

Our advertising friends must bear with us to day and perhaps to-morrow. We have three hands absent from the office from sickness and other causes, and we find it hard work to get along in consequence. We will be all right again in a few days, we hope.

Deep River.

We refer our readers to the report of Mr. Morris, the engineer appointed to examine the works upon Deep River, in to-day's paper. It is a matter in which our whole State is interested, and the report will be read with interest. We have time and space only to refer to it. We find in the Standard an order relative to this work, which we annex.

Ordered, That the Chief Engineer be instructed to proceed at once to the repair of the Cape Fear and Deep River Navigation works, with a view to the speedy navigation of these rivers, not to exceed, however, in his expenditures the limit fixed by law.

North Carolina.

We take advantage of the absence of any later foreign news than we have already furnished our readers with, to look a little into home matters.

To begin, then, we find that on last Friday night at Charlotte a negro man named Sandy the property of Mr. Peter M. Brown, struck with an axe, on the head, another negro, the property of Mrs. Sallie Davidson, and broke in his skull. The wounded negro was removed, and the operation of trepanning performed by Drs. Gibbon and Caldwell. Several pieces of the skull were extracted. The negro "still lives" and may recover. Sandy, of course, ran away. This was a very natural proceeding of Sandy's, under the circumstances.

On the 22d inst., a negro boy, the property of Capt. Wm. Lewis, was killed at the "Company's Shop," on the North Carolina Railroad. He was uncoupling the engine from the train—standing on the tender at the time—and was knocked off. His head fell upon the track and five sets of trucks passed over it, killing him instantly. He was a fireman.

We find that hoops are dangerous in more ways than one. It seems that on the 20th inst., in Camden county, in this State, an accident of a serious nature occurred, and all from a hoop skirt.

A fashionable neighbor presented a poor woman with one of the "utensils" and she hung it over the post of a bed upon which her two young children were sleeping—for safe keeping. A thunder storm coming up, the lightning struck the house—ran around the corner and jumped into an open window and upon the wife's skirt—burned it, split the post into fragments and nearly killed the little innocent who were sleeping upon the bed perfectly unconscious of danger.

The children were saved but it was a narrow escape.

Look out for hoop skirts in a thunder storm, say we,—a man may be struck through one of them before he knows it.

About two weeks ago H. Bone stabbed Mr. James F. Cornelius, in Catawba county, and ran off. We have the satisfaction of stating that Mr. Bone has been captured and lodged in jail. He was caught in Tennessee by Messrs. Waugh and Slimp, who went out to meet Bone. Mr. Cornelius still lingers but it is very doubtful if he will recover.

A case of poisoning has occurred in Newbern lately. A young man got in the habit of going where he ought not to have gone, and in the end, poison was administered to him by his fair female friend.—The young man recovered, and we fancy will be more choice of his company in future.

The Rev. D. R. Bruton has resigned the Presidency of the Raleigh Female Seminary, and the vacancy has been filled by the appointment of Prof. T. H. Brame to the post.

The present session of this institution closes in June. Rev. C. P. Jones, will preach the annual sermon and W. W. Holden, Esq., will deliver the Literary address.

The subscription to the stock of the Bank of North Carolina, at Raleigh, amounts to about \$750,000 of which \$160,000 were private subscriptions. The Books are closed 1st June.

The above items we glean from our various North Carolina exchanges.

A NOVEL IDEA.—Alexandre Dumas not succeeding in selling the copy-right of his Russian Travels at about three times the sum obtained for any of his previous productions, is going to publish the work in the form of a daily paper, containing no other matter. The first number was to appear on the 15th of April, and the whole is to be completed in thirty numbers, each containing eight large double-columned quarto pages. Subscription price for the whole is five francs, (48c.), which, considering that these thirty Caucasus papers will contain about as much matter as ordinarily fills from ten to twelve volumes, is certainly very cheap.

The readers of the Herald found some little difficulty, we imagine, in making sense out of an editorial in yesterday's paper. We allude to the first piece in the editorial column. The type—in correction—got transposed in such a way as to make the article read rather ridiculous. Of course, the intelligent reader made out what we wanted to say. By taking here a little and there a little, and not line upon line, the meaning could be easily arrived at. Those who read aright doubtless did this.

Harper, for June, has been laid on our table by Messrs. Merrill & Pierce, and also by Kelly. An Artist's Railroad Excursion on the B. and O. R. R., illustrated by Porte Crayon, in his inimitable manner; Morgan, the Buccaneer; Conclusion of Red River Trail; Autobiography of Wm. Pitt, by Lord Macaulay; Virginians, &c., combine to make up an unusual amount of interesting reading material.

Godey, for June, is also before us, sustaining well its former reputation. Godey is decidedly the Magazine for the ladies. We are indebted to Kelly for our number.

The Election in Virginia.—For Governor, Lieutenant Governor, Attorney General, State Officers, Members of Congress, and the State Legislature,—takes place to-morrow. It is thought that the vote between Goggin and Letcher will be close; but we are of the opinion that the State is too strongly Democratic for us to indulge the hope for Goggin's success.

From the Raleigh Standard. CAPE FEAR AND DEEP RIVER NAVIGATION WORKS.

REPORT ON A PRELIMINARY EXAMINATION OF THE Cape Fear and Deep River Navigation Works.

BY ELLWOOD MORRIS, Chief Engineer.

REPORT.

To his Excellency JOHN W. ELLIS, Governor of North Carolina, and President of the Board of Managers of the Cape Fear and Deep River Navigation Works:

SIR: In conformity to the first article of your instructions of April 30th, directing me "to ascertain whether the present works can be placed in a condition to admit of a speedy navigation of the river with steamboats and barges, and what will be the probable cost of the repairs necessary to accomplish this object," I have the honor to report:

That in company with James Cassiday, Esq., (a member of your board,) I left Fayetteville, May 6th, and proceeded in a bateau up the Cape Fear and Deep Rivers to a point upon the latter in the pool of Evan's mill dam, 95 miles above Fayetteville, and 8 miles above the uppermost lock included in the Deep River Works.

In this voyage, which occupied five days, we made from 15 to 25 miles a day, and examined briefly every work upon both rivers, as well as the slackwater pools and short canals, connecting the dams and locks.

This examination being of a general nature, and merely preliminary to the action of your Board, was not pushed into details or carried further than seemed necessary to fulfil the instructions of your Excellency.

The works under examination are usually considered in two sections, and may be comprehensively described, as follows:

1. THE WORKS ON CAPE FEAR RIVER. These works overcome a lift, stated to be about 125 feet, vertical, and extend from Fayetteville to the junction of the Haw and Deep rivers, a distance of about 58 miles, along the Cape Fear river.

They consist of 13 dams with locks connected, 2 independent lift locks, with 5 small basins between-making in all 15 locks—and one short canal (Buckhorn, a half mile long and 50 feet wide, which has also the small basin between its two lift locks, above mentioned).

These dams form 13 commodious slackwater pools, varying in length from 1 to 10 miles, and in breadth from 500 to 1000 feet; the upper pool (Buckhorn,) extending two miles up Deep river, and also a short distance into Haw river.

Of the locks 7 are situated along the right bank of the river, and 8 along the left.

THE WORKS ON DEEP RIVER.

These works were designed to overcome a lift stated at about 80 feet vertical, and to extend navigable water from the junction of the Haw and Deep rivers, (or rather from the head of Buckhorn pool,) up to Hancock's mill upon the latter, a distance of about 42 miles along the Deep river, on the lower two miles of which (up to Lockville) the pool of Buckhorn dam flows back.

They consist of 6 dams with locks connected, 2 independent lift locks, making in all 8 locks; and two short canals, Lockville and Clegg's, with a lift lock at the outlet of each canal—both these canals have a length of half a mile each, and a width at water line of from 70 to 120 feet.

Of the locks, 7 are along the left bank of the river, and one (Farish's,) along the right bank.

The dams from 6 slackwater pools, varying in length from 1 to 12 miles, and in width from 200 to 800 feet wide.

The upper or 19th dam from Fayetteville, called Evan's, is a mill dam, said to be 30 years old, and was neither designed nor built for the use of these works.

RECAPITULATION OF ALL THE WORKS.

In all, upon both rivers, there are 19 dams, (one an ordinary mill dam,) forming 19 fine slackwater pools, 23 locks, (4 being independent lift locks in canals,) and 3 short canals, each about a half mile in length—one (the Buckhorn canal,) including a very short basin between two lift locks, thus making altogether 23 distinct levels of pool and canal.—There are also some accessory works, the chief of which is a swing bridge at Lockville. The two upper locks, (Gulf and Evan's,) have never been entirely finished nor connected with the dams, nor had their gates in place; and no steamboat or barge has ever passed above the Gulf, which place, 81 miles above Fayetteville, has heretofore and may still be regarded temporarily, as the head of navigation.

Both locks and dams are built of wooden cribworks filled with stone—a kind of work very durable and appropriate for dams, or works under water, but not at all so for locks on rivers like these.

For the information of those members of the Board who are not personally familiar with these works, I annex (Appendix A.) a schedule giving the names of the dams, &c., and the estimated distance of each above Fayetteville.

OF THE PRESENT CONDITION OF THE WORKS.

1. Cape Fear River Works.—The dam at Cross creek appears to be in a fair condition, but will need some hard stone filling and some slight repairs, and the same may be said of the lock at this place.—These being the latest works obstructed, are less decayed and in better condition than the others.

The 3 dams next above Cross creek, (Jones', Silver Run, and Red Rock,) standing upon soft rock bottom, their cribs filled with perishable stone, and already partially undermined must be regarded as standing in a rather precarious condition; but they may, and I hope will, stand for some years, or until they can be secured. The other 2 dams, on Cape Fear river, standing as they do on hard rock foundations, seem to be good works—they promise extended durability—the immediate repairs needed by them will not be serious, and with moderate additions to some of them in the future, when properly secured by cemented stone abutments, solidly connected with the land, they may fairly be regarded as permanent works.

The 14 wooden cribwork locks on Cape Fear river, above Cross Creek dam, (some of them filled with perishable stone, and all fastened, with tree-nails only,) are all more or less dilapidated by decay and weakness—the side walls never were of adequate strength, in many cases they were badly founded, and as a necessary consequence they have yielded in every direction—some lean inwards, narrowing the lock too much; some lean unnecessarily outwards, and some have partaken of both motions, presenting now a curiously curved appearance between the gates, which themselves are rarely vertical, and always poorly secured. Very few of these locks are water-tight, and in many it is almost impossible to move the gates; while leaks under the locks and around them, are quite frequent; and in addition many of the ties and range timbers in these cribworks, especially near the top, are entirely rotten.

It would neither be interesting nor profitable to enter specifically into further details of the defects of these locks,—let it suffice that these defects are most serious, that the locks are not now in a workable condition, and that it will require a considerable outlay to make them navigable, even for a brief period of years.

2. Deep River Works.—The whole of these works from Lockville to the Gulf have been lately repaired under a contract, including the building of a new composite lift lock, of high lift, at the outlet of the Lockville canal, and on the whole are in good condition; but the new lock at Lockville is not entirely finished—the roller way under the heavy lower gates has not been put in, nor the floor of the lock completed, as I understand, nor has the lock been sufficiently embanked. A deep hole in the bottom of the Lockville canal, near the head of the lock, must be filled up, and the canal embankment joining the head of the lock strengthened and secured on both sides. Some repairs are also required at the waster-way and guard lock, and at the left abutment of the Lockville dam.

More or less work will be required at other points above this, to place the locks in workable order, and an outlay of several thousand dollars will be needed upon these works to put them in a proper navigable state; which, however, when done, will place these Deep River Works in excellent workable order as far as the Gulf—beyond which it does not appear advisable to look at the present time, or at least not until we have re-opened the navigation as high as that point, which is 91 miles above Fayetteville. It will be seen, therefore, that the great bulk of the repairs to be done, is upon the locks on the Cape Fear river, and at the abutments of some of the dams; and we come now to consider the plans, and the manner of executing them, and their probable cost.

Nearly all the locks on the Cape Fear river ought properly to be taken down to the water line of the lower level, be rebuilt with heavy buttresses behind the gates and side walls, well filled with hard stone, while the chambers should be suitably floored and lined within, the wickets overhauled, and the gates re-hung, and in some instances renewed.

This would be a simple and appropriate mode of repair, but the expense, I apprehend, would exceed the means at the command of your Board. We shall have to be content, therefore, and with less thorough repairs.

In a few instances it may be absolutely necessary to take down and rebuild the entire sidewalls, but generally, I propose:

- 1. To secure the walls about the gates by partial rebuilding, and by buttresses.
2. To pump out every lock, repair the floors, and reline the chambers as far as may be necessary.
3. To repair the wickets, overhaul and re-hang the gates, secure them against floating off their pivots when submerged, and insert new quoins posts, also, in some cases.
4. To rebuild the chamber walls in part, and to brace or buttress them.
5. To stop or check all heavy leaks.
6. To renew to some extent the stone filling, using hard stone in all cases of new filling, where practicable to obtain it.
7. To think all vacant spaces between the timbers on the exterior faces of the cribs, with hard stone firmly wedged in, so as to support the range timbers throughout their length, instead of at the ties only.

Our plans will necessarily have to vary much in almost every case, and must be determined on the spot, as we progress; but the above are leading points to be kept in view.

The abutments of some of the dams, on the Cape Fear river particularly, will need securing, and a breach in the left wall of Fox Island dam, will have to be stopped.

It will be observed that I do not propose to rebuild any of the dams, nor to provide for the contingency of any great and unexpected disaster to them; in such an event we should have to rely upon the aid of the planters directly interested in the use of these works, many of whom, I am happy to say, manifest the best possible disposition towards this improvement.

With the locks repaired in the manner intimated, these works, in my judgment, may be relied on as furnishing a navigation for three or four years after the present—a time adequate to allow of the construction of a substantial and permanent work, to the building of which, I may add the maintenance of this navigation, is, to some extent, a necessity, as no other adequate means of transporting materials exist along these rivers.

OF THE MANNER AND COST OF DOING THE WORK. To execute the work proposed, it will be necessary to employ a steamboat, and barges, for pumping water and transporting supplies and materials.

Upon these boats, properly fitted up for the purpose, there should be quartered a strong force of negroes, with a few white mechanics familiar with canal work, all in the immediate employ of your Board, and directed by an Assistant Engineer, who will reside upon the steamer; and commencing work at Cross Creek, will proceed generally up the river; repairing the locks after lock, upon which toll-gatherers can be established as fast as they are brought into navigable order.

Contracts should be made for all materials, and as far as the work required can be precisely specified, contracts may be entered into for quarrying stone and for the construction of particular parts, in order to facilitate the completion of the whole. And in this matter we can bring into play, indirectly, a portion of the laboring force of the country, which we would be unable to hire.

There will probably be considerable difficulty at this period of the season in concentrating upon these rivers an adequate laboring force of hired negroes, as well as in obtaining a supply of timber and lumber; for the purchase of which, as for the hiring, we come into the market rather late.

This difficulty of securing efficient force has always, in their earlier history, as I perceive from the printed reports, operated to the disadvantage of these works.

Should we succeed in overcoming these important difficulties, we shall be able to re-open the navigation effectually, in the course of the present year; but if an adequate supply of labor and materials cannot be brought together at an early day, more time will be required for the completion of our operations.

To execute the bulk of the work within this year, with the means controlled by the Board, payments for all materials and for contract work, may have to be made in drafts at 8 and 12 months' time, without interest; in which I do not suppose we will encounter any serious difficulty.

I estimate the probable cost of executing the repairs contemplated, as follows:

Table with 2 columns: Item, Estimate. Labor and materials for the works, \$70,000. Repairing and fitting up steamboat, and 4 barges, 4,000. Running expenses of steamboat and barges for a year, about 10,000. Tools, machinery, and contingencies, 5,000. Total, \$89,000.

OF THE SURVEYS AND PLANS FOR A PERMANENT WORK. In the second article of your Excellency's instructions of April 30th, 1859, you direct me, after examining into and reporting upon the subject of the repairs of the navigation, to proceed as follows:

"To make a careful survey of the Cape Fear and Deep Rivers from Fayetteville to the uppermost lock and dam, and to lay before the Board such plans and estimates as may be necessary for a re-construction of these works in a permanent and substantial manner, so as to afford good slackwater navigation upon these rivers for steamboats and barges; and also to ascertain the depth of water it will be practicable to obtain upon this work."

So soon as the repair question is disposed of by the Board, and the work (if ordered) properly commenced, I shall proceed to organize a corps of engineers and execute the second article of your Excellency's instructions.

To accomplish this in a thorough and satisfactory manner, will supply the remainder of this year, and cost about \$8,000; and I can carry on both the repairs and the survey, simultaneously.

In advance of this detailed survey, it would be premature to make any extended remarks upon the subject of a permanent improvement, but it may be satisfactory to your Excellency to know, that, having the latter part of your instructions in view during my recent examination of these fine rivers, I paid some attention to the capacity of these streams for substantial and permanent works; and I am happy to say that the natural obstacles existing are so subdued in their character as not at all to equal in magnitude many of those which have been successfully vanquished upon the rivers of more northern states.

The moderate fall of these rivers, averaging only two feet to a mile, the occurrence of rock bottom more or less hard at the site of every work required—the convenient breadth of the pools—the absence of all abrupt bends—the abundance of granite, and other excellent building stone along the water's edge, the facility of transportation by the old works when repaired, the cheapness of good timber and lumber, the ample supply of water at command to feed the pools, and their total exemption from the ice freshets, so destructive on northern rivers, render these rivers especially suitable for the construction of a

steamboat slackwater navigation of the best character.

That such a navigation, of adequate dimensions to accommodate the heaviest trade, and to transport passengers by steam power at an average velocity of 10 miles an hour, can be easily constructed upon these rivers, is, in my judgment, beyond any doubt; and in expressing this opinion with confidence, I am fully aware of the great rise of high freshets near Fayetteville; but such floods could produce any impression on properly constructed works.

By making suitable use of the existing dams, (which in themselves are worth very nearly the price at which the whole works were bid in,) by providing these dams with cemented rubble stone abutments, solidly connected with the land, and with cutstone locks suitably planned, and properly built up with water-proof cement, to overcome the lifts between the various levels, these works can be made, in every fair sense, a substantial and permanent improvement, which will set the floods at defiance and require in future time but slightly annual repairs.

That such works can be executed in a proper manner, within the State of North Carolina, and at a cost not exceeding that which works of similar quality have required elsewhere, may be considered certain.

CONCLUDING REMARKS.

Should the views expressed in this Report receive the approbation of your Excellency and the Board, all that will be necessary to carry them out will be to empower your Chief Engineer to act according to their tenor, making such regulations as you may see fit for the monthly audit and settlement of accounts, and for monthly meetings of your Board to receive and act upon the periodical accounts and reports of the Chief Engineer.

I cannot conclude this Report without expressing my obligations to James Cassiday, Esq., a member of your Board, for the patience and attention with which he accompanied me throughout my boating expedition, in the examination of these Rivers and Works, and also acknowledging the courtesy with which I have been received by the gentlemen of the country, and which is warmly appreciated by me, a stranger to the State.

All of which is most respectfully submitted. ELLWOOD MORRIS, Chief Engineer. Raleigh, N. C., May 16th, 1859.

APPENDIX A.

Table with 4 columns: Number of Dam above Fayetteville, Common name of Dam, Estimated distance above Fayetteville in miles, Estimated length of each Pool or level in miles, REMARKS. Lists 19 dams including Cross Creek, Silver Run, Red Rock, etc.

HET HOLLANDSCH BITTER.

We have received another certificate out of Grand Rapids, Michigan, dated 19th June, 1858.

PETER DANE, a Hollander, desires us to publish in the Newswode, that the Holland Bitters entirely cured him of Indigestion, Fever and Debility, with which he suffered all the spring. Peter Dane is grateful to the proprietors of this great remedy, and takes this way of recommending it to his countrymen. J. QUINTUS, Ed. Sheboygan Newswode, Sheboygan, Wis. May 11-d&w.

DIED.

In the neighborhood of Carvers Creek, in Bladen co., on the 20th inst., Mrs. FLORA A. ANDERS, relict of the late Col. Sam'l B. Anders, in the 50th year of her age. Endeavored to her acquaintances by the many virtues which adorned her character, this estimable lady has passed from this to the realities of the eternal world. A devoted mother, a sincere, a kind and benevolent neighbor; her absence from the social circle will be felt by all in this vicinity; and many of those upon whom the hand of affliction has been laid, have reason to bless the memory of her whose kind attentions and self-sacrificing devotion, manifested toward them in their hour of need. She was a consistent member of the Methodist E. Church and for years past has lived to "adorn the doctrine of God her Saviour," and consequently was prepared to meet death with serene composure. Surrounded by affectionate relatives and friends, she expressed her unwavering confidence in the merits of her Saviour, together with her entire willingness to depart and "be with Him"; then bid adieu to all, and softly, "drifted over" on the ocean of eternity, and now doubtless reposes upon the bosom of her Saviour and her God.—A FRIEND.

NEW ADVERTISEMENTS.

HEADQUARTERS ATTENTION ORDER NO. WILMINGTON LIGHT INFANTRY, you are hereby ordered to assemble at your Army on Fri. ay 27th inst., at 10 o'clock A. M. fully armed & equipped, with three rounds ball cartidge. By order E. D. Hall, Captain Commanding. CHAS. D. MYERS, O.S. May 25.

SPIRAL LIGHTNING RODS. WITH NEW AND substantial insulators, are put up at as low, if not lower a price as travelling agents put up the old style, which experience has proved inefficient. Leave your orders with POLLEY & TURNER. May 25-st.

WILMINGTON & WELDON B. R. COMPANY. OFFICE CHIEF ENGINEER AND SUPERINTENDENT, Wilmington, N. C., May 24, 1859.

NOTICE.—An Assistant Engineer will be employed to make a survey and to estimate in detail the cost of constructing a Branch of this Road, in the direction of Tarboro, and should the work be put under contract, to reside near and superintend its construction. An Application for employment as above, will be made to this office until Friday next, stating the rate of compensation expected, as well as all facts in relation to ability, experience, &c., &c. S. L. FREMONT, Chief Engr. May 25-st.

ICE CREAM—ICE CREAM. EVERY DAY AT 12 O'CLOCK, DURING THE SEASON at the HARNETT HOUSE. May 24-st.

HOOP IRON. JUST RECEIVED, for sale by ZENO H. GREENE. May 24-st.

HOOP SKIRTS. TWENTY DIFFERENT STYLES, Extension Skirts—Prices ranging from 75 to \$5.00. HEDRICK & RYAN. Dec 6.

BEE-SWAX AND TALLOW. JUST RECEIVED and for sale by ZENO H. GREENE. May 24-st.

20 BBLs. OF THAT EXTRA C. SUGAR, undoubtedly the best article of C. Sugar sold in this market; also a lot of very fine Segars which will be sold cheap. O. KELLEY. May 9.

HIGH AND LOW CROWN. FRENCH FELT HATS, the finest article ever introduced in this Market, just received at the Bazaar of Fashion. Those who ordered will please call and make their selections, at 61 Market st. FRED. J. MOORE. May 9.

BONNETS AND RIBBONS. RECEIVED this morning a new supply of Bonnet and Ribbons, Misses and Children Hats, a very handsome style of Riding Hats, which we shall sell at low figures. CAHNWEILER & BROS. May 24. Second door from the Corner Store.

SPECIAL NOTICES.

Ten thousand deaths. But not a single tear. Very important to gardeners and housekeepers. There is not a garden but can be preserved from the ravages of insects, or a house that cannot be cleaned of all vermin pests, by Lyon's Magnetic Powder. One dollar invested will save fifty in profit and pleasure. It is the powdered leaf of a plant, discovered by E. Lyon, a French Botanist, in the interior of Asia. It kills all garden worms, roaches, bed-bugs, ants, ticks, fleas, moths, &c. It is entirely free from poison, and harmless to mankind and domestic animals. The governments and societies of Europe have liberally rewarded Mr. Lyon. It can be ordered through any merchant.

"The Powder kills all insects in a trice. While Pills are mixed for rats and mice. Sample Flasks, 25 cts; regular sizes, 50 cts. and \$1. BARNES & PARK, New York. For sale by WM. H. LIPPITT, Wilmington, N. C. May 10-1nd&w.

FANCY ARTICLES, PERFUMERY, &c. JUST received a large supply of Lubin's and Pivers Perfumery, Soaps and Pomades. Also, Wood's, Falon's, Batehler's, Barry's, Mrs. Allen's, Lyon's, and Fetridge's Preparations for the Hair. For sale by WALKER MEARES, Druggist. May 6.

JUST RECEIVED. A lot of DeGraff's Electric Oil; Merchant's Gargling Oil; Mustang Liniment; and various other Patent Medicines. For sale by WALKER MEARES, Druggist. May 6. Journal copy.

HAT EXTERMINATOR. JUST received a supply of Coster's Hat Exterminator. For sale by WALKER MEARES, Druggist. May 6.

CONCENTRATED LYE. For making Soap at 25 cts. per can, it will make 15 Gallons of Soft Soap. For sale by WALKER MEARES, Druggist. May 6.

WM. H. LIPPITT, WHOLESALE AND RETAIL DRUGGIST & CHEMIST. N. E. Corner Front and Market Sts., WILMINGTON, N. C.

ALWAYS ON HAND, A full and fresh assortment of DRUGS, PAINTS, OILS AND GLASS, PERFUMERY, AND FANCY ARTICLES. Prescriptions accurately compounded. Medicine can be obtained at any hour of the night. The night bell is in the second door (on Front street) from the corner. On and after this day, all prescriptions will be Cash. Oct 20.

WINE OF QUININE. A NEW AND VALUABLE MEDICINE prepared by PERUVIAN BARK by A. Dolondre. Call and see Circulars, &c. For sale by W. H. LIPPITT, Druggist & Chemist. Jan 14.

SEE advertisement of DR. SANFORD'S LIVER INVIGORATOR in another column. August 31-y.

BOOKS! GIFTS! BOOKS! GIFTS! THE UNDERSIGNED having been appointed Agent for D. W. EVANS & CO'S Gift Book Establishment of New York, is now ready to receive orders for Books. With every Book a Gift is presented to the purchaser, ranging in value from 50 cts. to \$100.00. By sending through the Agent all risk in regard to loss by mail is obviated. Catalogues for gratuitous distribution. All orders sent to the Herald office will receive prompt attention. H. B. WILKES, Agent. April 27.

BIRD SEED. FRESH CANARY BIRD SEED, just received, by L. N. BARLOW. April 27.

FOR SALE. A HOUSE AND LOT next East of P. K. Dickinson's on Chesnut street. All necessary improvements; Cistern, Carriage House and Stables, Garden, &c. Possession given immediately if desired. Apply to P. M. WALKER. April 29-w.

GRAND ROYAL ARCH CHAPTER OF NORTH CAROLINA. THE REGULAR ANNUAL CONVOCATION of this Body will be held in Wilmington, on Monday the sixth day of June next. Subordinate Chapters are requested to be punctual in sending their representatives and returns, blanks for which, were sent by mail last week. THOS. B. CARR, Grd. Sec'y. May 3-tm.

TRIAL OF THE HON. DANIEL E. SICKLES, FOR SHOOTING PHILIP BARTON KECK, Esq., in pamphlet form, price 25 cts. Just received and for sale by MERRILL & PIERCE. May 2.

MONTHLIES. THE GREAT REPUBLIC MONTHLY, for May, Godey's Lady's Book for May, Frank Leslie's Magazine, The Chess Monthly, Millett's Illustrated Monthly Magazine, for May, price 15 cents. The cheapest and best. For sale by MERRILL & PIERCE. May 2.

CHECKS ON BOSTON, RICHMOND, NEW YORK, CHARLESTON, Philadelphia, Mobile, Baltimore, New Orleans, and the principal cities of the Union, for sale at lowest rates in sums to suit, by C. F. ROBINSON. May 4.

ATTENTION WILL LIGHT INFANTRY. YOU ARE HEREBY notified of a special election to be held at the COURT HOUSE, on Monday, May 30th inst., between 5 o'clock A. M. and 3 P. M., for 2nd Lieutenant, to fill vacancy. Under the supervision of Serg't Myers and Privates Poisson and Miller. By order E. D. Hall, Capt. Com'd'g. CHAS. D. MYERS, O.S. May 24-tm.

NEW AND VALUABLE BOOKS. RECEIVED AT KELLEY'S BOOK STORE—Two Ways to Wedlock; a very fascinating work. Belle, or the Promised Blessing; quite interesting. The Life of North American Insects; a new work, full of illustrations and very instructive. Love Me Little Love Me Long, by Chs. Reade. This author is so well known, the mention of his name is all that is necessary to insure the sale of his works. The American Home Garden; a valuable book for every Gardener and Farmer. The Christian's Companion to the Sick and Afflicted. May 7.

GENTLEMEN'S CLOTHING AND FURNISHING GOODS. FINE GENTS' WEAR, exclusively the largest and most desirable assortment is at BALDWIN'S. May 23.

STANDING COLLARS, Byron Collars, DeJouville, Collier's "Eureka," &c., &c., all sizes finest quality, at BALDWIN'S. May 23.

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