

RALEIGH AND COLUMBIA RAIL ROAD.

To the Commissioners of the Raleigh & Columbia Rail-Road:

GENTLEMEN: Having examined the country from Raleigh to Columbia, with a view to ascertain the practicability of a Rail Road between the two points, I beg leave to submit the accompanying Report. Respectfully,
Your obedient servant,
CHARLES F. M. GARNETT.

In the very limited time devoted to a reconnaissance of the country between Raleigh and Columbia, it was not to be expected that very minute information could be obtained. The data thus procured are not sufficient to enable any one to say, with any degree of certainty, which is the best route for a Rail Road. It was impossible to examine accurately, more than one continuous line; so that it may be safely asserted, that many parts, if not the whole of the line explored, may be vastly improved. My remarks as to the character of the work will be based on a line, the greater part of which was seen, but on some portions of which are changes which would be obviously suggested by the character of the ground examined. In selecting the general route to be reconnoitered, I had to be guided by the common, inaccurate Maps of the country, and by information obtained from persons best acquainted with each neighborhood. A minute instrumental survey of the country would, of course, give a much more favorable result than a hasty examination like this. Enough was ascertained however, to enable me to say, with confidence, that the whole distance is highly favorable to the construction of a Rail Road.

The route traced would leave Raleigh in the direction of the Hillsborough Road, and run on a well defined ridge, which divides the waters of Walnut, Swift Creek, Middle Creek and Buckhorn, from those of Crabtree and New Hope, reaching the Cape Fear, at or near Haywood. This country is decidedly favorable. The soil, though not so good as that South of Cape Fear, will be more easily excavated than the greater part of that, North of Raleigh. The grades will be such as are well adapted to the economical use of locomotive power, and the graduation, by no means expensive. Long leaf Pine and White and Post Oak may be had in abundance, in the vicinity of the line, so as to diminish materially the first cost, as well as the annual repairs of the work. A remark may be made about this portion of the line, which applies equally well to the whole extent of the work. The line passing generally through poor and uncleared land, there would, probably, be no charge for damages. Indeed, the benefit conferred on the land owner, by giving him a market for his timber, is manifestly so much greater than any damage which he can possibly sustain from the construction of the Road, that every man will be found eager to have the line located on his land. I found this disposition generally evinced.

The Cape Fear may be approached and crossed, either above or below the junction of Deep and Haw Rivers, with great facility. From Raleigh to Haywood, the line would cross but one small stream before reaching the Cape Fear, viz: Shaddox Run, near the River. Haywood is well situated for a Depot, and the products of the fertile valleys of Deep and Haw Rivers would be brought to the Road at that point. Chatham is one of the richest counties in North-Carolina, and would furnish a large amount of freight for the Road. The water power in the vicinity of Haywood is very great, and it only requires a little enterprise to make it the site of flourishing Manufactories. A short distance above this place, on Deep River, there is said to be a rich deposit of Coal and Iron, which may, at some future period, be worked to advantage. If the trade from this point goes to Petersburg and Norfolk, it will pass over thirty miles of our Road; and, if it goes to Fayetteville, it will pass over a still greater distance on the Road, to the junction of this with the Fayetteville and Western Road. In either event, it will contribute to swell the income of the Raleigh and Columbia Rail Road.

Leaving Deep River, the line will ascend, with moderate grades, the ridge between the waters of Buffalo and those of Lick Creek, and passing near the heads of Big and Little Buffalo, will run to or near Carthage. The portion of this line, near the Cape Fear, will be very cheap. The soil is light and sandy, and, as you get farther from the River, it becomes almost pure sand all the way to Carthage. The whole extent of this part of the line is through a body of the finest heart Pine. This timber will scarcely have to be transported a hundred yards, in any place, to construct the Road. Although this line runs through a sandy, barren region, there is a fertile country a few miles west of it, all the way. At Carthage, it is probable, the Fayetteville and Western Road would be intersected.

After passing Carthage, the route follows the Road known as the Old Jury Road, to Munroe's Mills, on Drowning Creek. Then it crosses Naked Creek and bears Eastwardly, so as to cross the heads of Hitchcock Creek, and runs through or a little East of Rockingham. But before deciding on this part of the route, Drowning Creek should be examined from the point mentioned, down to Graham's Bridge. The crossing at Munroe's Mill would be an expensive one; but it is probable, a much better one could be found. From some point between Drowning Creek and Rockingham, to Cheraw, two routes should be examined—the one, passing East of Rockingham and running down the Sandhill Road to Cheraw—the other, running down the valley of Hitchcock Creek to near the Pedee, and then keeping near the River to Cheraw. This last was not examined. I must remark, that although I saw enough to satisfy me that a good line could be obtained, throughout this distance, from Carthage to Cheraw, my time was too limited to allow me to trace a continuous one. The crossing of the Pedee at Cheraw would be favorable. The soil from Carthage to Cheraw is the same as that between Carthage and Cape Fear, and the timber equally abundant. Produce would be carried to Cheraw from the greater part of Richmond county, and from the Southern part of the county, Lumber might be carried.

The county town of Richmond, ROCKINGHAM, is twenty-two miles from Cheraw. At this place, the Capital has been raised for establishing a Cotton Factory, and it will, probably, soon go into operation. There is a fine water power at this place, in addition, that will be used for the Cotton Factory.

The character of the Stage Road between Cheraw and Camden had caused serious apprehensions to be felt of the difficulty of constructing a Rail Road between these points. It was therefore deemed advisable, to examine this portion of the line with some care. After a careful examination, however, it was found that a very good line could be obtained. The one traced, after leaving Cheraw, would cross Thompson's Creek below Purvis' Bridge; thence, taking a favorable point to cross the high ground and get over into the valley of Juniper, it would run up said valley to Campbell's Mill—cross Juniper at Campbell's Mill and running up the east side, cross the Stage Road at McMillan's—thence to the head of Juniper, at Roderick McKinnon's. Cutting through the ridge here, it would strike the head of Little Beaver Dam at Hall's, and running down Little Beaver Dam, it would cross Black creek below Johnson's Bridge and run up the valley of Lower Alligator. Following up this valley as far as possible, and cutting through the dividing ridge, the line should strike the head of Cedar Creek. The line should then leave the valley of Cedar Creek, as soon as possible, and cross Big Lynch's Creek near Young's Bridge. A good route may be found thence, to the mouth of Beaver Dam, on Little Lynch's Creek. The line should cross at the mouth, or at the Bridge above. From this point, there is a well defined ridge, dividing the waters which run into Saunders' Creek from those emptying into the two Pine Trees. The line would follow this ridge into Camden, through Kirkwood.

In this distance, there would be no difficulty in constructing a Road well adapted to our purposes. The character of

the soil does not differ from that north of the Pedee—a light sand, requiring the use of no instrument but the shovel. The country between Camden and Columbia, I did not examine. I felt so well satisfied with the accurate and favorable description of it, given me by Col. W. McWillie, of Camden, and Col. A. Blanding, of Columbia, that I thought it unnecessary to examine it. Particularly, as the general features of the country, observed in travelling over the Stage Road, agree so well with the description given me by those gentlemen. They described to me two routes, but the one which would be most direct after crossing the Wateree, crosses Right's Branch, Green Swamp and Gum Swamp and falls into the valley of Spears' creek; running up the valley of this Creek, to the Muddy Springs, it would cross over into the valley of Giles' Creek. Passing down this valley, it would cross Jackson's Creek and thence into Columbia.

Between Camden and Columbia, there would be a great deal of trade, when a connexion is established with the Charleston Road. There are from 50,000 to 55,000 Bales of Cotton sent from Camden to Charleston annually—all of which, as well as the return cargoes, would go on the Rail Road at reasonable rates of toll. Both Camden and Columbia would be supplied with Wood by the Rail Road. I was informed by a gentleman in Camden, that the price of Wood in that place, was \$4.50 per cord and that in Columbia, it varied from \$4.50 to \$7. Wood, of the best quality, could be supplied at much lower rates by the Rail Road. This would be an important saving to the Towns' people, and would greatly enhance the value of the Wood lands through which the Road might pass.

I have endeavored to describe the whole line, and to notice what was peculiar to each portion of it. The whole distance from Raleigh to Columbia can, in no event, exceed 220 miles. This may safely be estimated at \$10,000 per mile, and we may add \$200,000 for Locomotive power Cars and Coaches—making the whole cost \$2,400,000.

In estimating the profits of the work, I shall leave out the transportation of produce entirely. Not, that I think the revenue from that source will be small or unimportant, but to show that the Road is entirely independent of it. The travel alone will yield a large dividend.

In conversing with those best informed on the subject, I have seen no one who did not think that there would be at least fifty Passengers daily, each way, as soon as this Road is completed. Indeed, this is certainly a small estimate. But we cannot be too circumspect in scrutinizing the profits to be expected, before making an investment. I will say therefore, that 35 passengers will pass each way daily. The price which the charter authorizes for the transportation of persons is 6 cents per mile. On these data, I will base the following estimate:

35 Passengers, daily, each way	\$ 337,260
Mail \$200 per mile	44,000
	\$381,260
Deduct for annual repairs & expenses \$600 a mile	132,000
	\$249,260

Which is a clear annual profit of a little more than 10 1/2 per cent. This estimate of the annual dividend of the Company is large enough to satisfy any one, seeking a profitable investment of capital; and yet there is not an individual, who has taken any pains to inform himself on the subject, who does not feel well assured that the amount of travel on a Road from Raleigh to Augusta, will greatly exceed that taken as the basis of this estimate. And when we reflect that every five additional Passengers will add 2 per cent. to the annual dividend, what may we not expect?

In our country, the rapid increase of travel is such as to baffle all calculation. Any one who had predicted its present amount, even ten years ago, would have been thought a madman. But the present amount will bear no proportion to that which will be created, by the existence of a Rail Road communication from North to South.

No other route can ever compete with this for the Northern and Southern travel. Any line, West of this, passing thro' the Mountainous parts of the country, would be much more expensive, and would be more subject to delays from Snow and Ice—circumstances which would effectually prevent it from competing successfully with the Metropolitan line. Any Road, East of this, must pass through a very sickly country; and, other things being equal, Passengers will always prefer a healthy route.

This would be the shortest line between Augusta, in Georgia, and the City of New York—would pass the whole way through a dry, elevated and healthy country, and would connect most of the Atlantic towns and Cities of the Union.—Four of these are the Capitals of South Carolina, North Carolina, Virginia and the United States. Every one of these places, from Augusta to New York, is interested in the completion of this grand chain of Rail Roads. Every individual, owning a share of stock in any part of this line, is more or less interested in the completion of the whole.

The strongest possible proof that the Metropolitan line is the natural and legitimate channel of the travel, is the fact, that, without any general plan, link after link, of the great chain has been made, as the wants of the community required them. There has been no forcing—the work has grown out of the necessities of the public, almost by magic; so that, at this moment, scarcely eight years from the commencement of the first link, the whole chain is on the eve of completion from the Roanoke River to the City of Boston.

But the Raleigh and Columbia Road has stronger claims to the patronage of the country through which it passes. To the whole of this country, it will impart a life and prosperity, which will do more than any thing else to check the tide of emigration, which is depopulating our land. The amount of money which must be spent in constructing the Road, and scattered through the country in its vicinity, is not an unimportant matter. But this consideration is of small moment, compared to the permanent enhancement of the value of property. Every man will have a market brought to his own door, and the immense Pine Forests, now valued at 10 cents per acre, will become sources of wealth. The citizens of this country must be blind indeed, if they do not make every exertion to aid the work.

In a political point of view, this work is calculated to have the happiest possible effect. Nothing which could be invented by man, would have a more powerful influence in preserving the Union, and at the same time, securing protection to Southern Institutions. In the first place, free intercourse between the North and South would, by making us better acquainted with each other's real character, tend to promote good feeling. No one ever knew a citizen of the North who entertained Abolition principles after becoming well acquainted with the true situation of the South. This is so much of a national work, that there is every reason to expect Northern capitalists to make investments in it. And, inasmuch as the value of the Stock is, in some measure, dependent on the continuance of the present state of things, each Northern Stockholder will be (from interest) a supporter of Southern Institutions, as the only means of preserving the Union. The same considerations must influence, more or less, the Stockholders in every Road constituting a part of the entire chain.

With regard to the effect of this Road on others, it would be scarcely possible, in this age of Internal Improvements, to devise any useful scheme of the sort which would not conflict with some other. But I believe that this will be found on examination, to affect injuriously the interest of as few other works as any which is now before the public. All the Georgia Roads, communicating with Augusta, and indeed, every Road south of Columbia, will be benefited. The travel on the Charleston and Cincinnati Road will be greatly increased by the existence of this work. The scheme contemplated by Cheraw, as far as it is at all affected, will be benefited. The Fayetteville and Western Road will not be injured.

In conclusion, it may be worth while to say, that an immediate and ample subscription would ensure the completion of

the work in four years from this date, under the most unfavorable contingencies; and, with ordinary good fortune, this time might be shortened to three years.

CHA'S. F. M. GARNETT, C. E.

WASHINGTON, N. C. MARCH 24.

DREADFUL CONFLAGRATION!—On Tuesday morning last, about three o'clock, our citizens were roused from their slumbers by the ringing of the bells, accompanied with cries of 'Fire.' The fire originated on the Wharf of Mr. Jos. Potts, Merchant of this place, in the very heart of the business section of the Town. Those acquainted with the trade of our place, know that it is chiefly in Naval Stores—the most combustible of all articles. At this time, a very unusual quantity had accumulated on the Wharves in consequence of a late scarcity of Vessels: The wind too, blew from the River directly into the thickest part of the town. Under these circumstances, every one apprehended the most extensive mischief; and we regret to add, the worst apprehensions were realized by the result. MORE THAN ONE HALF of the business part of the town is now in ashes. The most active and unremitting exertions were made to arrest the ravages of the fearful element, but it defied, for a long time, all effort. The three Engines were all in active employment, and house after house was blown up. To the credit of our citizens it may be said, that none withheld their services on this terrifying occasion, and the proprietors of the houses in the scope of the fire readily devoted them to destruction by powder, when it promised to serve the general good. So unselfish was the general feeling, that Stores, were blown up full of Goods. It is impossible to estimate, with any degree of exactness, the amount of the loss; but it may safely be stated as not less than one hundred thousand dollars. The Warehouses were stored, as usual at this season of the year, heavily with Bacon and Corn, and a great amount of rich Merchandise was consumed in the Storehouses. Much too of costly Furniture was burnt, and as much destroyed in the hurry of removal. All that part of Main-street, reaching from Mr. Potts' Store to the house used for a Banking House by the Branch of the Cape Fear Bank in this town, and including both, was consumed. Both sides of the street shared the same fate—not one house is left. The costliest merchandize was scattered in all directions. The crackling of the flames, the noise of the Engines, the explosions of houses, the cries of the citizens, all created a scene baffling description. All felt alarmed—none safe.—Men ran to and fro, anxious to be useful, but ignorant of the way. In this, as in all like cases, much individual distress will be felt. Many who were rich yesterday, are poor to day. Some are homeless; but such is the sympathy for the sufferers, that none are homeless. It is not unusual that a calamity like this, (one to which all Towns are subject,) should be mitigated by the charitable relief of other towns and cities. We are not among the sufferers, and therefore not interested in saying, that there are many among them whose condition appeals strongly to the public sympathy. We subjoin the following list of sufferers:

Samuel R. Fowle, Joseph Potts, B. M. Selby, George Sanders, B. F. Havens, Mrs. Oliver, Barnes & Ketcham, John Taylor, John R. Carmer, L. B. Myers, Mrs. Pearce, Joshua Tayloe, Eli Hoyt, R. H. Bonner, A. P. Neale, Joseph Morse, E. F. Holmes, Miss Mary Condy, John Prime, Thomas A. Demill, John Orkney, M. H. McCullough, S. D. Owens, Mr. Morris, T. W. Patrick.—*Whig*.

Surplus Revenue.—Our Senators in Congress, the great advocates of the right of instruction, both voted against Mr. Bell's amendment to the Fortification Bill, for distributing the Surplus Revenue amongst the States, notwithstanding it was known to be the wish of their constituents. Thus we see how far they adhere to the right of instruction. We doubt not that they consider themselves secure, in the belief that before their present terms of service expire, their vote on this subject will be forgotten. But in this we trust they may be mistaken; the people of North Carolina can never overlook an act so inimical to their interest; they cannot forget those who have so wantonly spouted with their rights, in such direct and open violation of their known will, by hoarding up a surplus in the vaults of the public Treasury, and refusing to return it to the people, from whom it was collected and to whom it justly belongs, without any plausible excuse whatever, except it be to effect some party purpose. We had hoped that the days of party strife were over, and that those in power, having effected their great object, would have been content therewith, and have paid some regard to the rights of the people, but in this alas! we have been mistaken, and the only hope we have left, is, that the people know their rights, and will teach their Statesmen how dangerous it is to disregard them.—*Rutherfordton Gazette*.

The sad reverses in the pecuniary state of the country, which have already happened both North and South of us, and the anticipation of the bursting of the dark cloud which yet hovers over them, whilst it enlists all the sympathies of the people of North-Carolina, is calculated to inspire feelings of comparative contentment in their minds. Happily exempt from that wild spirit of speculation which has prevailed to so criminal an extent both at the North and South, we presume there is no State in the Union whose people are so free from debt, or amongst whom there is so much substantial wealth. It is true we have no overgrown fortunes, but it is also true that

we have few beggars. The great mass of our population is composed of people who cultivate their own soil, owe no debt, and live within their means. This is a class which cannot be reduced to bankruptcy by a money pressure. They are beyond its influence. We think, therefore, that North-Carolina will be more slightly affected by the impending calamity, than any State in the Union.

We find in these considerations new motives for clinging to the old North State. She is equally exempt from the Lynch law of the South and the Mob law of the North. She has no gaublers to hang up under the former, nor starving beggars to sack and pillage in the face of day, by virtue of the latter. Her wealthiest men are not driven to the expedient of sustaining their credit by paying the ruinous rate of 25 or 30 per cent, a year for money. And whilst her more boastful brethren from the El Dorado of the South are permitting their paper to return dishonored, and thereby contributing to the general ruin, her people have the high praise accorded them of meeting their engagements with honorable promptitude. We are assured that the credit of no State in the Union stands higher in New-York, than that of North Carolina.

Again we say, give us the old North State yet. We would not exchange her, with all her faults, for any other mother. Fayetteville Obs.

We take pleasure in presenting to our readers in to-day's paper, an extract from the very able Speech delivered by James W. Bryan, of Carteret county, at a Public Dinner given him by the citizens of Beaufort, on the 17th February last, as a testimonial of their respect and gratitude for his public services. Much of Mr. B's Speech was confined to the subject of the Charleston and Cincinnati Rail Road, and an exposition of the reasons which influenced his vote in conferring Banking Privileges on the Company. The whole of his Speech from beginning to end was characterized by those high and statesman-like motives which should influence the conduct of every Legislator in the discharge of his public duties, and the able support he gave that measure at the past session of our Legislature, should operate as a rebuke on those of the Eastern delegation who opposed on sectional grounds alone, a scheme of Internal Improvement, in the success of which the whole South is so deeply interested, and from which our own State must derive such signal benefits. It has been a source of melancholy reflection, that the citizens of our State should suffer these paltry sectional prejudices to bias their minds, and urge them to throw obstacles in the way of works of Internal Improvement, by the accomplishment of which, the honor and prosperity of the State might be so evidently advanced.—It is to such grovelling considerations, that the comparative inferiority of North Carolina, in works of a public nature, is mainly attributable. It is by this spirit of jealousy and distrust, which hitherto has existed between different sections, that her progress in every thing calculated to reflect honor and credit on her as a State, has been retarded. It is by this illiberal spirit which has heretofore marked her legislative councils, that the energies of her people have been cramped, and the immense advantages, which she has inherited from nature, suffered to lie unimproved. It is only necessary that her citizens should awaken from their apathy, and adopt the liberal policy going on in other States around them, to raise her to that elevated rank among her sister States to which nature has entitled her. We hail the liberality of the past Legislature as the harbinger of better days to the old North State, and will not suffer ourselves to believe that her citizens will refuse its proffered assistance by a want of public spirit on their part, to contribute their efforts to the advancement of Internal Improvement within her borders.—*Rutherfordton Gazette*.

Appearing to the Court, that the Defendant, Nelson Phillips, is not an inhabitant of this State, but resides beyond the jurisdiction of the Court.—It is therefore, on motion of the Plaintiff's Counsel, ordered that publication be made for six successive weeks, in the Raleigh Register, a newspaper printed and published at the Seat of the Government of this State, and also in the Hillsborough Recorder, for the said Nelson Phillips to appear at the Court to be held at the Town of Oxford on the first Monday of September next, and plead, answer, or demur to the Plaintiff's Bill, or else the said bill will be taken pro confesso and heard ex parte, as to him.

Witness, Thomas B. Littlejohn, Clerk and Master of said Court, at Office, the first Monday of March, A. D. 1837.

THO. B. LITTLEJOHN, C. M. E.

The Hillsborough Recorder will insert the above for six successive weeks, and forward his account to the Clerk & Master, Oxford.

STATE OF NORTH CAROLINA. Granville County. Court of Equity—Spring Term, 1837. Petition for sale of Land. John R. Hicks and others, vs.

James D. Wood, Martha Binford, Henry and wife Selina, Eleanor Murray, James T. Hicks and wife Jane, and John Craig, an infant under the age of 21 years.

Appearing to the Court, that all the Defendants are non-residents of this State, and reside beyond the jurisdiction of the Court.—It is therefore, on motion of the Plaintiff's Counsel, ordered that publication be made for six successive weeks, in the Raleigh Register, a newspaper printed and published at the Seat of the Government of this State, for the said Defendants to appear at the Court to be held at the Town of Oxford on the first Monday of September next, and plead, answer or demur to the Plaintiff's Bill, or else the said bill will be taken pro confesso and heard ex parte, as to them.

Witness, Thomas B. Littlejohn, Clerk and Master of said Court, at Office, the first Monday of March, A. D. 1837.

THO. B. LITTLEJOHN, C. M. E.

Valuable Land and Mills, FOR SALE.

By VIRTUE of a Decree of Granville Court of Equity, I will offer at Public Sale, in the Town of Oxford, on Tuesday, the 2d May next, A VALUABLE TRACT OF LAND,

Belonging to the Estate of the late John Nuttall, deceased, containing about ONE THOUSAND ACRES, whereon Col. James Nuttall lately resided.

This Land lies on Tar River, about eight miles from the Town of Oxford—has on it a comfortable Dwelling House and Out-houses, for a family, and a valuable Saw Mill and Grist Mill, and abounds with Pine and other Timber. Persons desiring to purchase, are invited to view the premises before the day of sale.

TERMS OF SALE. A credit of one, two, three and four years, in equal instalments, with interest on the whole after the first year, to be secured by bond with approved security.

THO. B. LITTLEJOHN, C. M. E. Oxford, March 22, 1837. 20-1s.

\$50,000 CAPITAL. ALEXANDRIA LOTTERY CLASS D, FOR 1837.

To be drawn at Alexandria, D. C. on Saturday April 22, 1837.

\$50,000---20,000---10,000---5,000 4,000---3,000---2,500.

50 Prizes of \$1,000 50 do 500 50 do 250 50 do 100 Ticket \$10—Half \$5—Quarter \$2 50

Certificates of Packages of 25 Whole Tickets Do. do 25 Half do 50 Do. do 25 Qu'r do 25

Virginia State Lottery, For the benefit of the Mechanical Benevolent Society of Norfolk.

CLASS No. 4 FOR 1837. To be drawn at Alexandria, Va. on Saturday the 29th of April, 1837.

CAPITAL PRIZES. \$35,294—11,764—6,000 5,000—3,000—2,500—2,361

50 Prizes of \$1,000 50 do 500 50 do 250 50 do 100 Ticket \$10 Half \$5—Quarter \$2 50

Certificates of Packages of 25 Whole Tickets Do. do 25 Half do 65 Do. do 25 Qu'r do 32 50

For Tickets and Shares or Certificates of Packages in the above Splendid Lottery address D. S. Gregory & Co. Washington City, D. C. Orders from a distance by mail, promptly attended to, and the drawings invariably sent as soon as over.

CHARACTER, (Better blood than many Imported.)



THIS fine bred son of Old Sir Archy, will cover Mares this Season, which has commenced, at my Stable 14 miles N. East of Raleigh, 27 N. West of Smithfield, and 18 S. West of Louisburg; at the low price of \$10 50 the Season, and \$15 50 to Insure.—Pasturage gratis; Mares grain-fed at 25 cents per day. For further particulars, see Island-bill.

CHARACTER is a beautiful Sorrel, 5 feet 3 inches high, of great strength and fine action; and is said by those that have seen both, to be a handsomer horse than American Eclipse. His Colis are large and likely, and are doing themselves great credit on the Turf.

PEDIGREE. CHARACTER was got by the justly celebrated Old Sir Archy—his dam by the imported Draught—grandam the famous Old Mark An'nyon—his great grandam by the imported Old Jolly Roger, out of a thorough-bred Race mare.

N. B. Character will be for sale at the end of the Season. SETH JONES.

Pomona, Wake County, 21st March 30, 1837.

STATE OF NORTH-CAROLINA. Granville County. Court of Equity—Spring Term, 1837. Susan F. Phillips, vs. Nelson Phillips and John P. Lemay. Bill for Alimony.

Appearing to the Court, that the Defendant, Nelson Phillips, is not an inhabitant of this State, but resides beyond the jurisdiction of the Court.—It is therefore, on motion of the Plaintiff's Counsel, ordered that publication be made for six successive weeks, in the Raleigh Register, a newspaper printed and published at the Seat of the Government of this State, and also in the Hillsborough Recorder, for the said Nelson Phillips to appear at the Court to be held at the Town of Oxford on the first Monday of September next, and plead, answer, or demur to the Plaintiff's Bill, or else the said bill will be taken pro confesso and heard ex parte, as to him.

Witness, Thomas B. Littlejohn, Clerk and Master of said Court, at Office, the first Monday of March, A. D. 1837.

THO. B. LITTLEJOHN, C. M. E.

The Hillsborough Recorder will insert the above for six successive weeks, and forward his account to the Clerk & Master, Oxford.

STATE OF NORTH CAROLINA. Granville County. Court of Equity—Spring Term, 1837. Petition for sale of Land. John R. Hicks and others, vs.

James D. Wood, Martha Binford, Henry and wife Selina, Eleanor Murray, James T. Hicks and wife Jane, and John Craig, an infant under the age of 21 years.

Appearing to the Court, that all the Defendants are non-residents of this State, and reside beyond the jurisdiction of the Court.—It is therefore, on motion of the Plaintiff's Counsel, ordered that publication be made for six successive weeks, in the Raleigh Register, a newspaper printed and published at the Seat of the Government of this State, for the said Defendants to appear at the Court to be held at the Town of Oxford on the first Monday of September next, and plead, answer or demur to the Plaintiff's Bill, or else the said bill will be taken pro confesso and heard ex parte, as to them.

Witness, Thomas B. Littlejohn, Clerk and Master of said Court, at Office, the first Monday of March, A. D. 1837.

THO. B. LITTLEJOHN, C. M. E.

Valuable Land and Mills, FOR SALE.

By VIRTUE of a Decree of Granville Court of Equity, I will offer at Public Sale, in the Town of Oxford, on Tuesday, the 2d May next, A VALUABLE TRACT OF LAND,

Belonging to the Estate of the late John Nuttall, deceased, containing about ONE THOUSAND ACRES, whereon Col. James Nuttall lately resided.

This Land lies on Tar River, about eight miles from the Town of Oxford—has on it a comfortable Dwelling House and Out-houses, for a family, and a valuable Saw Mill and Grist Mill, and abounds with Pine and other Timber. Persons desiring to purchase, are invited to view the premises before the day of sale.

TERMS OF SALE. A credit of one, two, three and four years, in equal instalments, with interest on the whole after the first year, to be secured by bond with approved security.

THO. B. LITTLEJOHN, C. M. E. Oxford, March 22, 1837. 20-1s.

PIANOS.

MR. E. P. NASH, of Petersburg, Virginia, being sole Agent for the sale of our Piano Fortes, in the States of Virginia and North-Carolina, persons desirous of having Instruments of our manufacture, can make application to him, as he has the exclusive right to sell in those States.

STODART, WORCESTER & DUNHAM. New-York, March 17, 1837. 21

I COMMENCE my Spring sales of the above Instruments in the States of Virginia and North Carolina, by declaring that Stodart, Worcester & Dunham's manufacture of Piano Fortes, is the very best in the United States—not only equal to others, but, literally the very best; and as the very best evidence that I am borne out in the assertion, am permitted to challenge a fair trial with any make, or makers, far or near.

The Factory of these makers having within a few months been considerably enlarged, I shall now be enabled to meet the demand.—The prices of these Pianos are regular and established.

EDWARD P. NASH. March 27.

Groceries, Wines, Liquors, &c.

THE Subscriber, having taken the Stand, on Fayetteville Street, lately occupied by G. W. LIGON, dec'd, intends keeping on hand a general assortment of GROCERIES, WINES, LIQUORS, and other articles usually found in such an Establishment.

He is determined to use his best endeavors to give satisfaction to all who may favor him with their custom.

REFRESHMENTS will be furnished at all times, at the best that can be had; and PRIVATE ROOMS fitted up for the accommodation of Gentlemen, who may desire it.

N. O. BLAKE. April 4, 1837. 21 tf