

THE WEEKLY NEWS.

A NEWSPAPER DEVOTED TO LITERATURE, EDUCATION, AGRICULTURE, INTERNAL IMPROVEMENTS, FOREIGN AND DOMESTIC NEWS, AND THE MARKETS

W. J. WILLIAMS, PUBLISHER AND PROPRIETOR.

TERMS—TWO DOLLARS PER YEAR, IN ADVANCE.

VOLUME 1, NO. 34.

NEW-BERNE, NORTH CAROLINA, SATURDAY, SEPTEMBER 17, 1859.

WHOLE NO. XXXIV.

THE WEEKLY NEWS
PUBLISHED WEEKLY, SATURDAY, AT
\$3 00 per Annum, in advance.
BY
W. J. WILLIAMS,
PROPRIETOR.

Office on the south side of Polk's Street, five doors above Middle Street.

Rates of Advertising.

For one square 1 insertion, 50 cts
For one " 2 do, 75 cts
For one " 3 do, 1.00
For one " 4 do, 1.25

Contracts will be made by the year or for a shorter time, either for permanent advertisements or to be renewed at the option of the advertiser, and for Business Cards, on terms the most advantageous.

Advertisements sent to this Office should have the number of insertions marked on them, or they will be inserted until forbid and charged accordingly.

JOB PRINTING.

Having a good variety of Job Types in the State, we are prepared to execute all orders in the above Branch in the neatest manner, on reasonable terms, and at the shortest notice.

All letters addressed to the Editor must be post paid.

LETTER POSTAGE.

The following table of Postage, under the new Act, will be useful for general reference:

Letters and their weight.	U. States.	Canada.
Under 1/2 oz.	3	6
Over 1/2 oz. and not over 1 oz.	6	12
Over 1 oz. and not over 1 1/2 oz.	9	18
Over 1 1/2 oz. and not over 2 oz.	12	24
Over 2 oz. and not over 2 1/2 oz.	15	30
Over 2 1/2 oz. and not over 3 oz.	18	36
Over 3 oz. and not over 3 1/2 oz.	21	42
Over 3 1/2 oz. and not over 4 oz.	24	48
Over 4 oz. and not over 4 1/2 oz.	27	54
Over 4 1/2 oz. and not over 5 oz.	30	60
Over 5 oz. and not over 5 1/2 oz.	33	66
Over 5 1/2 oz. and not over 6 oz.	36	72
Over 6 oz. and not over 6 1/2 oz.	39	78
Over 6 1/2 oz. and not over 7 oz.	42	84
Over 7 oz. and not over 7 1/2 oz.	45	90
Over 7 1/2 oz. and not over 8 oz.	48	96
Over 8 oz. and not over 8 1/2 oz.	51	102
Over 8 1/2 oz. and not over 9 oz.	54	108
Over 9 oz. and not over 9 1/2 oz.	57	114
Over 9 1/2 oz. and not over 10 oz.	60	120

WHEN PREPAID.

Weighting 1/2 oz. or under—being the single rate

Over 1 ounce, and not over 1 1/2 ounces

Over 1 1/2 ounces, and not over 2 ounces

Over 2 ounces, and not over 2 1/2 ounces

Over 2 1/2 ounces, and not over 3 ounces

Over 3 ounces, and not over 3 1/2 ounces

Over 3 1/2 ounces, and not over 4 ounces

Over 4 ounces, and not over 4 1/2 ounces

Over 4 1/2 ounces, and not over 5 ounces

Over 5 ounces, and not over 5 1/2 ounces

Over 5 1/2 ounces, and not over 6 ounces

Over 6 ounces, and not over 6 1/2 ounces

Over 6 1/2 ounces, and not over 7 ounces

Over 7 ounces, and not over 7 1/2 ounces

Over 7 1/2 ounces, and not over 8 ounces

Over 8 ounces, and not over 8 1/2 ounces

Over 8 1/2 ounces, and not over 9 ounces

Over 9 ounces, and not over 9 1/2 ounces

Over 9 1/2 ounces, and not over 10 ounces

Over 10 ounces, and not over 10 1/2 ounces

Over 10 1/2 ounces, and not over 11 ounces

Over 11 ounces, and not over 11 1/2 ounces

Over 11 1/2 ounces, and not over 12 ounces

Over 12 ounces, and not over 12 1/2 ounces

Over 12 1/2 ounces, and not over 13 ounces

Over 13 ounces, and not over 13 1/2 ounces

Over 13 1/2 ounces, and not over 14 ounces

Over 14 ounces, and not over 14 1/2 ounces

Over 14 1/2 ounces, and not over 15 ounces

DR. BENTON'S OFFICE,
No. 538 Broadway,
NEW YORK,
A few Doors above Spring Street.

DENTISTRY.
U. H. WHEELER,
DENTIST.

ROOMS AT H. G. CUTLER'S WASHINGTON HOTEL,
NEW-BERNE, N. C.
May 27th, 1853.

T. L. HALL,
DEALER IN

STAPLE AND FANCY
DRY GOODS,
SHOES, HATS, CAPS.

Umbrellas, Parasols, Jewelry, &c.
Blak Street,
NEW-BERNE, N. C.
June 25th, 1853.

DOLLNER & POTTER,
COMMISSION MERCHANTS,
NEW YORK.

Liberal advances made on Consignments on Naval Stores, Cotton &c.
H. DOLLNER,
February 18th 1857. G. POTTER, 41 v.

COLUMBIAN INK!
JUST received and for sale Harrison's best of Columbian Ink. In quart, pint, half pint, and smaller bottles. Black, Red and Blue.
WM. H. MAYHEW.
March 11th, 1853.

THE ROAD TO HEALTH.



HOLLOWAY'S PILLS.
CURE OF A DISORDERED LIVER AND BAD DIGESTION.

COPY of a Letter from Mr. R. W. Kirkus, Chemist, 7, Prescott Street, Liverpool, dated 6th June, 1851.

"I have been using your celebrated Pills, which she used only three Boxes, and she is now in the enjoyment of perfect health. I could have sent you many more cases, but the above, from the severity of the attack, and the speedy cure, I think speaks much in favor of your astonishing Pills."

(Signed) R. W. KIRKUS.
AN EXTRAORDINARY URE OF RHEUMATIC FEVER IN VAN DIEMEN'S LAND.

COPY of a Letter inserted in the Holart Town Courier, of the 1st of March, 1851, by Major J. Walsh.

Margaret McConigan, nineteen years of age residing at New Town, had been suffering from a violent rheumatic fever for upwards of two months, which had entirely deprived her of the use of her limbs; during this period, she was under the care of the most eminent medical men in Holart Town, and by them her case was considered hopeless. A friend prevailed upon her to try Holloway's celebrated Pills, which she consented to do, and in an incredible short space of time, they effected a perfect cure.

CURE OF A PAIN AND TIGHTNESS OF THE RHEUMATIC STOMACH OF A PERSON 84 YEARS OF AGE.

From Messrs. Thew & Son, Proprietors of the Lynn Advertiser, who can vouch for the following statement—August 2d, 1851.

To Professor HOLLOWAY:

Sir: I desire to bear testimony to the good effects of Holloway's Pills. For some years I suffered severely from a pain and tightness in the stomach, which was also accompanied by a shortness of breath that prevented me from walking about. I am 84 years of age, and notwithstanding my advanced state of life, these Pills have so relieved me, that I am desirous that others should be made acquainted with their virtues. I am now recovered, by their means, comparatively active, and can take exercise without inconvenience or pain, which I could not do before.

(Signed) HENRY COE,
North Street, Lynn, Norfolk.

These celebrated Pills are wonderfully efficacious in the following complaints.

Acute, Female Irregularities, Retention of Urine, Asthma, Fevers of all kinds, Scrofula or King's Evil, Bilious Complaints, Flies, Sore Throats, Blisters on the Skin, Gout, Stone and Gravel, Bowel Complaints, Head-ache, Secondary Symptoms, Colic, Inflammation, Tumors, Consumption, Jaundice, Ulcers, Debility, Liver Complaints, Venereal Affections, Dropsy, Lumbago, Worms of all kinds, Dysentery, Piles, Erysipelas, Rheumatism, Weakness from whatever cause, &c. &c.

Sold at the establishment of Professor Holloway, 224, Strand, (near Temple Bar) London, and by all respectable Druggists and Dealers in Medicines throughout the British Empire, and by those of the U. States in pots and boxes, at 37 1/2 cents, 87 cents, and \$1.50 each. Wholesale by the principal Drug Houses in the Union, and by Messrs. A. B. & D. SANDS, New York, and Mr. J. HORSEY, 84 Maiden Lane, New York.

N. B.—Directions for the guidance of patients in every disorder are affixed to each box. For sale by J. DISOSWAY, Sole Agent, New-Berne, N. C.

New-Berne March 5, 1853. cow 1y.

MEETING OF THE STOCKHOLDERS OF THE NEUSE RIVER NAVIGATION COMPANY.

The Stockholders of the Neuse River Navigation Company held their Annual Meeting in this town on the 8th September, 1853.

Upon motion of I. Disoway, the meeting was organized by electing A. T. JERKINS, Chairman.

Upon motion of H. P. Whitehurst, Wm. H. OLIVER was appointed Secretary.

G. S. Stevenson presented a proxy from the Governor of the State, authorizing him to represent the Stock held by the State in the Company. After some debate, upon the subject and explanation by Mr. Stevenson, on motion, he was allowed to represent said Stock in the election of officers.

Upon motion of Alexander Justice, I. Disoway, W. G. Bryan and C. S. Allen were appointed a committee to ascertain if a majority of the Stock was represented, who reported that there were present in person or by proxy, twenty-eight Stockholders representing 473 shares, which was concurred in.

Upon motion of John D. Whitford, the President of the Company was requested to submit any report which had been prepared for the information of the Stockholders; whereupon John R. Justice submitted the following Report, which was read, and upon motion of Moses W. Jarvis, was received and ordered to be printed.

REPORT
Of the President and Directors of the Neuse River Navigation Company to the Stockholders, at their Annual Meeting, held in New-Berne, 8th September, 1853.

GENTLEMEN:—In submitting the second annual report of the operations of your Company, the President and Directors regret that they are unable to present a more favourable account of the progress of the work. At our last meeting it was believed that by this time our work would have progressed sufficiently to have demonstrated to all its entire practicability and have attracted new funds to aid the Company in prosecuting it to completion; but unforeseen difficulties, which were unavoidable have occurred to prevent it. The necessary machinery for dredging and pile-driving had to be procured in Baltimore, and the contractor disappointed us in not sending it on at the time stipulated for. This delayed the operations upon the river until the 5th of January last, since which time the work has progressed with proper energy, with occasional interruptions from freshets.

The Board of Directors determined, instead of contracting the work as is usual upon works of the kind, to employ suitable foremen and day labourers, which course has been pursued and has proved most economical, as they are enabled to reduce the number of hands when a freshet occurs to prevent regular work.

It is satisfactory to state that the works which have been completed, have been subjected to severe trials and withstood the raging of the severest floods known to occur on the river, clearly proving beyond question that the predictions of the incredulous: "that no works could withstand the freshets of the Neuse" had no foundation in fact.

The Board of Directors authorized the Chief Engineer and myself to make the necessary contracts for the Company, and we have contracted for a sufficient amount of sawed lumber to complete the wing dams and the first Lock and Dam, at nine dollars per thousand delivered at the work; the timber and piles have been cut by the hands employed on the river. The Company are under obligations to John T. Lane, Esq., and William B. Wadsworth, Esq., who, with the generosity worthy of such gentlemen, have made the Company presents of the timber for the construction of the work near their plantations.

The State subscription of thirty-seven thousand and five hundred dollars to the Capital Stock of the Company has been paid in; this being the balance of forty thousand dollars originally appropriated to the improvement, after deducting two thousand five hundred dollars, the cost of the survey. The total amount of the subscription is fifty-six thousand two hundred dollars. This falls short of the amount required to make the improvement to Waynesboro'. But it is hoped, that as this is the first effort that Newbern has made to better her condition permanently, the work will not be permitted to stop for want of the necessary means, and that the subscription of fifty thousand dollars by the Corporation will be so emphatically voted by her citizens will be an early day be made available. This subscription when made will secure our work to Waynesboro' without doubt, as we have every assurance that the deficit will be made up, for there are many on the upper part of the river who look forward to our improvement with deep interest.

Your attention is called to the great injustice done the river interest by the N. C. Rail Road Company. The Legislature when the Charter for that road was granted contemplated that the interest of Newbern in the trade and produce of the road would be served by improving the Neuse, and made the appropriation for the river dependent upon the commencement of the road, and provided for a depot on the bank of the river—in fact the only depot provided for at the eastern terminus by the charter—clearly indicating a connection of the two works, but in gross violation of the spirit and letter of the charter, and the State, regard of the interest of the road and the State, and in defiance of the river interest, they have run the road directly to the Wilmington road at Goldsboro' a point several miles distant from that named in the charter, and thrown the connection with the river entirely out of the question. This connection is important to your company—that you may have the benefit of the produce that will come down that road, as well as the produce from the Wilmington road that may prefer Newbern as a

market. It is important that you should take the proper steps to effect the connection. The State is a large Stockholder in both improvements, her voice is predominant in the Board of Directors of the road. It is the duty of the Directors to consult the interest of the road and the State at large, and not to act for the exclusive benefit of any one portion of the State. An appeal should be made from you to the Governor, who is the guardian of the State's interest in both improvements, that the charter of this road be carried out in its true spirit and intention.

Since your last meeting, the charter of your Company has been amended, increasing the Capital Stock to four hundred thousand dollars in view of the ultimate extension of the improvement to Smithfield; the charter is further amended authorizing the Company to borrow money and issue its bonds.

A minute statement of the receipts and disbursements of the Company you find by reference to the Treasurer's Report, and the report of the Chief Engineer will furnish you with a detailed account of the work on the line of improvement, all of which is herewith respectfully submitted.

J. R. JUSTICE,
President.

The officers in the employment of the Company.

President at a salary of \$500.00 per year
Treasurer and Secretary 300.00
Chief Engineer 2,500.00
Assistant Engineer, 1,000.00

TREASURER'S REPORT.
Showing the Expenditures and Available Means of the Neuse River Navigation Company to 20th August, 1853.

Aug. 20, 1853, To amt. expended on work, boats, &c. &c. up to Aug. 29th, \$19,260.69
Balance in Treasurer's hands 2,601.80
\$21,862.49

Aug 20, 1853, by this received from J. R. Justice, President, \$20,286.49
Amt. received from individual Stockholders, 1,516.00
\$21,802.49

By balance in Treasurer's hand, \$ 2,601.80
Cash in Merchants' Bank to credit of the President, 17,500.00
Amt. of individual subscriptions, 16,961.00
\$37,062.80

CHIEF ENGINEER'S REPORT.
To the President and Directors of the Neuse River Navigation Company.

Gentlemen: It becomes my duty as the Engineer of your work, to report to you its progress up to this date, as well as its present condition.

I was employed as your Engineer at a meeting of your Board held July 31st 1852, up to which time the necessary incipient steps had been taken by the President and Board of Directors, in causing the surveys to be made and the probable cost of improving the Navigation of the Neuse River as high up as Smithfield, ascertained, a distance of 155 1/2 miles above Newbern. The results of this survey were made known in a report to the Governor of the State, dated March the 2d 1852.

Immediately after my employment it became necessary before proceeding with the construction of the work, and necessarily preliminary to it, to prepare the required machinery, consisting of a Dredge Boat, Pile Drivers, Pile Driver float, Flats and Boats, &c. The Machinery was ordered from Dendard & Son, of Baltimore, and the Boats built at Newbern.

In the original Report, the cost of a single Dredge Boat was stated at the Baltimore price at \$5000. By purchasing the Machinery and building the Boat here, a considerable saving to the Company has been the consequence, as the total cost of the Dredge Boat, Pile Driver Floats, three large Pile Drivers for driving the cypress piles, two smaller ones for driving the sheet piling plank, 5 flats and two boats, wheel-barrrows, &c. &c. does not exceed \$6390.92 cents.

It was considered as conducive to the best interests of the Company, both in regard to economy and the faithful execution of the work, that its construction should be conducted directly on account of the company, under the immediate superintendence of its officers. The difficulty of procuring efficient contractors to execute a work of this character—where much depends upon faithful execution—insured as it is, almost entirely, to the bed of the river, and suspended as it necessarily is during the period of its floods, at any at the most extravagant prices, renders the present system preferable in every point of view. Under efficient Foremen, it is believed your work will be more faithfully as well as more economically executed.

The greater portion of the Machinery was shipped and moved up to the Pitch Kettle shoal, the scene of the first operations on the river, on the 5th of January, 1853. It was season when high waters usually prevail, and the work was interrupted from that cause more or less during the winter and part of a Spring. When the season for work fairly commenced, the work was carried on with vigor, considering the force employed, until a late freshet came, which drove the force of the river. Since which time they have been employed in getting and preparing cypress Piles, and Sheet Piling plank, of which a large amount has been collected and prepared for use, which will facilitate the progress of the work, when active operations in the river can be again resumed.

At the 1st and 2d shoals, contracts were

made for the Timber and Piles, but it was afterwards thought that it would conduce to the interests of the work, for the Company's hands to get the Piles and so far as they could the Timber. By this arrangement there will always be work for the force employed, to fall back upon, when they are driven from the river by freshets. An example has been set by those public spirited gentlemen Wm. B. Wadsworth, Esq., and Capt. J. T. Lane, in allowing the Company to cut Piles and Timber for the work upon any portion of their land free of charge. Should this example be followed by other gentlemen above, those materials will be obtained at a reduced cost.

Force employed upon the work.

In the construction of Boats, begun on the 24th of August, 1852.

In August, 8 hands
" September, 19 "
" October, 19 "
" November, 23 "
" December, 44 "

In the construction of Wing Dams, Dredging, &c.

In January 1853, 29 hands
" February, 34 "
" March, 38 "
" April, 39 "
" May, 60 "
" June, 62 "
" July, 77 "

From the above statement of the force employed, it will be seen that the greatest number engaged upon construction proper for the four months including April, was an average of 35 hands. This small force, was in consequence of our not being able to increase the number, owing to the prejudices existing in regard to the character of the labour required of the hands. After that period however—the subject being better understood—the force rapidly increased until the requirements of the present machinery were fully answered, when we were obliged to refuse to take any more from the want of machinery to employ them.

Progress of the Construction.

The banks of the River have been cleared from a point two miles below the Pitch Kettle up to Col. Biddles, above the Maple Cypress Shoal, of all the trees leaning over the water which could possibly interfere with the smoke stacks of the Steam Boats, or against which the loaded Flats or Rafts coming down the river were liable to be thrown to their serious injury, as well as that of their cargoes. This laborious operation has materially changed the features of the River, giving it a more uniform current, which formerly swelled the banks of the channel, which interfered with the navigation, and were dangerous to the Boats and other craft navigating the river.

The Wing Dam and Shore Dam at the Pitch Kettle shoal have been finished, as well as the dredging of the shoal. The aggregate length of these dams amount to 320 feet.

The Wing Dam, Stream Dam and the Shore Dam at the Owl Head Shoal have been completed, and the Dredging would have been entirely finished but for the extraordinary low water which prevailed just previous to the recent flood which prevented the Dredge Boat from floating over one or two small bars, which were caused by fallen trees extending out into the channel. They had been nearly removed when the flood suspended our operations. The aggregate length of these Dams at this shoal, amount to 710 feet. The Wing and Stream Dam at the Village Shoal, is nearly completed. It could have been entirely finished in seven days, had the work not been suspended in consequence of the late raise. The aggregate length of these Dams amount to 583 feet.

The material had been collected and the work commenced on the Maple Cypress Shoal, the Piles having been newly all driven for the Wing Dam when the flood suspended the work.

A large number of Piles have been gotten for the works above, and prepared for driving, and the sheet piling plank has also been prepared to a considerable extent; also a large number of Facins have been prepared for filling with earth.

The work as far as it has progressed fulfills the condition required of it, in giving the requisite depth at low summer water, as well as in its ability to resist the effects of floods upon it. The only damage that has been done, during the late freshet, was caused by a flat running over the Beacon Post, at the lower end of the Owl Head Stream Dam, which raised one of the ends of four coping plank, the whole of which can be replaced in 2 hours by 2 hands. This flood rose over 8 1/2 feet above low water, and is said to have been, by those conversant with the river, as high as any flood since 1842-43. All of the Dams were submerged from 5 to 6 feet, and yet no other injury has been sustained by the work than what has just been mentioned. As these Beacon Posts are placed on the Dams, for the benefit of the boats and other craft navigating the river, indicating the direction of the navigable channel, it is to be hoped that some care will be taken to give them a wide berth—and no doubt this will be done, when their purpose is understood.

The amount expended according to the Treasurer's Report, amounts to \$19,260.69. Of this amount \$6,206.34 is chargeable to machinery, Boats, Instruments, &c., for the entire improvement, and does not constitute a charge against the work so far as executed, only in the proportion it may bear to the whole work to be done. The value of materials on hand, consisting of Piles prepared for driving, Sheet piling plank—Facins and lumber amounts to \$1342, this sum is not embraced in the Treasurer's statement, the pay role for the month of August not having been handed in—it constitutes a fund to pay the hands for labour up to the 20th of August, and some lumber accounts not yet settled for.

The above statement shows that the work so far as constructed, agrees with the original estimate. In fact the expenditures have not quite reached the amount of that estimate. With an increased amount of machinery and an additional number of Flats, and Boats, as these limit the amount of force that can be employed, the work could be going on at two or three points at the same time, with decided economy to the Company, and as soon as it is prudent to do so, I would urge upon the Board, an increase of machinery and Boats for that purpose. It must be apparent that it would only be prudent to do so, when an increased subscription list is certain, to an amount, which would insure the completion of the work, at least as high up as Waynesboro'. When this is done the officers of the Company can prosecute the work with more rapidly and ultimate economy. Instead of confining their attention to the work upon a single shoal they could superintend it upon several at the same time. This would insure the completion to Waynesboro' at a much earlier day, and to that extent save in salaries of officers. It certainly would have been imprudent, and not in accordance with the dictates of sound wisdom, to have invested more largely in machinery and Boats without a certain prospect of ample means to push the work on to Waynesboro'.

It is considered that the most difficult portion of the improvement is now in course of construction. By Wing Dams no power is created to keep back the water to any extent and economize its flow. They operate chiefly to confine the water and prevent its spreading out upon the shoals, they also give the direction to the channel through the shoals, which may be considered best, both as regards directness and the channel dredged out. When Locks and Dams are resorted to, the command of the water is certain, and no difficulty to the navigation is anticipated, the operation being perfectly simple. The Dams below always insuring the requisite depth upon the miter sills of the Locks next above.

From the above statements it would appear to be of much importance, that the friends of the improvement, should urge the work forward by such material aid, in a fixed and tangible shape, as will enable the Town of Newbern, as speedily as possible to reap the reward of the investment and secure some of that trade, which has been for so long a period, lost to her. For it is almost unnecessary to state the well known fact, that the Wilmington and Raleigh Railroad, has since its construction—in its extended sweep across the amount of trade, which formerly swelled the business of the Town; gave life and activity to the merchant, the mechanic and the labourer and fostered its commercial interests to an extent, which rendered the tonnage in vessels at that time, far greater than at present. Still, however, the fact is witnessed, that whenever the river is in boating order to Smithfield, 155 1/2 miles above, for the time being, the produce will seek the river as the most direct and cheapest route to market. That this would be the case to a much greater extent, if the navigation was at all times reliable none will doubt, who are conversant with the superior facilities and cheapness of water-carriage, and on this subject—in this day of improvement of every description—I desire to quote from the 25th annual Report of the President and Directors of the Baltimore and Ohio Railroad Company, to the stockholders, pages 21 and 22. In allusion to the Ohio River, which is now connected with the Baltimore and Ohio Railroad, and which will have to compete with several railroad lines extending to the South and West. Mr. Swann says: "The Board see no reason to believe that the River navigation will ever lose its importance, whether for passenger or freight, in any view which may be presented, of the nature and facilities of Railroad transportation. The populous and thriving cities which adorn the banks of the Ohio and Mississippi rivers, from Pittsburg to New Orleans—the growth of less than half a century—owe their advancement to the highways which nature has provided for the development of the agricultural and commercial resources of that productive region. In cheapness of transportation, the navigation of the western rivers, may be said to be without a parallel, and to defy any competition which modern science and ingenuity will be likely to suggest."

From Pittsburg to New Orleans—a distance of 2050 miles, the present charge for a cabin passage, inclusive of board and living, does not exceed \$15—where for the same distance, by Railroad, at the usual rates, it would range from \$60 to \$80, exclusive of board and extras incident to this mode of conveyance.—It is a fact worthy of note, that the article of flour, can be transported from Pittsburg to New Orleans, at a cost little exceeding 50 cents per barrel. For the same distance by Railroad, the charge at the average rate, would be \$6 per barrel, and in like proportion; as we reduce the rate to a standard which may be found to yield a remunerating return, after deducting the expenses properly chargeable to the account of transportation, varying as they must do upon different roads. In no event would it be reasonable to assume, that a less rate than \$3 per barrel for the entire distance, could be found to work in practice. Where the difference in the tariff of rates, is so marked in favor of the river line for freight and miscellaneous tonnage, no advantage which time as an element, may be supposed to confer, will ever counterbalance its superior attraction." These statements and statistics, and the principles therein advocated, gentlemen, bear with peculiar force upon the proposed improvement of the Neuse River to Smithfield.

The firm conviction is entertained that with a proper connection with the river and the North Carolina Rail Road at Waynesboro, the Town of Newbern will yet come in to

A new supply, just come to hand. August 6, 1853. E. CUTHBERT.