

RALEIGH REGISTER

AND NORTH-CAROLINA GAZETTE.

"Ours are the plans of fair, delightful peace,
Unwarped by party rage, to live like brothers."

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FRIDAY, MARCH 27, 1829.

NO. 1,561.

(Continued from 4th page.) The merchant must call upon his debtors, and must be paid in that which will enable him to free himself. The debtor of the merchant, if possible, must and will save himself through the aid of him who is indebted to him—and thus, sir, the ruin will run through all the links of society.

demands continue to be sent for armaments to Asia; and the Porte will make a great display of force in the Spring. GREECE.—Lord Cochrane had resigned his command in the Greek navy. The Fort of Salome, on the north coast of the Gulf of Lepanto, had surrendered to the Greeks, with 800 men, Albanians, who had been allowed to return to their homes.

"To-morrow, convoy is given by the frigate Lealtad, to all vessels bound through the Gulf, and by the frigate Restauncion to those bound to the leeward. Yesterday the brigs of war Cantivo, Marte and Amalia, went out to give convoy—the Hercules was out before. Soon after noon yesterday, there came in the British schooners of war Nimble and Pincher, with a small Guineaman, a prize, with no prisoners nor slaves.

Raleigh Register.

TUESDAY, MARCH 24, 1829.

Snow-Storms.—In this vicinity, on Thursday last, it snowed incessantly the whole day, and had the ground been frozen, we should have had snow a foot deep. The next day being temperate, little was to be seen on Saturday; but on that night, the Snow returned upon us, and a considerable quantity fell, but it has again mostly disappeared.

From the National Intelligencer.

Never has a Session passed under our observation, in which so little business has been done, good, bad, or indifferent; which peculiarity of this Session is obviously attributable to a party organization existing in both branches, stronger than either the personal convictions of members, or the imperative demands of public duty.

Few Sessions of Congress have ever passed, however, to whose actual doings so little exception could be taken. Congress certainly have left undone many things which they ought to have done; but what they have done is much of it (what little there is of it) good.

The appropriation bills for the support of the various branches of the Government have all passed; and liberal appropriations have been made for fortifications and for the Public Buildings.

The other public acts, of most importance, are those which have relation to objects of internal improvement, towards which seven hundred thousand dollars have been appropriated, at this Session, by various acts; such as the act for the conveyance extending it beyond Zanesville, and the act for providing for the repair of the road, for which latter object a hundred thousand dollars have been appropriated, (the provision for erecting gates upon it having been rejected in the Senate.) The Louisville and Portland Canal, the Chesapeake and Delaware Canal, and the Dismal Swamp Canal, and the Military Road in Maine, have also received, in several acts, the aid of Congress.

After the bill concerning Public Buildings, the only interesting measure of the Session, concerning the District in which we live, is the bill for organizing the government of the Penitentiary, which will place it in a situation to be occupied, if Congress shall, at the next Session, provide a system of Penitentiary punishment within the District.

A vast number of bills fell through, in both Houses, by not being acted upon; amongst which the most important were all the bills proposing retrenchment, which seem to have been reported by way of jest; all the bills for graduating the price of public lands, &c. &c.; the bill for placing all the surviving Militia of the Revolution on the Pension List; and the bill for repealing the tonnage duty. The bills lost, which were most interesting to this District, were the bill authorizing a subscription to the stock of the Washington and Frederick Turnpike Company, which was defeated by the attempts to change the route, and the bill reported in pursuance of the memorial of the Chesapeake and Ohio Canal Company, the passage of which had opponents also amongst ourselves.

Of the other measures which failed through the purposed or indolent neglect of duty on the part of the majorities of both Houses, are many of deep interest to the country, which will be ascertained, by those interested, upon a reference to the bills which actually passed.

Neither the Tariff, nor any question on the recently disputed powers of the General Government, was touched, unless as involved in the Cumberland Road bills. The discussion of these questions was severally deferred to a more convenient season.

The Franklin Repository (printed at Chambersburg, in Pennsylvania) takes the following pregnant notice of one of the last days of business in the house of Representatives during the late session of Congress: On the 27th ult. the Yeas and Nays were taken eleven times in the House of Representatives of the United States.

The number of members present appearing to our eye small, curiosity induced us to add the yeas and nays together, on each vote, and subtract the aggregate from the number of members (212) of which the House is composed. The result, which is annexed, shews what attention was paid to the concerns of the nation.

Table with 4 columns: Votes, Yeas, Nays, Absent. Rows 1 through 11.

At Chatham Superior Court, a criminal trial of great interest took place on Thursday: It was of Negro Absolem, for the murder of Alexander Clark, a young man of respectability. It appeared in evidence, that the Negro had stolen a quantity of wheat from the deceased, and murdered him to prevent detection. The jury were out but a few minutes, before they returned their verdict of guilty.

On the following day, Negro Adam, was tried for Burglary, and convicted. Both are condemned to be hung, on the 26th of April.

Roanoke Steamboat.—We have pleasure in stating, that the Virginia & North-Carolina Transportation Company have purchased from the James River Company, the Steamboat Petersburg, for a passage and tow-boat on the Roanoke, to be under the command of Capt. John M'Rea, of Portsmouth, an experienced mariner, a man of business, & of polished deportment. The boat is said to be built of excellent materials, of a beautiful model, of light draught, has an admirable engine, and is genteelly fitted up for the accommodation of passengers.

The Senate of the United States adjourned on Tuesday last. Commodore Patterson has been appointed one of the Commissioners of the Navy Board.— Other military and naval appointments and promotions have been made and confirmed.

In the sitting of the Senate on Monday (says the National Intelligencer) we learn, the Message of the late President of the United States, transmitting the Instructions to the Panama Mission, was restored to the Legislative Journal from the Executive Journal, to which it had been consigned as to the stream of oblivion.— But, with admirable consistency, after decreeing it to be public property, a motion to print it for the information even of the Members of the Senate was decided in the negative! The real merit of that measure, however, is not thus to be hid under a bushel.

Stephenson's Case.—A criminal prosecution, we understand, is instituted at Savannah against the persons concerned in the abduction of Rowland Stephenson, the English banker. He was finally carried off in a pilot-boat by a person named Oates. It is supposed to New-York.

It since appears, that the Pilot-boat, Savannah, arrived at New-York on the 16th inst. with Stephenson on board. He was placed in the custody of Hays, the officer. It is said he has consented to be carried back to London, and abide the issue of a trial.

When Stephenson was carried before the Recorder, a great crowd of citizens attended him, greatly excited. A capias being handed to the Recorder, he was discharged from the custody of Hays. He is now placed in the debtor's prison. The Counsel for Stephenson said he had been treated in a most ruffian-like manner!

A Distressing Shipwreck! During the storm in the night of the 12th inst. the Persia, Captain Thistle, of Salem, from Trieste, with a cargo of rags, sumac, &c. was run on the rock yshore near Brace's Cove, a little below Eastern Point, and fragments of the wreck, with bales of rags, are scattered on the shore for half a mile. Nine dead bodies had been washed ashore, among which were the Captain and Mate.

Steamboat Disaster!—We are concerned to state, that on Sunday the 15th inst.

the boiler of the steamboat Potomac, Capt. Jenkins, bursted, off Day's Point in James River, on its way from Richmond to Norfolk, and John Dudley, a white man, Enoch Hoy, a free colored man, and Geo. Milor, a slave, all fire-men, and Austin White, a slave, one of the stewards of the boat, were all so badly scalded, as to survive the accident but a short time! None of the passengers received any injury. It is stated that no blame attaches to Captain Jenkins. The boat had stopped to take in a passenger, and it is believed the melancholy accident was occasioned by the imprudent zeal of the sufferers themselves in not letting off the steam, as is usual in such cases, lest they should lose some advantage which they had gained over the two other steamboats; which boats, viz. the Richmond and Norfolk, afterwards towed the Potomac to Norfolk. They did not reach there till 11 o'clock at night.

A Murderer taken.—The New-Orleans Mercantile Advertiser, of the 12th ult. states that George Swearingen, who fled from Maryland last fall, in company with his paramour, for the murder of his young wife, was arrested on the 17th near that city. He had assumed the name of Jos. Martin, but on examination before the Mayor, confessed his name to be George Swearingen—he is only 29 years of age. When Capt. Dutilet, of the Guards, approached to arrest him, he drew his dagger, and but for timely assistance, would have inflicted a severe stab on the Captain. He was armed with a loaded rifle, a pocket pistol, and a large dagger. It was not known whether his paramour was in the city or not.

Railroads.—From the Reports and Estimates lately made in relation to the forming of Railroads from Boston to the Hudson River, and from the same place to Providence, it appears, that the cost of the transportation of goods on these Roads exclusive of tolls, will not exceed a cent a mile per ton; and that, independently of the income which will be derived from them, the cost of erecting the Roads will be repaid by the immediate increase which they would give to the value of the land through all the distance of their route.

Resignation of Gov. Van Buren.—The following Message from Gov. Van Buren was transmitted to both houses of the Legislature of New-York on the 13th inst.—The duties of Governor will be performed by Lieutenant Governor Throop, until the end of the year 1830:

To the Senate and Assembly. GENTLEMEN. The President, with the advice and consent of the Senate, has appointed me Secretary of State of the United States, and I have felt it my duty to accept of the unsolicited and distinguished honor which has thus been conferred upon me. This decision makes it necessary that I should resign the office of Governor of this State, to which I have recently been elected. The high and just distinction universally accorded to this office, and the flattering manner in which it was bestowed upon me by the people are of themselves sufficient to impose upon me in the step I am about to take, a responsibility of the most impressive character. But these considerations, imposing as they are, are greatly enhanced by the deep consciousness as I entertain of the many and unmerited favors conferred upon me by this my native State: favors which have excited on my part, feelings of gratitude that will, I hope, be as permanent in their influence as they were just and sincere in their conception. The latter portion of a very public life having been chiefly devoted to the affairs of the General Government, I indulge the hope that the place to which I have been called will enable me to make myself more useful, not only to our fellow citizens of the Union, but to the people of this state, than I could be in my present station.—For although the State of New-York, from the extent of her territory, the abundance of her resources and the magnitude of her population, possesses in herself the elements of a great empire, and already presents interests deserving the highest care, yet under our confederated system; these very considerations give to her a paramount interest in the just operation of the federal government. It is therefore under the full conviction that our constituents are at least as deeply interested in the successful conduct of the important affairs with which I am hereafter to be connected, as in the administration of those which appertain to the Chief Magistracy of this State, that I have come to the conclusion already stated. And, with these impressions as to the course of public duty, I do hereby resign the office of Governor of the State of New-York, together with that of Regent of the University thereof. The few months, during which the executive power has been entrusted to my hands, have been sedulously devoted to the service of the State, though I cannot flatter myself so far as I am individually concerned, that much has yet been done to promote the public good. I have, however, the best reasons to hope for the most beneficial results to our constituents from our joint labors, and, more especially, from the efforts which you will continue to make in this respect. This confidence is justly increased by the conviction, that I leave the executive department in the hands of one with whose character and qualifications I have long been intimately acquainted. If ample talents and a sound discriminating judgment—if integrity and singleness of purpose, and truly republican principles, furnish any just grounds for expecting a successful administration of the government, that expectation, I am persuaded, may, in the present instance, be fully indulged. Having thus surrendered the trusts with which I have been honored, allow me to tender you my sincere acknowledgments for the uniform courtesy and kindness with which you have cooperated with me in the discharge of our public duties; and let me add the assurance, that in whatever situation I may be placed, the interest and the glory of New-York shall be the objects of my unceasing solicitude and most vigilant exertions. M. VAN BUREN. Albany, March 12, 1829.

Spain and France.—If we are to place full credit in some of our late Paris papers, says the N. Y. Advertiser, the cabinets of these two countries have been on the point of a rupture. It is stated that the French Ministers, on pressing the claims on Ferdinand for the payment of their army of occupation, found him refusing to acknowledge any thing due to France. He claimed to have an old demand against France, on an account which had not been settled since the period of the North American Revolution, and it was not until the ministers threatened to break off the negotiations, and to demand their passports, that he consented to acknowledge the debt of eighty millions of francs.

FROM HAVANA.—HORRID PIRACY! The Editors of the Baltimore American have received from their attentive correspondent at Havana, a letter under date of the 28th February, from which they make the following extracts: The brig Attentive, Grover, sailed from Matanzas, for New-York, with a cargo of molasses, sugar, and coffee, on the morning of the 22d instant. In six hours after leaving the port, she was captured by a piratical, black, top-sail schooner, of two long guns and about fifty men. The crew, with the exception of the captain, was driven into the forepeak. The unfortunate Grover was soon after heard to groan heavily, and distinctly to exclaim twice—"God have mercy on my soul!" The crew was then called up, one by one, and butchered in detail! The second mate, Alfred Hill, concealed himself below, and the pirates mistaking the number of their victims, neglected him. About dusk hearing no noise, he ventured upon deck, and found the vessel abandoned and scuttled; her lumber port had been forced open, and she was fast filling with water. He trimmed her sails and steered for the shore, but before reaching it she went down. Hill saved himself by a plank and swimming, landed about daylight on the morning of the 23d, and arrived at Matanzas on the 24th. The dead bodies had probably been thrown overboard; large "gouts of blood" were visible on deck, and on the waist and rail of the vessel: fragments of watches and nautical instruments were scattered over the deck, and nothing appeared to have been plundered except the boats—but the wretched survivor, overcome by fear, and tortured by a thousand undefinable sensations, could not in the darkness of the night and the horror of his situation, measure the ravages they had committed. "It was rumoured in Matanzas on the 25th, that the same schooner was in the offing in pursuit of a brig bound in. A Connecticut sloop was immediately manned by about fifty volunteers from the shipping and from town, and cruised unsuccessfully for twenty-four hours—they saw nothing of her.

"We know that the brig New Priscilla, Hart of Salem, from Charleston, has been captured by the Pirates. She has been seen in their possession by two or three vessels, at different times. No doubt her crew have perished at their hands. One vessel has been seen to blow up near Point Yeacos. How many vessels have been thus destroyed—no vestige left—no solitary survivor escaped to tell us—no one can determine. The miraculous escape of Hill seems an especial interposition of Providence to arrest these monsters in their murderous career.

LATEST FROM ENGLAND. New-York, March 14. Just as our paper was ready for the press, the Boston mail arrived with the papers of yesterday morning. The London packet has arrived at Boston, bringing London dates to the 26th of January. The Courier of the 26th announces positively the appointment of the Duke of Northumberland to the Lord Lieutenantcy of Ireland. Prince Polignac had left London for Paris. The object of this movement was unknown, although it was generally supposed to be for the arrangement of a treaty for an intervention between Russia and the Porte, so far as the Dardanelles is concerned. Rumor says the treaty is actually signed and communicated to the Emperor of Russia. An express received from Vienna, states that a meeting of Ambassadors had been held at Constantino-ple, representing to the Sultan the desire of Russia to treat with him on moderate terms, and the general wish of Europe for the restoration of peace; to which he replied, if that were the actual state of affairs, and Russia was sincere and moderate in her proposals, he would send an Ambassador to any place which they might appoint. Lord Dalhousie, late Governor of the Canadas, was making preparations for his departure for India, in which country he had received the appointment of Commander of the forces. Two detachments, from the 56th and 96th regiments of infantry, left London on the morning of the 27th of January, for Newry and Dublin, in Ireland. From the Seat of War.—Advices from Odessa are to the 3d of January. The winter was unusually severe. The Grand Vizier and the whole army were (Dec. 25) between Aidos and Shumla, in cantonments, the rigor of the winter admitting of no active operations. Tahir Pacha, who commanded part of the Turkish fleet at the battle of Navarin, had received orders to march part of their forces assembling at Adrianople, to the Danube, whither Tehahan Oglor had proceeded before, with the Asiatic cavalry. Large reinforcements had been sent to Erzerum. Hussein Pacha had been succeeded at Shumla by Hael Pacha, and was on his way to take the command of the camp at Adrianople. The Sultan was still at Ralis Teulitch. The most urgent com-