

RAIL ROAD MEETING.

Meeting of the Stockholders of the Wilmington and Raleigh Rail Road Company.

In pursuance of a Resolution of the Stockholders of this company, passed at their general meeting of the 14th of March last, a meeting was held on the 7th, inst. at the Court House in this place.

The meeting was organized by the appointment of Dr. Samuel A. Andrews of Waverboro as chairman and William B. Giles of this place as Secretary.

On motion of Gen. Edward B. Dudley, Gen. James Owen and Wm. A. Wright Esq. were appointed a committee to examine the proxies and ascertain the number of shares represented. The committee after due examination, reported that less than a majority of the number of Shares subscribed for in the capital stock of the company were represented.

It was then stated from the chair, that as a majority of the stock was unrepresented, this meeting was incompetent to do any act binding on the company generally, but as they had the power of adjourning from day to day, or to any future day, until a majority of the shares represented, the only question for the meeting was shall this meeting adjourn to the next regular annual meeting, or to some earlier day.

General Dudley remarked that hoping a full meeting of the Stockholders would be present, he had hastily prepared a report of the general affairs of the company, which he would submit to the meeting, if desired by the Stockholders present. The report being called for by the meeting, was submitted as follows.

To the Stockholders of the Wilmington and Raleigh Rail Road Com-

pany the following report is respectfully submitted.

Immediately after the election of a board of directors, a contract was made with Walter Gwynn Esq. to take charge of the works as chief Engineer, with a salary of \$5000 per annum, and with Gen. Alexander McRae, as Superintendent, with a salary of \$1500 per annum, and James S. Green Esq. received the appointment of Treasurer and Secretary.

As soon as practicable Mr. Gwynn organized two brigades of skilful and efficient Engineers, and forthwith caused two lines from this place to Halifax to be surveyed, and at this end West of Long Creek a part of a third, in obedience to the directions of the board.

For more detailed information on the subject, reference is respectfully invited to the very able and satisfactory report of the Engineer.

For causes set forth in the report of the Engineer, combined with the fact, that the Western route would pass through a more fertile region of country affording more produce for transportation than the Eastern route, and the yet more important consideration, that it approaches nearer Fayetteville and Raleigh, to which places at no distant day, it may become necessary to construct branches, the board were induced to award to it the preference by a unanimous vote.

When the road from Fayetteville to Salisbury, as now contemplated, shall have been constructed, a continuation of it to a connection with ours, through the county of Sampson and into the borders of Duplin (over a smooth level country about the distance of forty miles, affording the farmer, trader and traveller increased facilities of reaching the several markets and towns in our State, and the free egress and regress, in and out of the State North and South) is too obviously necessary and important, to leave a doubt on the mind of any reasonable man, as to its immediate accomplishment. And in justice to the more Eastern section of the State, the road should be continued to Newbern and Beaufort; opening an intercommunication between the North and the South, the East and the West in our State, and giving the Farmer a choice of our own markets and the option of the Virginia markets, or indeed by shipments from the Ports to which these roads lead, to any market he pleases to select.

A very important consideration, connected with the cross road from the West via Fayetteville to Beaufort, will be the facility of transmitting arms, from the Arsenal about to be erected by the national Government at Fayetteville, and the transportation of Troops to points of invasion or insurrectionary movements in the seaboard districts, where such events will most probably occur, and which are now in a most defenceless situation—Indeed the various, many, and important advantages of connecting the sea port towns, in the speedy transmission of the mail, and in military commercial agricultural points of view, are so obvious and striking that an enumeration of them is not deemed necessary.

About thirty miles of the road has been located, and some twenty five put under contract, and but for the very sickly season more would have been accomplished. The prospects again revive with the return of health, and no means will be spared to push the work with vigor and success.

The contracts so far, have fallen within the estimates of the Engineer, and no doubt is entertained of the correctness of the estimates generally—as far as tested they are certainly so.

I will embrace this opportunity to say, that the estimate of the Engineer, as regards the profits of the Road, which may be regarded as uncalled for on his part in a professional point of view, was made at the request of many of the friends of the improvement, from data understood to be in his possession, and with no view of puffing the work or misleading the public. So far from which, the estimate was actually reduced from what was fully supported by the data and every days experience.

Six hundred Tons of iron, splicing plates and spikes sufficient for 50 miles of the road, also two Locomotives and wheels and axles for 30 cars, have been ordered; and we are advised contracted for in England, on as good terms as we expected, though at considerable advance on former rates—deliverable in march next.

The amount subscribed to the capital stock of the company, may be put down at a little above half a million of dollars, on which 12 per cent has been called for in three instalments.—This should have yielded about \$60,000, the amount however actually collected, appears to be 41,593, of which there has been expended \$37,103, leaving in the treasury the small balance of \$4,490, which will render it necessary at some early day to call for another instalment and enforce payment from delinquent subscribers. It is however proper to say, that most of the subscribers have met the calls for money with great promptitude and cheerfulness.

The Treasurer's Account, to which reference is invited, will more minutely exhibit the pecuniary transactions and situation of the company.

Up this time the best feelings have been manifested for the work throughout the line, and from the high price of produce, and general prosperity of the

country, I have no doubt the subscriptions will gradually fill up, as the work progresses & the citizens become more acquainted with its advantages and importance.

Occasional subscriptions are made along the line, and I have understood that others will follow to a considerable amount.

Relinquishments of land over which the road will pass, have, with few exceptions, been made promptly and cheerfully; and generally, the few persons who have refused to relinquish gratuitously, have agreed to refer the subject to amicable arbitration, so that a pregnant source of expense and litigation will, in a great degree, be avoided.

I am persuaded however, that none would refuse cheerfully to relinquish the pittance of land which would be occupied by the road, if they would reflect for a moment on the many and important advantages which would certainly result to themselves and neighbors. Among which may be enumerated the opportunity of selling at their doors all articles of provision which they may raise, to the contractors and workmen employed in and during its construction; and when in operation, the rapid and cheap conveyance of their produce to market, enables them to take the advantage of favorable fluctuations—increasing the value, if not indeed opening a market, for provisions which are incapable of long preservation, meat, poultry, fish, oysters, milk, butter, eggs, vegetables, &c., may be brought from great distances for consumption; the economy of time in their visits of pleasure, or business, and above all, the enhanced value of their lands.

Although the whole country will be greatly benefited by the improvement, as we have shown, that portion of land lying within the route, will, in accordance with statements we have seen on the subject, be most enhanced in value. The estimates variously range from one to twenty-five dollars per acre. Would it then be unreasonable to value the lands within ten miles on each side of the road, at a trifle above the minimum price of the advance on lands upon other roads? The area included within such a width and 160 miles length of the road, is equal to 3,200 square miles, or 2,048,000 acres; at two dollars nearest the line, & diminishing to a dollar as you proceed more remotely (making an average of \$1-2 per acre) would give \$3,072,000; a sum equal to treble the whole cost of the road. To which may be added the extra increase of the value of land in the neighborhood of the depots; eligible seats for towns and villages, and the increased value of town property with which it will connect, even in our depressed state of real estate, may be put down at half a million of dollars, making the total \$3,572,000.

In pursuance of authority granted to the board at the general meeting of the stockholders in March last, to commence the road at both ends, they have in view, on the principles of equity, the commencement at Halifax, as soon as the subscription north of the Contentnea amounts to a sum which will carry the road to some point from which a profit could be expected—to Tar River for instance.

Rail roads cannot, at this period of time, be considered as experiments. The country is already intersected with them in almost every direction, and many others are in progress of construction; and whenever judiciously located, economically constructed and managed, they prove sources of great profit to the stockholders, and infinite advantage to the farmer, artificer, labourer, and indeed to every other person who seeks labour for support, or an easy and quick mode of conveyance for business or pleasure.

Can a rail road located like ours in such direction as to become the principal route from north to the south fail to prove lucrative? We think not. The northern roads similarly situated, must be profitable if we are to judge from the crowd of passengers passing over them, and the more unerring evidence to be found in the eager anxiety to construct others to fill the various broken links in the great chain of travel from north to south, and when it is recollected that the travellers are mostly from the southern and western sections of the country, which are improving and increasing daily in wealth and population, the inevitable result follows, that our link in the great chain of the thoroughfare must prove as profitable as any other road on the Atlantic borders.

It is assumed as a matter of certainty that the surplus revenue to which our State will be entitled from the General Government, under an act of Congress, will be received, and in all probability appropriated to Internal Improvements and Education. Although many speculations are afloat as to its disposition, yet I cannot bring my mind to believe, after much reflection, that any appropriation of it could be so worthy of the State as the improvement of the intellectual and pecuniary condition of her citizens, or that any better place can be devised for the promotion of these desirable objects, than the investment of the Principal in the Rail Roads and Canals, and devoting the Interest and Dividends arising therefrom, to the establishment of Free Schools, in obedience to the sacred injunctions of the constitution too long shamefully neglected.

Investments in Bank Stock have been suggested by some persons, as the more certain source of large income, while I believe, as before observed, that the Rail-roads judiciously located will prove the more copious source of income, and greatly add to the commercial and agricultural interest of the State. A further preference may be found in the property of the one being permanent and fixed in the soil, visible at all times, and indestructible, real estate in fact, although held in stock form. The other is less tangible, invisible, conducted within doors, existing on the breath of public opinion, and in the power of a few individuals, at all times, to plunder and destroy, of which we have seen too many instances. The profits of bank stock cannot be very large in an ordinary and safe course of business, and may be reduced to nothing by a variety of circumstances, which cannot attach to the stock of Rail roads and Canals; the judicious location and management of which are the State need inquire into, to render an investment in them perfectly safe.

Under the impression that the 2 1/2 and 3 1/2 systems of appropriation will be the best for the State to adopt, it is important that the friends of this improvement make an exertion to swell the amount of subscriptions, as much as possible, previous to the adjournment of the Legislature so as to entitle the company to a large rateable proportion from the State.

Our lethargy has become a by word and reproach, and brought upon us the facetious appellation of Rip Van Winkle. Shall interest, patriotism and State pride prove insufficient to rouse us to action and induce us to seize the present auspicious moment to wipe off the stigma? I trust not.

When I accepted the appointment of President of the company, a voluntary pledge to resign, was tendered on my part, whenever any circumstances should occur, calculated to withdraw my attention from the duties which I considered incidental to the office. Having been elected to the executive chair of the State (the acceptance of which I deem no citizen at liberty to decline) by which my absence from Wilmington will be demanded the greater portion of my time, I feel bound in duty, to redeem my pledge and to tender to you my resignation.—In resigning from this office, in which I was placed by your partiality, I beg you will accept my grateful acknowledgments, and the assurance that in whatever station I may be placed, it will afford me great pleasure to render the company all the service in my power.

Before closing this communication I deem it due to the chief and assistant Engineers and Superintendent, to say that they have discharged their duties entirely to my satisfaction, & that they merit the continued confidence of the company.

Very Respectfully,
Your obedient servant,
E. B. DUDLEY, Pres.

James S. Green, Treasurer of the company, submitted a succinct Report showing the receipts and disbursements of the company, and its present financial condition.

Dr. Andrews from the Chair remarked that the Stockholders in his section of the country were extremely desirous that General Dudley should retain the office of President of the company, and moved that this meeting request Gen. Dudley to withdraw his resignation as President of this company—which was unanimously assented to by the meeting.

On motion of James T. Miller Esq. it was Resolved, that Gen. Dudley be requested to furnish a copy of his report for publication, as a part of the proceedings of this meeting, and that the said report together with the other proceedings of the meeting be published in the Wilmington Advertiser.

On motion of Gen. James Owen it was resolved that this meeting adjourn.

S. A. ANDREWS Chairman
W. B. Giles Sec.

FOREIGN.

FROM ENGLAND.

The pack of ship Westminster, Capt. Moore, from London, arrived on Thursday morning. She sailed from Portsmouth on the 17th October. We have received by her London papers to the evening of the 14th ult.

The money market in London is evidently in a very unsettled state, and the rate of interest advancing a slight improvement in the price of Consols took place however, on the last day of which we have accounts.

The differences between France and Switzerland and form the principal topic of discussion in the French papers. The communication between the two countries is almost entirely closed. We cannot, however, think that these contents will lead to any important consequences. These measures of non-intercourse must evidently be injurious to the party adopting them as to the party against which they are directed.

In Spain all is still confusion and anarchy. The new Ministry are becoming unpopular. The engagement at Villarobledo, which the liberal party claimed as a decisive victory, does not appear to have been of much importance, as Gomez subsequently continued his route towards Andalusia, with the view of cutting off the communication between Madrid and Ceuta.