# not a living round literally s

tranks, baggage, and blackened tragments of the wrock. The fire had been discovered at Silver wrock. Greek, but there were only three skills there, which put out, and with these and the yawl of the Washington, about forty had been saved, many of them ladies. There were six dead bodies picked up by the North America, four wo-men and 2 children. The bull and engine were towed into Silver Creck.

The Washington was built at Ashtabula last The fire caught near the boilers, and winter. made rapid progress, and soon burnt .A the steering ropes, which were not of iron, as they should have been, and thus the boat was unmanagable, and could not he run ashore. One merchant on board lost \$6000. Among

those saved we see no names of persons from this quarter of the State. A woman was picked up with two children on her arm, a mile and a half from the wrock. The children were N. Y. E. Star. dead.

## **Property** THE STAR RALEIGH, JUNE 27, 1838. Republican Whig Ticket FOR GOVERNOR.

EDWARD B. DUDLEY Election, August 9, 1838. FOURTH OF JULY.

P. H. BESBEE, Esq. has, we understand, consented to deliver an Oration in this City on the fourth of July. The day will also be celebrated in Wake Forest. An Oration will be delivered by Gen. CRENSHAW, and a dinper furnished by Jesse Powell, Esq. AWFUL STEAMBOAT EXPLOSION

Another Steamboat explosion, the most awfal and heart-rending that has ever occurred upon the American waters, took place on the night of the 14th inst. off the coast of North Carolina. The Steamer Pulaski left Charleston, on the morning of the 14th, for Baltimore; and at 11 o'clock at night, when about 30 miles off the North Carolina coast, one of her boilers bursted, and she sunk within 45 minutes after the explosion! There were about 200 on board; of whom only 59 were saved. Of these 16 made their escape in a couple of yawls belonging to the boat. and landed in Oaslow county; the other 43 were rescued by the schr. Henry Camaerdon.

We understand the Pulaski was a regular runner between Charleston and Baltimorehaving been fitted up exclusively for the conveyance of families from one city to the other; and we therefore presume that, for the most part, its passengers consisted of families going north to spend the summer. Although we recognize but one individual among the lost, yet, from the list it is evident that distinguished men, the divine, the jurist, the statesman, and the physician, the youthful and the aged-have together in the wreck of the Pulaski found a watery grave. What must have been their consternation, when, at the midnight hour youth and beauty sprang from their quiet slumber only to feel the the memory of the past a fature die within th

languid and fluttering, 8 its dreamless and unbroken rest!-When strong manhood awoke to battle for a moment with the wave and die!-When the mother only startled from some blessed dream

of the loved ones she had left behind-heaved one long sigh of 'unutterable plaint' to kin dred and home-clasped her babe closer to her anguished-bosom-and sunk, uncoffin'd, to the deep repose of her ocean tomb ! The yawls, of necessity, moved, off amid the wailings of the survivors, who were floating around upon broken pieces of the wrock. We observe, with the most profound regret, among the missing, the name of Judge JOHN A. CAMEBON, formerly Editor of the Fayetteville Journal, and brother to the Hon. DUN, CAMERON, of this City. As a gentleman of distinguished talent-just and upright-and, in a word, as an ornament to scciety, his loss will be deeply and extensively felt. From a letter received by Judge Cameron, of this City, on Sunday last, it was confidently hoped that he was safe; but subsequent information has blasted every hope.

B of the The Jone number of this ever welcome Mesenger was received a few days ago. It presents an attractive table of contents, and is, we think, decidedly superior to many of its predecessors, Indeed, the work has been steadily improving from its commencement; and, to use the language of the accomplished Editor of the United States (Philadelphia) Gazette may now " be regarded as among the very best of our monthly periodicals."

MISCELLANEOUS PORT FOLIO. We have received the first number of a paper just established at Maryville, Tenn, bearing this title. It contains a great variety of matter well esteuhied to instruct and interest every class of readers. Price two dollars per annum.

## TEXAS.

This is destined to become a great country, and we always peruse the papers we receive from that quarter with peculiar interest. A file of the Houston Telegraph to the 26th May has been received; from which we gather the following items: Congress adjourned on the 24th. Mr. Bee has resigned the office of Secretary of War. An excellent theatre is about to be crected at Houston Col. P. W. Grayson has consented, at the earnest equest of a number of his fellow citizens, to necome a cardidate for the Presidency. there are two Richards in the fie'd. Gen. Lamar is the other, who has been nominated by several public meetings, and will probably be elected. We are gratified to perceive however, that none of that bitter party spirit which prevails in the United States is manifested by the friends of the respective candidates. Both are spoken of in flattering terms by their opponents No charge is brought

er; they are treated with the utand courtesy; and mutual kindd feeling appear to prevail. The for of Col. R. Potter (Quety-are you

there, old True-penny?) - will, we regret to learn, " probably plunge the country into all the horrors of a murderous Indian wer." appears that, in April last, he lost some of his horses; and, suspecting they had been stolen by the Caddo Indians, he raised a party of armed men, and arrested several Indians, who made their escape. He pursued them into their village, and was about to carry off some of their women and children; when a party of armed ladians arrived, and a skirmish ensued in which three Indians and two whites were kill d. The horses were found in the range near his settlement, on his return home, whither they had strayed! The Telegraph says: "The Indians are becoming very troublesome in the northern part of Houston county. Many of the settlers are forsaking their farms and removing down the Trinity We trust the government will no longer withhold from them the protection they require."

## FROM THE FRONTIER.

Affairs again begin to wear a very serious as-peet on the Canada irontier. The insurgents have again rallied in Upper Canada. They are be-tween Grand Island and Chippews Creek in a Swamp laying in the British territory, some say 400 strong Bill Johason has a small force on Wells Island, where he considers himself accurd in his fastness. Sir John Colbourne has returned to Quebce

om his tour of observation in Upper Canada, and Lord Darham, it is said, will proceed forth-with to Toronto, to be followed by some additional force. The seat of Government is to be removed to Kingston. It is said a schooner laden with merchandise,

has been captured on Lake Erie by the pirates. Some hundreds stands of arms and 6 pieces of cannon have been stolen from the arrenal at Detroit; and the officer in command at Lewistowr has succeeded in seizing 50 stands of arms belanging to the in urgents Major Welds, a Bratish afficer, was grassly insulted while on a risit at Buffalo, by a parcel of worthless fellows. The court promptly took enguizance of the affair and severely find the perpetrators of the outrage

() An interesting message of the President in relation to the troubles on the frontier will be ound in another part of this paper. TT The National Intelligencer thinks Con-

gress will adjourn about the 16th July.

SOUTHERN LITERARY MESSENGER. ; | health, age recover the gayety of youth, and all the State. It would then be the sole propmay mingle with zest in the mutual pursuit of life's sweet joys. The domestic advantages of the domicile are somewhat uncommon. Comfortable, commodious and agreeable, they have been arranged by the judicious proprietor to inister to the wants of the sick, the comfort of the feeble, and the happiness of the stronger, Visitors find their convenience consulted with the most attentive care, and the necessities of

the infirm prevented with tenderness and kind ness. Those who have recovered from illness know what effect the interest of those around has on the anxious mind in recalling the calm of health. Perhaps one of the most natural sources of human satisfaction is the benevolent

pleasure which we feel on witnessing the re" covery of our friends, and the joy which they express when renewed delight returns with reiving vigor.

Affliction's sons are brothers in distress,

A brother to relieve how exquisite the bliss." At watering places strangers to each other are frequently brought into friendly contact, and made to harmonize in reciprocal feelings for mutual welfare: their esteem, respect and regard draw closer the bond of union and deepon the interest of society. Every new comer in his enfeebled state is viewed with compassion, his sufferings regarded with pity, all hasten to prevent his wants, and the first ray of hope that beams on his countenance ir reflected on a thousand faces where it has already shone. Virgit's beautiful line expressive of Dido's ten. der kindness and sympathy, might be here applied with peculiar truth and fitness:

Non ignara mali miseris succurrere disco." How dependent is man on his fellow men! when health is feeble, when the spirits are depressed, how the smallest service of endearing care rises in value and esteem on the heart of the receiver! These are the times which call out the better sentiments of our nature and dignify humanity. Not all the stores of medicine can work so great a charm on the recovering frame as the delicate attentions which are paid by a kind hostess to an afflicted guest, or casu, ally conferred by the polite and refined visitors who generally attend these capitals of pleasure. fashion and ease. The freedom of independ ence here unites with the condescension of pol ished manners, and blends with the best feelings of human nature, where each strives to hanish from his own defects whatever is harsh, unpleasant, or odious; endeavoring to display his own superior talents to relieve, to console, to amuse, to lighten sorrow or enhance delight: And each in other weeks his mutual bliss."

" We invite special attention to the folowing communication. We rejoice to see that the superior location and the admirable advantages of Bemfort, are eliciting that just appreciation to which they are so eminently ntitled. Our wish has long been (and expe ience has strengthened it) to see a Central toad constructed from Beaufort to the western part of the State, as the most effectual plan for concentrating the energy and wealth of North Carolina in building up a port infe. rior to nore upon the Atlantic coast. Let us and contemplete the wreck produced ctivity and selfishness of half a cen-

collecting what we might have been, and what we are not: Stimulated by disaster, and profitted by experience, let us then bury deep and forever our insignificant and sectional controversies. Let the wealth and patriotism of the entire State be given to this great work, & its accomplishment is certain.

erty of the State, and would, without doubt. bring a considerable and annually increasing revenue into the Treasury. This canal ought to be doubled in width-

deepened to have six feet water-and have a tide lock of hewn stone, lud in hydraulic ce-ment, put down at the mouth of 'Harlow's creek. A Central Rail Road should be commenced by the Siste, at the most eligible point, in the harbor of Beaufort; this should intersect and unite with the Wilmington and Halifax Rail Road, by the nearest and best rout-thence by the best route to Fayette-ville, to unite with the Central Rail Road which is to be constructed from Fayetteville to the Yadkin - thence one branch to unite with the Charleston and Cincinnati Rail Road, and another branch to run to Wilkesbure', in the north western part of the State. The Wilmington and Hahfax company expect to run a branch to Raleigh-this will give a speedy and direct communication between the capital of the State and the port of Beaufort. The Central Rail Road from Beaufort to Favette sille can be constructed at as small an expense as any Rail Road in the States and ships of the

largest class can bring the rail road iron inte the Port of Beanfort without lightening any of it outside of the bar. The people on the line of the Central Rail Road have not the funds to subscribe a suffi-

eiest amount of stock to enable them to avail themselves of the two-fiths offered by the State. This State should follow the brilliant example of Pennsylvania-and hold 'y contend for her share of the trade of the rich Valley of the Mississippi Pennsylvania has borrowed the enormous sum of about twenty-four millions, to construct her great lines of canals and rail road-and the cotton, tobacco, and other produce of Kentucky, Tennessee, and other Western States is now, in great quad-tities, carried in Steam Boats to Pittaburgh, and conveyed theree by the canals and rat roads to Philadelphia, on better terms than it

can be carried to N w Orleans, and shipped to New York. If the improvements in North Carolina, aforementioned were made, would not her own Beaufort come in for a decent share of this Western produce? The shortest oute from the great valley of the Mississippi to a good sea-port on the Atlantic is to Beau-Have our farmers ever calculated what fort. they would save in their pockets by having direct importations from the West Indies an Europe, into the Port of Beaufort? Let us take a brief view of the case: A imports an artic e from Liverpool, cost-

g there we will say one dollars he sells it to B, a merchaot living in North Carolina for one dollar and fifty cents, B sells this article to farmer E for t o doliars and twenty-five cents. Now, has not farmer F sagacity enough to perceive that it would be greatly to his advantage to purchase the art cle of the importer at Beaufort for one dollar and fifty cents? should be glad to know what amount of tax is paid by the good, thoughtless people of North Carolina'to the merchants of New York. Philadelphia, Baltimore and other towns out of this State, for their kindness in importing Dry Gunds, Groceries, Crockety and Hard ware for them? I believe it would amount to more than TWO MILLIONS of dollars. I should be glad to know what amount of tax is paid by the merchanis of North Carolina to the commission merchants of New York and othcreities for their great kindness in shipping to Europe the cotton, naval stores, &c. which they ought to ship themselves from the port of Beautort to Europe, and get the returns in goods which are needed for the consumption of the State. Here is probably another millm lost to the people of North Carolina. Now let me ask you, Farmers, Merchants, Mechanics, and Professional men! is it wonlerful that we have hard times in North Caro-

ica, when we are paying atax of about three millions of dollars to the people of States to do the business for us whought to no ourselves? This blind taken policy has driven, and is anon ving thousands of our most talented and enter prizing men to the Western States, and even to Texas. Mr. Editor, if you are a prophet. or the son of a prophet, do tell us when uncle Rip Van Winkle will wake up, and change his policy? If the old man don't wake up in a year or two, we are off for Texas, or some ther place where there are fertile innus, terprising people, and a good government. I can prove to the satisfaction of any mar who knows A from Z, that this Central Rail Road can be built by the State, and not by tax, or otherwise cost the people one dollar but by an institution which will confer great and lasting benefits, not only upon the people of this State, but the whole United States and Territories. In a few days I will redoem this CLINTON. pledge Beaufort, June 19, 1838.

& for passengers, from 20 to 25 miles per hour. "In the summer of 1837, they performed the distance of 162 miles each day, and from the journal which now lies before me, it appear that order this severe usage, there was no fail-ure in either of these Engines for 6 months. which rendered a change in their usual time of cunning necessary, or caused any delay, eithe in the transportation of passengers or treight. " I am fully satisfied that the cost of repairs loes not exceed one half that of a four wheel Engine doing the same work."

Mr. John Cash, Superintendent of Motive Power, on the Norristown Rail Road, says un-der date of May 1838: "I take great pleasure in bearing testimony to the excellence of your Engines. They are well adapted to light or heavy roads. With one of the small class which has been nearly 3 years in constant use, I have frawn a train of 750 passengers, over grades of 32 feet per mile, at the rate of 14 miles per hour.

Mr. James Elliott, Superintendent of Motive ower, on the Philadelphia, Wilmington, and Baltimore Rail Road, writes: " After an expeience of several years with Locomotive Engines on different roads, I am of opinion that he engines of M. W. Baldwin, are es-ier upon the road than any Engines in use, and that they ombine more advantages than any locomotives rithin my-knowle ge.

They have been almost constantly running ir the last eighteen months. The Engine Brandywine, has been running 265 days, at a cost for twonics of \$65 17-and has lost but five ays since she was put on the road. The Chrisana has been running 135 days at a cost of out \$20 for repairs. Their av rage speed is 24 miles per hour including stoppages." L. G. Connon, President, and L. R. Sar-

yent. Superrotendent of the Renssalaer and Saratoga Rail Road Company, say under date of 29th of May, 1838: "We have two of

comotives which have been in use dars. They work well in every partici I deem it but an act of justice to say that I manufacture and materials of each have proved to be of the highest order, and I have evidence from the official reports of other. Companies. and my own experience here, that your cogines will in performance and cost of repairs, bear comparison with any engine made in this, or any other country."

W. W. Woolsey, Esq. President of the Bos on and Providence Rail Road Company, writes m the Sist of May, 1838: "We have three of your Engines, which have been in use since a bout June, 1836. We have never had occasion to pat them to their maximum capacity They have curried 17 freight cars of gross weight, say 85 tons, engine and tender not included, over the road at an average speed of 10 miles per hour, and this over an ascent of 5 miles in length, one half mile of which is 42 1-2 feet per mile, and the remaining 4 1-2 miles, 37 1-2 feet per mile. They carry ten passengers, and three baggage cars very easily over the road, at

the Engine Westchester has been furnished by H. K Campbell. Esq. Civil Engineer, of Phil-adelphia: "On the 8th of June, one of your entines drew a train of \$1 cars, from the Schuylkill Bridge to Broad street, a distance of about four miles, passing many curves, some of which were not more than 757 feet radius, and several ascending grades, one of which is 32 feet per mile. The total weight, which I got from the weigHmaster of the road, not including engine, was 284 1.2 tons, which in proportion to the weight of the engine (one of the 3d or smallest class) is the largest performance on record, in this, of any other country."

FOREIGN.

eam-ship Great Western arrived at the 16th, in 14 days from This is the second trip. New York. She brines in-

f the death of TALLEYBAND, The cotton market in Liverpool was without matorial change, prices being well kept up, and the sales pretty large. No other news of

general interest. The Sieing bas

My journey of life I must close, But sadly and cobilly alone.

The thoughts of my south were refined, By caudor and virtue and lose; evere with actualitie mond. The Being who rules as above,

The path by my weary a opa trad, Among rade and a fish men lies, They hered not the precepts of God, But justice and human despise.

My truth unsuspecting beannes

A philess prey to decita False there my victure be number My hind heart's a since to my feet.

Yet my spirit shall arver complain While action is feeling and him Her voice is an southing in pain, So steet to the suffering mind.

Death's awful and last dreaded blow.

To me would be merciful grace; Better not be, thus lonely below

Than linger the last of my race. Shokeo Springs, June 21st, 1838

#### MARRIED.

H.

At St. Agustine, (E. F.) on the 2d inst., by the Roy. Mr. Hackett, Major John Beud, Jr of North Carolina, to Miss Maria William Anderson, daughter of the late Geo. Anderson, Esq., of that city.

#### DIED.

In this City, on Sunday, the 17th list Jane Relaters, infant daughter of Mr. Richard Green, aged 14 months

Near Jackson, on the 9th inst., in the 15th year of his age, Henry Bottom, the only son of William Bottom Esq. Clerk of Northampton County Court.

In Wilmington, on Friday last, Mrs. Sav-age, wife of John Savage, Esq. Also on the same day, Aaron L. Rivera, Erq. In Sampson Co. on the 29th ultimo, James Esq. aged about 32 years, leaving a

e and one child.

In Robeson county, on the 14th May, Mrs. Catharine Alford, wife of Jacob Alford, Est. At her residence in Duplin county, on the 10th of June, Mrs. Sarah Oliver, relict of the

Rev. Francis Oliver in the 83d year of her ago

## ARCADIA ACADEMY.

Person county, North Carolina, The Exercises of this School for the second Session of the present year, will commence on Monday, the 9th of July. The Course of Studies is usually preparatory

to admission into our University, but varied whenever it is desired, the prize for Board and Tultion, in no case,

will exceed fify-two dollars per session. BENJ, SUMNER.

Areadia, June 23: 1638

## NAMICE.

Will be let out, on the 27th of July next, at the Bridge scross Deep Hiver, called and known by the name of Evan's Bridge, Chatham counan average speed of sighteen or twenty miles per hour. Your Engines give entire satisfac-tion." The following account of the performance of the Engine Westchester has been fornished by tude, and is worthy the attention of gentlement from a distance.

June 14, 1838.

JOHN FOSHER. THOMAS FARISH, DAVID WATSON, PETER EVANS. 97 54

Hilisboro' Female Seminary. The fall session of this institution will coma advance) are, as he, etofore, Fourth or lowest class, Second and Third Class, \$12 50 15 00 17 00 Firster highest class, Ocumental Neitle Work, 5 00 Drawing and Paintin 12 00 Music, on Pi 25 00 June 5 27 34

Locour gines. Stationary E. and Machinery Me Me HRUAD STREET, PHILADREPHIA. R. I. ren es to the following compunes, where the namexed Nos. of his Engines are in use: Nos. of

17". Several vessels arrived at Charleston and one at New York, having passed the wreck of the Pulaski; but, after a strict search, were unable to discover a solitary human being.

Another ! !-- An account of the loss of the Erie, and the loss of many lives, will be found in another column. Accounts vary as to the number of persons lost, from 30 to 50. Among those who perished were a newly married couple, who jumped overboard, and sunk in each other's arms.

And still another !! !-- The New Orleans Picayune of June 14th, says:

"The steamboat Tomochichi arrived yes terday, having brought to Fort Jackson 250 Seminoles and 30 negroes. She burst one of her hoilers on the morning of the 11th iast, 25 miles outside of the Balfze, scalding five of the crew, two of them severely, one of whom was Mr. Sewell, the first engineer."

#### GREENSBORO' CONVENTION.

We hope the citizens of Wake will bear in mind that they are requested to attend a meeting at the Court House on Saturday next, at 12 o'clock, for the purpose of electing delegates to this Convention. It bids fair to become an interesting and important meeting; and we hope our citizens will not do themselves and the State the injustice to remain indolent and unconcerned.

### SUPREME COURT.

William B Rodman, of Beaufort county; John P A Mellen, of Iredeli; Benjamin J Houze, of Chatham, and John B. Lord, of Salubury, have been admitted to county court practice.

FLORIDA. - The Indians have burnt tw the Outblacocebee, and also Fort Dade, a bandoned by our troops

HARD TO UNDERSTAND.

The Oxford Examiner states that a serre Greular has been issued from a leading Var Buren press in this State, to the tenders of the parin different sections, intended to prevate upon the August elections; and asks the Editor of the Standard if he like seen it, and if so, to favor the public with it. To this the Standard Inconjently replica; "The Oxford Examiner asks us to have public with 1T. Favor the public with what None so blind as those who WILL NOT see."

THE VIRGINIA COMMERCIAL CONVENTION, assembled at Richmond on the thirtrenth, an-inumed on the 16th inst. It was numbrously at. in the United States, ended. Good is expected to result from its deliberations. It recommended an increase of the backing expital, and the vigorous prosecution of the various important lines of internal improvement now in progress, as essential to the attainment of the great end in view. It also recom raunda another State Convention, to assemble in Nortojk in November next, and the appointment of Delegators to the Augusta (fier ) convention Two reports were likewise adopted; one of

which will be found on the first page of this paper. We shall publish the other next week.

## . "SHOCCO SPRINGS."

The season is now come when the gay and the fashionable as well as the infirm and conva lescent, resort to their accustomed places o s'camboat Washington, by fire, on Lake amu ement and relief, Such has been the prac

cient and modern times. The delight tain palaces of the Sultans of Persia" the villas of the Romans, seated on the sea a Na Jes and Baix; and the celebrated waters of Aix-la-Chapelle and Carlsbad, have been the theme of poets and historians. North Carolina too, can boast of its beautiful summer retreats, It has many springs of various qualities and situations. Those of Shocco seem peculiarly designed to remedy the evil effects of intermit-

tent fevers and bilious complaints. Debility, headache, dyspepsia, and the whole host of similar complaints are quickly removed by these salubrious waters." Their medicinal qual tics are in fact too well known to need commendation. But the attractive advantages which they present to visitors have never been sufficiently commended to public notice and patronage. Not only is the surrounding country rich and romantic, but the country is elevated and healthy, and the inhabitants wealthy and refiged. The company usually assembled at

these Springs being mostly well bred and well educated, agreeable conversation, music, accomplished female society and all the amiable 'refinements of life constitute their amusemenus. The votaries of rational enjoyment may here gratify their desires, the lovers of literature relax their minds with lighter pursuits, the planters repose from their multifarious

Need we say that the commerce of the State, thus placed upon an indestructible basis, will then flow out, diversify and re-invigorate every section of the State? This result is as certain as that causes produce effects.

We are gratified to say that our esteemed orrespondent will continue his communications on this interesting subject. And we would further remark, that the State is under great obligations to the house of Mesara, Jno-BERGWIN & San, for demonstrating conclusively that she has one of the finest sea-ports

### For the Star.

## Port of Beaufort, N. C.

Cleared, on Tueslay morning 19th Jane, 1638, the ship NAPOLEON, Cant. E. W. Sher y, for Liverpool, with a cargo of Cotton and Turpentine-1907 bales of cotton, valued at \$60,000

898 barrels of Turpentine, 2,000 This ship is per register 538 tons. She went to sea in fine style, early this morning, with a light wind from the North-tide ahead. She was over the bar, from her moorings, in about one hour. This ship when she went out drew 17 feet water-and, although the tide was not very full, there was 221-2 feet water on our Will any gentleman after this, dare to get up in our Legislature, and with a sorrowhil countenance, proclaim to his auditors, "that North Carolina has an iron-bound coast, without one good harbor, fit for for ign com merce-and that we must look to our sister States of Virginia and South Carolina, for an outlet for our produce?" We have now a demonstration, incontrovertible as any one of Euclid's-that North Carolina has a sea-port superior to any one south of Norfolk-and even more easy of ingress and egress than Nortolk. Examine the map of North Carolins, and you will perceive that the Port of Reaufort is situated very nearly in the cen're of our sca-coast. You will perceive also that by Core, Pamlico, Albemarle and Croatan jounds, Beaufort is connected with all the interior ports, to the Virginia line. The United States will in a few days, commence deepening Core Sound, so that such coasting vessels as now trade from Elizabeth City, Edenton, Plymonth, Washington and Newbern, can come to the port of Beaufort without the expense of lighterage. The route for a canal has been surveyed by the United States Engineers from the North East Branch of Cape Fear River, to Slocum's creek, and Neuse River. It is a part of the inland communicaion, intended to be made from the Chesateake to Charleston. It is an undouhted fact that heavy articles, such as lumber and naval stores can be more advantageously conveyed on a canal than a rail road. Now, if the State of North Carolina will expend a small portion of the surplus revenue, in improving the Clubfoot and Harlow's Creek Canal, it would form a continuation of the United States canal above-mentioned, and afford facilities for concentrating an immense amount of lumber

if The Editors of the Greenshorough, sbury, and Knoville (Tenn.) papers will please publish the above.

LOCOMOTIVE STEAM ENGINES. It will be seen by a Card, published in to-

day's Star, that Mr. Baldwin, of Philadelphia, offers to the public improved Locomotive Steam Engines, Stationary Engines, Rail Road Machinery, &c. &c. We learn from a source entitled to the highest credit that they are. of a very superior character; and as the country at large is deeply interested in the matter, we take pleasure in laying before our readers the sub joined testimonials, which the Managers of Rail Roads, and all interested in their successful operations, will examine with interest. They are from Engineers and Superintendents of roads on which they are used.

Mr. John Braudt, Superintendent of Engines and Muchinery, on the Columbia and Phila lelphia Rail Road, writes under date of the 18th of May, 1838: "We have twentyfour of your engines, several of which have been in use since the fall of 1834 Two of your 3d class Engines commenced running February 22d, 1837, and travelled 55,965 miles, up to the 1st of May, 1838, and cost for repairs during the abovementioned time, one cent and eight mills per mile. Eight engines of the 1st class, have travelled from the 1st of January 4838, to the 1st of May, (lour months) 46,569 miles, made 653 trips, drawing 16836 cars; the cost per mile for these 4 months; I am now unable to show, as our books are not posted, but can assure you that the expenses this year will be mile than any former years. One of the list class, recently built, has drawn over the Columbia road, part of which has an ascending grade of 45 feet per mile, 35 loaded cars, weighing 187 tons, equal to about 700 tons on a lovel, and travelled from 8 to 12 miles per hour, except on the wooden track. This is the heaviest train that has ever passed over the road.

James T. Shipman, Resident Engineer of the Long Island Rail Road Company, writes May 21st, 1838: "We have two engines of class No. 3, of your manufacture, which have been in use since May 1837. Their peform-ance is worthy of the most unqualified praise. "We carry as an ordinary load, 15 freight cars, weighing 5 1-2 tons each; and to sh their efficiency, we have frequently taken 20 cars without difficulty, up an ascent of 35 feet to the mile; and have carried 4 cars up a grade suits, the planters repose from their multifarious business, invalids reinstate their enfeched viduals would cheerfully give their stock to "The average speed for freight is 10 miles

from whence she sailed on the 31st May.

A slight shock of, an carthquake was felt at Cincinnati and Louisville on the 9th inst --Cotton is rising it is time it should be; for it has been long enough down in the ground, and down in the market. Prime qualifies sell at 9 cents in Fayetteville, and 10, in Petersburg --The Presbyterian Church in Petersburg has been divided by the reform measures; and the minority, who adhere to the new order of things, are taking steps to crect a church, with prospects of success .---- A ratile snake has been killed in P ry county, Alabama, which measared 13 feet 5 inches in length, 3 feet 104 in. a circumference, and weighed 73 lbs. 'It consined in its insatiable maw a fox, which it had wallowed whole!! Its skin will be presented to the University Museum .---- The Prince de Joinville, son to Louis Philippe, King of the French, has been treated with great respect and attention in the Northern cities. He is said to he a young man of accomulished manners,---James K. Paulding, a gentleman of high literary fame, has been appointed and confirmed by the Senate, Secretary of the Navy .---- Thunder clouds still hang over the Canada frontier Gen. Macomb has been ordered to take charge of the force which the Government has those

t necessary to send there, as the G to crush the border banditti." A cou has been ordered out from Old Point ---- It in said Mr. Woodbury will accept the appointment of Chief Justice of New Hampshire .--A Mr. James W. Grant murdered one Gabriel Sibley, in St. Francis county, Arkansas, on the 16th May, at a dinner party. The murderer made his escape .---- A chi d eleven years old. weighing only ten pounds and a half, with the head of a grown person, is exhibiting in New York-Incendiary movements have been desected in Athemarle county Va. A negro man. charged with being concerned in the matter, has been committed to juil in Charlottesville; strong guards are out, and considerable excitprevails.

#### P. S. Sub-Treasury bill rejected, in the House, 111 to 125.

THE WANDERER. From country to country 1 rosen, An exite from all that is dear: This wide world my comfortless home, And my kindred the stranger near.

The friend of my bosom is deail; The maid that my fancy actors To the far hand of spirits is fled, And no one my sorrow depi-My parents in silence repose: brothers and sisters are gone;

Jumbia and Philad State Rev Harrisburg, and Lancaster. Pa. Little Schuylkill, Pa Comberland Valley, Pa. Pholadelphia and Reading, Pa, Philadel, Germantown and Norslatown, Pa. Bostor and Worcester, Mass, Urica and Schewectarly, N. Y. Hennselfaer and Saratoga, N. Y. long Island, N. Y. Hochester and Towanda, N. Y. Clinton and Port Hu Jon, Lou, Island of Cuba, Philidelephia and Trenton, N. J. New Jerwy Transportation Co. N. J. Philad. Wilmington and Baltimore, Clas leavon and Hamburg, S. C. Central iteast, Savanual, Geo. Augusta Rail Rouil, Ger

Commercial do Vickshurg, Miss. West Peliciana, Mias. Whitele and Cedar Point, Ala, Toseumbia and Decatur Ala, Detroit and Yus lanti, Mich. Advina and Tolerio, Mich. Lake Mucha and St. Joseph's Plorida,

Ready for delivery on contract, faland of Cub Mon.oe Rail Road, Geo,

M. W. B manufactures three classes of Engines, Nos 1, 2, and 3 Most of the above Engives belong to the 3st, or smaller stars, and no any of them have been in use from two to four years. this present ongines are very much has proxed. One of the 1st class recently built has drawn over the Cole. this Koad part of which has an ascending grade of 45 teet per mile, 55 loaded cars, weighing 187 tons, equal to about (9) tont on a level. ou numerous testimonials which he has re-

erived, it is shown that the Engines of M. W. S., ne not inferior in expanity of performance to any Regimes in this, or any o her country; while at the same time they combine several improve-ocalis secured by patent, and many adventages not to be found in other Engines. One very important advantage is, the simplicity of their construction and arrangement, by which every part of the machinesis is metallicity. while at

of their construction and arrangement, by which every part of the machinery is perfectly ascessi-ble while the Engine stands upon the read. The improvement in the construction of the sranks is one of great importance, obviating the whole liability to break-an occurrence so com-

whole liability to break - an occurrence so som-mon to most locomotive engines. Another great advantage arises from having the fire-lox before the driving wheels, thus making on equal distribution of weight, which wholly corrects the galloping or undulating motion pe-cular to both 4 and 6 whoel engines, with the fire-box behind the driving shaft, making the m move easy upon the road than any engines of the same especity now in user while, by the every simple device of throwing a portion of the weight of the tender upon the driving whet is, or detach-ing it at pleasare, the engine is made to possess the advantage of a light, with the adhesion of a heavy engine apon the ascents where increased

the advantage of a hight, with the adhesion of a heavy engine apon the ascents where insteased adhesion is required. In order to test their comparative merits, when used on the same roads with other engines, he togets at a regular account he kept, cit experience of repairs, distance travelled, and work performed by each engine, which will furnish the only chrecet data by which to judge of their expective merits. Orders for Engines or Machinery promptible ex-

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