RALEIGH REGISTER AND NORTH-CAROLINA GAZETTE.

agony, will exclaim :

Oh! for a tongue to curse the day When treason, like a deadly blight, Came o'er the councils of the free To blast them, in their hour of might.

Before I conclude, Fellow-Citizens, permit me, in your name, to address a word to Bonds issued in pursuance of its provisions, sary oceasion.

My veteran friends-in behalf of this large assembly and in the name of our common country-I greet you ! I welcome you to the honors of this day, and offer you the parting tribute of gratitude and praises. It may, indeed, be a parting word that we say to you. Before another anniversary shaft have rolled around, "the places which know you now, may know you no more forever." Those silvered locks and tottering frames speak the eloquence of a language no human tongue can employ. Those eyes, which once flashed with indignation at the viola-strong the states of the state word base and tottering frames speak the eloquence of a language no human tongue can employ. Those eyes, which once flashed with indignation at the viola-strong the states of the state word of the same encoder of the states are stall stok of the states are stall stokes the state has reserved the right of the state of the states and produce time; but like them, too, you must soon the great law of our nature.

Christianity. of the Christian patriot; and may each of of foresight or exertion. you be able to say, with Simeon of old, salvation," and the salvation of my country!

If untrue, if faithless to the principles we application should be made to the Legisla- should be distinctly informed of our situahave so long and so successfully cheriched, ture in November, for their aid in carrying tion. A letter was addressed to him inthe last and best hope to man on the Earth on the work, and being confident, from its forming him of this, and that it would not shall deserve the execrations of the friends of liberty throughout the world. We will be traitors to the most-glorious cause the be traitors to the most-glorious cause the will be lost, and lost perhaps forever. We importance to a large portion of the State, sun ever shone upon. And the spirit of free- as he was assured that if the guaranty of dom, as it takes its last farewell of its best the State could be obtained to the Bouds of home among men, in the bitterness of its the Company, they could be disposed of and Gaston Rail Road. A strange and all paid for such parts of it as have been completed

on very favorable terms. This aid was obtained, and the Stockholders, at a special meeting called in Pebruary, 1839, agreed Legislature, which though somewhat onerous, had the effect of imparting to the

our Revolutionary friends who have honor- a security which was beyond question, and ed us with their presence on this anniver- which those of no other Company possess-

Much delay took place in preparing the Bonds and taking other necessary steps .--- | On being advised of the passage of the Act. to the honors of this day, and offer you the and its ratification by the Stockholders, and

of the cause of liberty, are now bowed down lieved by the Board of Directors in Raleigh necessary that the Capital Stock should be of yours, with the same exceptions. The cest of the minimum of the same exceptions with the infirmities of age-and those hearts, that this would put a stop to any negotiathat once bravely swelled, amid the thrilling tion of them in London. Under this im- to avail herself of the privilege, and it is Bridges, Cars, &c. has been about \$21,444 per tumult of the battle field, will soon cease to pression, one of the Board was requested therefore recommended, that a Resolution palpitate forever. Like the sturdy oaks of to take the Bonds and proceed to the North be adopted increasing the Capital to \$1,the forest, you have braved the tempest of for the purpose of effecting a sale there if 500,000, and as the purchase of Cars, possible, and in the event of his failing to Locomotives &c. must be made during the mingle with our mother dust, and yield to do so, then to forward them to London .--Of this the President was apprized, and a the Stockholders to vest the Board of Di-

without consolation. You have enjoyed a warded to him, thus rendering it incumbent time, any additional sums which may be peculiar privilege. While your departed on him to remain in London until he was required for that purpose. compatriots in arms have gone one by one, advised of the result of the mission, as, By order of the Board of Directors. to other and, we hope, better scenes, you, notwithstanding the unsettled state of affairs a little remnant of that illustrious band, between the two countries, he was induced have been permitted to linger among us, to to believe that on depositing these Bonds witness your success, and partake of the as collateral security, an advance of 75 or fruits of your labors. You have seen a 80 per cent. might be obtained on them, mighty Empire spring up and flourish on which would at least have afforded a temthe field of your toils ; you have seen our porary relief. A partial arrangement was, States doubled in number ; our population however, made with the Farmers' Bank of increase seven-fold; and our language and Virginia, at Richmond, by which \$200,000 laws spread far and wide. You have seen was expected to be realized. Bonds to our commerce extend to every clime; and the amount of \$400,000 were lodged with our agriculture and manufactures-our sci- the President of the Bank, who undertook ence and arts limited only by the bounda- to proceed to New-York for the purpose ries of the Ocean. You have seen us vic- of selling them, and after reimbursing the torious in war and happy in peace; you Bank for its advances, the balance to be have seen a munificent Government reward placed to the credit of the Company. A you for your services; and a free and gal- | copy of this agreement is ready for the inlant nation perpetuating the liberties your spection of the Stockholders. As soon as valor had achieved : and, above all, you this was made known to the President, he have seen the darkness of heathenism, and immediately returned home, where he arthe waste places of the wilderness, lighted rived only three days since, which must up and rejoice, in the mild influences of furnish his excuse for this crude and im-

be in our power to comply with the con-Company would put on a train merely for purpose of carrying the mail on the Raleigh have been carefully made, taking the sums actumost unfounded construction was placed upon this communication, and what was can now be had of the parts remaining to be done. really intended and regarded as an act of will be done within the estimate of \$1,215,000 givto accept it on the terms proposed by the justice to both, has, it seems, been constru-en in my last report. I therefore refer you to that ed by the Post Master General, as evidence as the sum which will not be materially exceeded, of a combination between these Companies. If at all. This sum exceeds the Capital with which the difficulties between the Post office De-

partment and the Rail Roads upon this line, been transferred to the Wilmington for a daily mail on this line to Columbia. The attention of the Stockholders is

present year, it is further recommended to

But my venerable friends, you are not copy of the Bonds, as issued, was for- rectors with power to raise from time to

GEO. W. MORDECAI, Prest.

REPORT OF THE

happy visions of the most ardent patriotism. arranged, previously to his departure, that justice to the Department, required that he ered on the first of Octo- there is any reason to suppose that we will not deto be made six months after delivery.

To enable you to carry into effect your intention

The calculations of the entire cost of the work and settled for, and the most accurate estimate that The great mail has, in consequence of the Company was originally incorporated, which was \$800,000, with the privilege of increasing to \$1,000,-000. I cannot feel surprised at this excess of the actual co t over a conjectural est mate, made before any line, been transferred to the Wilmington survey of the route, and passed on data quite vague Road. A contract has however been made and inaccurate. Even if an accurate estimate had been made, the rise in prices which occured about the period of the commencement of this work, and particularly requested to that portion of the particularly requested to the pres-

mile, or \$8,904 per mile, more than yours.

The cost of the Petersburg Rail Road (not including the Greensville branch, which was much more expensive) with the same exception of bridges, cars and locomotives, has been about \$9,700 per mile. This last will be perceived to be \$2,840 per mile less than the cost of the Raleigh and Gaston Road. This difference is fully accounted for by the circumstances of the case. Labor was hired during the construction of that Road at an average price of about \$70 per annum, bacon was at 7 to 8 cents, heef at 2 to 4 cents, and corn at 40 to 50 per bushel. Rail timber in that section of country is much more abundant than it is on your Road, and consequently, could be gotten for about 20 per cent less. The Iron for the Petersburg Road cost about \$47 per ton, delivered in Petersburg, while

local travel on the Raleigh and Gaston Road will be very great, and good stage lines branching off at Henderson and at Raleigh, to the West, will bring of doing the transportation on your own account af- a great deal of travel to the Road. At present, the

> to venturing out to sea. Considering all these circumstances, it seems to me that the stock cannot be less than a 6 per cent. stock, even if the Road is never extended South of Raleigh.

If the Road should ever be extended to Columbia, South Carolina, the stock would certainly be one of the best in the Union. There is scarcely a man who entertains a doubt of this. The friends of the work know it, and are anxiously endeavoring to find some means of prosecuting this extension. We see every day evidences of the opinions of those whose local interests are opposed to this project.

In a Report recently made on an examination for 'an inland communication between Wilmington and Charleston, by Mr. White, Civil Engineer, he says: "Let us for a moment reflect what will be the consequences of neglecting or delaying the execution of this project. The line of Rail Road which is now completed to Raleigh, would be pushed on to Col-

of this most desirable connection being formed .--Surcly each Stockholder in the Raleigh and Gaston Rail Road has the deepest possible interest in promoting it. Every Stockholder in any of the Roads between Raleigh and Baltimore has a deep interest in this project. But no Rail Road Company, not even the Raleigh and Gaston, has a deeper interest in promoting this work than the Charleston, Louisville and Cincinnati Rail Road Company. There are two Roads now constructing which threaten to take the South-western travel from them. One is the Macon and Savannah, and the other is the Brunswick City and Appalachicola Road. If either of these Roads is finished, it will take a large portion of the travel from the Charleston and Hamburg Road. The only thing which can secure them the travel will be the connection of Columbia and Raleigh by Rail Read.

Nor has the Georgia Rail Road Company less to fear than the Charleston and Hamburg Road. The



THE Subscriber returns his thanks to his friend, customers, and the public in general, for the theral patronage heretofore bestowed on him, in his line of business, and hopes by a diligent attention to business to merit a continuance of the same.

There may be, at all times, found in his shop, on Fayetteville street, on door north of the large brick building of B. B. Smith, Esq., a general assortment of the following articles, viz:

Gentlemen's best plain Saddles, Gilted and Shaficau, do. Also, Bird's patent Spring Seat Saddles, of all kinds, gilted and plain.

Common Saddles of all kinds,

Ladies' Saddles, great variety,

A very large supply of Carriage Harness, both brass and silver plated.

Barouche Harness,

Gig & Sulkey, do.

Jersey Wagon, do. Saddle Bags, Trunks, Whips, and Spurs.

In fact, all articles usually kept in such establish. ments; all of which will be disposed of at low prices for Cash, or on the usual credit to punctual customers.

Reparing of all kinds, done in the best style, and at the shortest notice.

C. W. D. HUTCHINGS. Raleigh, June 26, 1839. 35-If.

SILK WORM EGGS. MRS. WIATT has a few thousand Silk Worm Eggs for sale, of the best kind. Apply at Mrs. Hardie's Confectionary Store, next door to the Post Office, on Fayetteville Street. June 1839. 35 21

SPLENDID LOTTERIES FOR JULY.

\$ 40,000-\$ 12,000 !!

Virginia State Lottery, For the benefit of the Mechanical Benevolent So. ciety of Norfolk. CLASS No. 4, FOR 1839. To be drawn at Alexandria, Va. on Saturday, 13th July, 1839. 14 Drawn Numbers out of 78. SPLENDID SCHEME.

Prize of 40,000--\$12,000--6,000--5,000 \$3,000-\$2,500-\$2,000-\$1,769 \$1,600-\$1,500 2 Prizes of \$1,250-2 do. \$1,200 20 Prizes of \$1,000 !....

THIRD ANNUAL REPORT OF THE BOARD OF DIRECTORS OF THE Raleigh & Gaston Rail-Road Company.

ing them from their embarrassments.

Pursuant to a Resolution adopted at the the work, which will be received in the London, who used every effort in their Road to Raleigh. there early in December last. Soon after increased as the work progresses.

perfect communication. He regrets that a These are your consolations! These are journey undertaken by him with great reyour hopes! May you long live to enjoy luctance, and attended with much personal them! And when, for the last time, you inconvenience, should have proved so fruitshall behold an American sun sink below less, but has the consolation of knowing the horizon, may you still exult in the hope | that the failure was not owing to any want

The Board regrets to state, that the gen-"Now, Lord, lettest thou thy servant de- tleman to whom the Bonds were commitpart in peace, for mine eyes have seen thy ted for sale, owing to the difficulty of procuring money in New York, only succeed-

ed in disposing of \$50,000, and upon his return, notified the Board, that owing to this and the condition of the Bank over for him to comply with his engagement, so that it becomes necessary to resort to some other means. A more secure investment cannot be offered to the capitalist, and as

Owing to the absence of the President for all danger of collision between this Counsome months past, on business of the Com- try and Great Britain, may now be conpany, and his recent return, the Board of sidered as past, it is believed, that a favor-Directors have it not in their power to pre- able disposition can be made of them in a sent to the Stockholders as minute and de- short time. It is proper to state, that betailed a Report of their proceedings and sides the above \$50,000, a like amount the affairs of the Company, as they could has been transferred to the Literary Board West, as there is an excellent road leading in that wish; and for information on this subject, in liquidation of a debt due them, and the they must take the liberty of referring them | same Board has agreed to take \$50,000 to the Report of the Chief Engineer, which more on the first of July next, so that there accompanies this, and which they believe will remain \$350,000 undisposed of. To contains all that may be important and in- sell these on the most favorable terms, and teresting as to the progress of the work as speedily as possible, will be one prime and the prospects of the Company. In object. Knowing the importance of comaddition to which, they will direct the at- pleting the Road immediately, and that for tention of the Stockholders to the state of this purpose, Iron would soon be required, their finances, and the means which have and finding the market rising, the President, been resorted to for the purpose of reliev- while in London, contracted on favorable terms for 800 tons, sufficient to complete with all other Bridges of this length of span, there

meeting of the Stockholders in January, course of a few months. Believing a heavi-1838, Bonds of the Company to the a- er Iron than that heretofore used, would mount of \$300,000 or £62,500, the balance be found in the end to be true economy, he of their Capital of \$1,000,000, were is- ordered this 2 inches by \$, instead of 1 sued and placed in the hands of Moncure inch. Locomotives and Passenger Cars to enlarge the Depot at Henderson. It now covers Robinson, Esq. to be forwarded by him will also be contracted for in a short time, to some agent in London. They were so as to enable us to do our own transporentrusted to a highly respectable house in tion immediately on the completion of the power to negotiate them, without success. The cost of this work, as will be see It was suggested to the Board, that the by reference to the Report of the Chief presence of a special agent who would Engineer, will not exceed the estimate begive more minute and satisfactory informa- fore submitted by him. The transportation tion as to the state and prospects of the of produce has already far exceeded the Company, than was possessed by their most sanguine expectations of the friends agents in London, would materially fa- of this work, notwithstanding the disadcilitate the negotiation, and as the demands vantages under which it has labored, and on the Company were becoming very urg- the insufficient force employed. The reent, the President was requested to pro- ceipts have averaged, since the completion ceed, forthwith, to London for that purpose, of the Road to Henderson, \$3,183 per object. which he accordingly did, and reached month, and they will doubtless be much his arrival he ascertained that owing to the At the last letting of the Mail contracts, large amount of American securities, which the Board contracted with the Post Master were then in London for sale, most of General for the carrying the great Mail which were either State Bonds, or Bonds from Gaston to Raleigh, but as they were guarantied by the States, and which were dependent on the Petersburg Company for on that account regarded by English Capi- doing their transportation, their contract talists as preferable to mere Company was necessarily dependent on a similar one Bonds, it would be impossible to dispose being made with that Company. As the of those issued by. this Company, except Post Master General refused the bid of the at a sacrifice to which he felt neither dis- Petersburg Rail Road Company, it was

CHIEF ENGINEER.

RALEIGH, June, 1st, 1839. To the President and Directors of the

Raleigh and Guston R. R. Company. GENTLEMEN : It once more becomes my duty to report to you the present situation of the work un. der your charge.

At the date of my last Report, 22d of January 1838. no portion of the work was completed. On the first of the following May, nine Miles were put in operation, and additional portions were finished from time to time, until about the first of September, when forty-two miles of the Road reaching to Henderson Depot, were completed, and put in use. Soon after, eight miles more were completed, with the exception of the iron, which is not yet all brought out.

Notwithstanding the financial difficulties with which the Company had to contend, the work has been vigorously prosecuted during the past year. No injurious delay has been produced by these cau-Seg.

The Masonry of Tar River Bridge is done-the superstructure is all framed, and nearly three spans are raised. The Bridge will be finished by the first of August. From Tar River to within seven miles of Raleigh, the grading is complete, and a large portion of the Superstructure for the same distance is laid. On this portion of the Road, there are two Bridges unfinished, one over Neuse River, and the other over Cedar Creek. They will probably be completed in about three months. On the remaining distance of seven miles, a small amount of grading remains unfinished, most of the timber for the superstructure is in place, and the only Bridge, that which he presided, it would be impossible over Crab T'ree, is completed. If the iron can be procured in time, the Road may be used to Wake Forest by the middle of September, and the whole of it may be put in operation before the end of the year. In addition to the Depots mentioned in my last report, one has been fixed at Alston's Store in Wake Forest. This point was considered easiest of access, and in every way best calculated to con- New-Je centrate the trade of the vicinity. A small Depot Camden will be fixed one mile South of Neuse River; at Columb this point a turn out and water station will be found Albany indispensable, and it is probable that the produce will be brought here from a considerable distance direction. It will be a good place also to receive timber to transport to Raleigh. Besides these, a wood and water station has been fixed between Henderson and Tar River, but it is not expected that any ware house will be needed there. The portion of your Road in use, is all in excellent order, except the Bridge at Gaston. The spans adopted here are 169 feet, which seemed to be required by the character of the stream. The operation of obtaining foundation for the piers, was attended with great expense; and the quantity of ice and drift wood coming down the River made it expedient to obstruct the space as little as possible. In common was some settling in the superstructure, and some deviation from a line. Although no immediate danger was to be apprehended, it was deemed expedient to strengthen the spans. Workmen are now employed in doing this.

It has been found necessary, as was anticipated. a floor of 190 feet by 20, with a track for Cars to stand on, 120 feet long. This space is sometimes too confined for the business done there now, but it will be sufficient when the Road, South of Henderson, goes into operation.

of the ware houses and shops to be rected at the termination of the Road in Haleigh, have been prepared, and fair proposals have been received for their construction. Nothing is wanted but your authority to have the work commenced. It is highly desirable that these buildings should be commenced immediately, as a shop in which the Engines can be repaired is indispensable to the use of the Road. A commodious set of shops, and a convenient warehouse, can, with the necessary fixtures, be crected for about twenty thousand dollars -a small sum compared with the importance of the In obedience to your directions, I have contracted for 100 set of wheels, axles, and other Iron works for freight Cars, on very favorable terms. Chill'd wheels weighing about 460 lbs. were ordered. These have have proved cheaper and safer than any other kind which have been tried heretofore. The axles which we shall use, are of faggotted Iron. Those, though more expensive than the rolled axles, are far more durable. The breaking of the amount of tonnage received were doubled or axles has been the cause of a large number of the accidents which have happened on Rail Roads, and the safety ensured by the use of these axles, will goods and produce may be made profitable, and that amply compensate for the additional cost. The it will be so on the Raleigh and Gaston Rail Road. posed nor authorized to submit. Having believed that a due regard for ourselves and Manufacturing Company. 30 sets are to be deliv. passengers are much greater; and I do not think

Road costs about \$70 per ton, deli ed at Gaston.

Thus it will be perceived that all the elements of cost were, at that time, far less than they have been during the construction of this Road,

These are certainly comparisons by no means unfavorable to your work, and when we add that yours is the only one of the Roads mentioned, in which rock excavation was encountered to any extent, and the difficulties to be overcome by excavations and embankments are far more considerable than on the cheapest of these other Roads, and nearly as great as on the most expensive, it is believed that the Board have reason to congratulate themselves on the moderate cost at which their work will be completed.

In making the foregoing comparisons, the item of Bridges has been deducted in each case, because that is the only way in which a comparison can be fairly made.

There are five Bridges on the Raleigh and Gaston Rail Road, most of them in situations of peculiar difficulty. There are few Bridges in the world higher than that over Tar River. The aggregate length of the Bridges is 3,240 feet, and their cost will be \$155,000. When this is included, the cost per mile of the Road will be \$14,378. - The bridging on the Petersburg and on the Richmond and Fredericksburg Roads has been far less, while that on the Richmond and Petersburg Road has been greater, than on this. The cost of the Richmond and Fredericksburg Road, when bridging is included, is \$13,934 per mile, and that of the Richmond and Petersburg Road \$31,110 per mile; that of the Petersburg Road is \$10,110 per mile.

Comparisons equally as advantageous might be made with many other works, but they are deemed unnecessary. I will metely add a list of several Rail Roads and their cost per mile, taken from the late Report of the President and Directors of the Housatonic Rail Road Company :

Boston & Worcester Rail I	load,	\$37,000	per mile.
Boston and Providence	44	42,000	
Norwich and Worcester	**	22,000	
Western	**	34,000	
New-Jersey	4	45,000	**
Camden and Amooy	**	40,000	
Columbia & Philadelphia	6.6	40,000	44
Albany and Schenectady	**	61,000	
Utica and Schenectady	46	19,000	
Stonington	64	52,000	**
Hartford and New-Haven	45	20,000	64
Housatonic	"	# 15,000	
and the to be a set of the terms of the set of the set of the	-		

It should be mentioned that the Housaton'c Road s just commenced, and that it follows the remarkably level valley of the Housatonic.

As some apprehensions have been expressed that the stock of this Road will not be valuable, I hope may be excused for saying a word on the subject. It is well known that, since the Road went into operation, causes beyond our control have prevented you from offering such facilities to the public as would ensure a large amount of transportation; and yet the amount has exceeded what any one anticipated. No reasoning man can now doubt that the tonnage transported over the Road will fully equal the expectations of the most sanguine among us. It has been suggested that the transportation of

goods and produce on a Rail Road yields but a small profit. Let us examine into this.

It may be seen, by a statement made by the se cond Auditor to the Legislature of Virginia, on the 1st of January, 1839, that the State has received dividends on her stock in the Petersburg Rail Road, amounting, in all, to 361 per cent. on the whole investment; while the whole amount of interest which the money could have produced, had it been leaned out, would have been 27 1-2 per cent. therefore that this is a decidedly profitable stock. If we examine the sources of revenue on the Petersburg Rail Road for two years past, we will find that in 1838 their receipts were, from freights \$68,-410, and from passengers \$38,692; in 1837, the receipts were, from freights \$48,300, and from passengers \$27,161. We see that the greater part of their revenue is from the transportation of goods and pro-In truth, it is only necessary to have a large amount of tonnage to make it profitable; for the expenses of transportation do not increase in the same ratio with the amount transported. It will require a certain amount of transportation on a Boad to pay expenses; but after this quantity is exceeded, the transportation becomes profitable. Depots must be kept up at regular intervals, and a certain expense must be incurred at each, however small the quantity of produce which is received may be ; but the whole of this expense might remain the samethough tripled.

completion of the Macon and Savannah Road would draw off the greater part of this travel; and the Brunswick and Florida Road would deprive them

all of the travel from New Orleans. These views are so plain, that the Charleston and Hamburg and the Georgia Rail Road Company, cannot avoid seeing their danger, and they will certainly do any thing in their power to obviate it.

If there is a Rail Road made from Columbia to Raleigh, the Georgia Rail Road from Decatar to Augusta, the South Carolina Road from Augusta via Branchville to Columbia, the Raleigh and Columbia Road, the Raleigh and Gaston Road, &c. would form a line which would defy all competition. This route would be the shortest that could be travelled. It would press through a perfectly healthy coun-try, and it would avoid the danger of Steam Boat navigation at open sea.

The City of Charleston would be very injuriously effected by the travel going through Savannah or Brunswick, for it would then pass Charleston in a Steam Boat, without stopping, so that neither the City of Charleston, nor the Rail Road in which that City is so deeply interested, could be affected otherwise than injuriously, by the completion of this inland route from Charleston to Wilmington, and these other Roads in Georgia.

If the Raleigh and Columbia Road were completed, the traveller from Charleston itself, instead of going out to sea, would go North through Columbia, and pay a tribute to the Charleston and Cincinnati Rail Road Company, In reviewing the whole subject, we see that such

vast amount of capital is dependent for its value on the completion of the Raleigh and Columbia Road, that we cannot entertain a rational doubt of its being effected at no distant period.

This being the case, the Stock of the Raleigh and Gaston Rail Road Company, would be inferior to none in our country.

All which is respectfully submitted. C. F. M. GARNETT, C. E.

WHEELER'S **BALSAM OF MOSCATELLO.**

THIS celebrated remedy for Diarrhœu, Dys-entery, Dyspepsia, the Summer Complaints of Packages in the above Magnificent Schemes of children, and various other diseases arising | will receive the most prompt attention, and an offifrom a disordered state of the digestive organs, has already received a greater share of public patronage and confidence than any other vegetable preparation extant, and the proprietor has heretofore published certificates of its efficacy from some of our most respectable citizens, including, among others, Major Charles Mapes, U. S. Army, Captain Depeyster, packet ship Columbus, Captain Amos Leeds, and scores of other equally reputable names. Several of these testimonials are still in print, and the remainder, with hundreds that have not been published, can be seen at Mr. Wheeler's residence, No. 33 Greenwich street. The two following have been received within a day or two past, and are given as additional conclusive ev. idence of the never failing efficacy of this most valuable and salutary preparation:

New York, Astor House, August 9th, 183

Dear Sir-During my stay here, two of m children, of three and five years of age, wer attacked with a violent diarrhoa, and from th high recommendation I had from S. R. Brook Esq., of your Balsam of Moscatello, I did no hesitate to administer it, and I am happy to sa it gave immediate relief. The children are not both well. You are at liberty to use this in an av you think proper. Your obedient servant, J. T. CONWAY, Governor of Arkansas. Mr. J. Wheeler, Oculist, &c., 33 Greenwich st. New York, Southern Hotel, 2 157 Broadway, 9th Aug. 1838. 5 Dear Sir-Having had two of my children. one 4 months old, and the other 2 years old, both severely afflicted with the summer complaint, several gentlemen who frequent my house, informed me of the salutary properties of your Balsam of Moscatello, and advised me to procure some forthwith. I did so, and in less than two hours after administering to each a small dose, they were restored to their usual health. In justice to you I would remark, that as I am generally well known to the public in this city, I cheerfully give this testimony in your favor, and authorise you to refer any persons to me on the subject of the Balsam of Moscatello, as a medicine which I think of the greatest importance to families. Yours, very respectfully, JOHN NIBLO. J. Wheeler, Oculist, 33 Greenwich St. N. Y. For sale at WILLIAMS & HAYWOOD'S will be paid hereafter at the Agency of this Branch Drug Store, Raleigh, N. C. June 25th, 1839. 35-8w. Raleigh, June 17, 1839.

lickets of	ly \$10-H	alves \$5-Quarters \$2	50
Certificate	of Packag	cs of 26 Whole Tickets \$13	10
Do.	do	00 11 10 1	5
Do.	do		21

30 Prizes of \$1,500 !! VIRGINIA STATE LOTTERY. For Endowing Leesburg Academy and for other purposes. Class No. 4 for 1839. To be drawn at Alexandria, Va. on Saturday, 20th July, 1839. BBILLIANT SCHEME. CAPITAL \$30,000-\$10,000-\$8,000-\$5,000 \$4,000-\$3,120-30 Prizes of \$1,500-50 of \$500--50 of \$400, &c. &c. Tickets only \$10-Halves \$5-Quarters \$2 50. Certificates of packages of 26 whole Tickets \$130

do 26 half tickets Do 65 do 26 quarter do Do 321

\$ 30,000 CAPITAL !! 100 Prizes of \$1,000! VIRGINIA STATE LOTTERY, For the benefit of the Town of Wellsburg, Class No. 3 for 1839. To be drawn at Alexandria Va. on Saturday, 27th July, 1839. GRAND SCHEME ! Highest Prize \$30,000-\$8,000-\$4,000-\$3,000 \$2,500-\$1,0171-100 Prizes of \$1,000-10 of \$500-20 of \$300 84 of \$200, &c. &c. Tickets only \$10, Halves \$5, Quarters \$2 50.

		es of 25 whole	
Ticke	ets		\$130
Do	do	25 half ticket	63
Do	do	25 quarter do	321

cial account of each drawing sent immediately after it is over to all who order from us. Address, D. S. Gregory & Co. Managers,

Washington City, D. C. OR RICHMOND, VA.

GT To avoid any misunderstanding with the pubic, now, and hereafter, we deem it necessary to state that neither ourselves or our agents have any connexion with, or sell tickets in any other Lotteries than those in which all the prizes are payable in cash, current or bankable where sold. For the due fulfilment of which obligation we have given approved bonds. We intend this notice as a general answer to enquiries addressed to us, or those connected with us in business, relative to property lotteries, which are now, or may hereafter be ad-D. S. GRÉGORY & Co. vertised.'

FEM. BO	ROUG	GH	The	Fall	Sessi	lo ac	Mr. d
Mrs. BUB	WELL'S	SCHO	OL. V	vill c	omme	nce o	n the
first Mon	day in 1	Lugas	L.	S	540	- (e	
Englis	n Studie	18.				\$17	50
Music,				-	-	25	
Drawin	ig	· -			-	10	00
French		h	•			15	00
Those	desiring	inore	infor	matio	D. ATE	refer	red to
the follow	ing ger	tleme	n. mo	st of	whon	have	e chil-

dien or wards at this School :

Hon. F. Nash,

at Milton.

Dr. James Webb,

I contend, therefore, that the transportation o

Hillsborough. J. W. Norwood, Esq. W. Cain, sen. Esq. Judge Mangum, Orange. Rev. D. Lacy, Raleigh. Rev. F. Nash, Lincoln. 35-4. BANK OF THE STATE OF NORTH-CAROLINA. A DIVIDEND of five and quarter per cent. on each share of the Capital Stock of this Bank

having been declared by the President and Directors thereof-the same will be paid (less twenty-five cents on each share belonging to individuals, retained for the tax due to the State) at the Bank on the first Monday in July next, and at the several Branches and Agencies fifteen days thereafter. C. DEWEY, Cash'r. By order. N. B. Stockholders who have heretofore received their dividends at the late Agency at Leaksville

C. D. Cash's

34 Sw.