

THE TRI-WEEKLY COMMERCIAL.

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.

VOL 6--NO. 99.

WILMINGTON, N. C. TUESDAY MORNING, NOVEMBER 4, 1851.

WHOLE NO. 862

THE TRI-WEEKLY COMMERCIAL

Published every Tuesday, Thursday and Saturday, at \$3 00 per annum, payable in all cases in advance.

BY THOMAS LORING, Editor and Proprietor. CORNER OF FRONT AND MARKET STREETS, WILMINGTON, N. C.

RATES OF ADVERTISING.

sq. 1 insertion, \$0.50 1 sq. 2 months, \$1.00
" 2 " 1 " 3 " 5.00
" 3 " 1 " 6 " 8.00
" 1 month, 2.50 1 " 1 year, 12.00
Ten lines or less make a square. If an advertisement exceeds ten lines, the price will be in proportion.

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The privilege of Annual Advertisers is strictly limited to their own immediate business; and all advertisements for the benefit of other persons, as well as all advertisements not immediately connected with their own business, and all excess of advertisements in length or otherwise, beyond the limits engaged, will be charged at the usual rates.

No advertisement is included in the contract for the sale or rent of houses or lands in town or country, or for the sale or hire of negroes, whether the property is owned by the advertiser or by other persons. These are excluded by the term "immediate business."

The announcement of marriages or deaths will be considered as news, and inserted free of charge, but all additional matter, beyond the simple announcement of the death of the person, will be charged on the same terms as advertisements.

All advertisements inserted in the tri-weekly Commercial, are entitled to one insertion in the Weekly free of charge. JOB, CARD and FANCY PRINTING, executed in superior style.

AGENTS FOR THE COMMERCIAL.

NEW YORK: Messrs. BROWN & DEKOSTER. PHILADELPHIA: FREDERICK SANDER, Esq.

BUSINESS CARDS.

J. & D. McRAE & Co.
General Commission Merchants,
WILMINGTON, N. C.
Particular attention paid to procuring freights and purchasing cargoes for vessels.
JOHN McRAE, DONALD McRAE, JOHN W. K. DIX.
August 1, 1851. 59.

JOSEPH R. BLOSSOM.
General Commission and Forwarding Merchant.
Particular attention given to Consignments for sale or shipment.
And liberal exchange on all Consignments to us or to any of our friends.
Wilmington, Jan 30, 1851. 135-ff

T. SOUTHWAY & CO.,
ENGINEERS, BLACKSMITHS, BRASS, AND IRON FOUNDERS.
All orders in the line will be punctually attended to.
CORNER MULBERRY & NORTH WATER STS. WILMINGTON, NO. CA. 27
May 16, 1851.

WILLIAM A. GWYER,
GENERAL AGENT, FORWARDING
and Commission Merchant.
I TAKE pleasure in informing my friends, that I am prepared to give all business entrusted to me efficient and personal attention. I have a wharf for Naval Stores, with ample accommodations, Spirit House, and Warehouse. Consignments of Naval Stores for sale or shipment; and all kinds of country produce solicited. Cash advances made on consignments.
April 18, 1850. 15

GEO. MYERS,
Wholesale and Retail Grocer,
KEEPS CONSTANTLY ON HAND
Wines, Teas, Liquors, Provision, Wood and Willow Ware, Fruit, Confectionaries, &c. &c.
SOUTH FRONT STREET,
WILMINGTON, N. C. 109.
Nov. 23.

WILLIAM M. HARRISS,
GENERAL
COMMISSION MERCHANT
WILMINGTON, N. C.
STRICT attention given to procuring Freights and purchasing Cargoes for vessels.
References:
O. G. Parsley, Esq., } Wilmington, N. C.
Col. John McKee, }
Messrs. Dudley & Huntington, }
Messrs. Hall, Sackett & Co., } Fayette, N. C.
Joseph Wiley, Esq., }
Messrs. James Conner & Sons, Baltimore. }
" E. A. Souder & Co., Philadelphia. }
" Thompson & Hunter, } New York. }
" Pillsbury & Sanford, }
" Huntington & Tufts, Boston. }
" J. & G. P. Picoon, Keunebank, Me. }
July 17th, 1851. 62-y

J. HATHAWAY & SON,
COMMISSION MERCHANTS.
WILMINGTON, N. C.
J. HATHAWAY, }
J. L. HATHAWAY. }
Oct. 15. 91

CHADBOURN & HOOPER.
General Commission Merchants,
WILMINGTON, N. C.
July 10, 1851. 53.

BUSINESS CARDS.

GEO. HARRISS,
General Commission Merchant,
WILMINGTON, N. C.
STRICT attention given to procuring Freights and purchasing Cargoes for vessels.
References to:
R. P. Hall, Esq., }
O. G. Parsley, Esq., } Wilmington.
J. A. Taylor, Esq., }
J. D. Bellamy, Esq., }
Messrs. Ballard & Huntington, }
Messrs. Tucker, Smyth & Co., } New York.
" Thompson & Hunter, }
Alex'r. Heaton, Jr., Philadelphia }
Messrs. Williams & Butler, } Charleston, S. C.
H. F. Baker, Esq., }
Jan. 2, 1851. 123-ff.

ANDERSON & LATIMER,
COMMISSION MERCHANTS
SOUTH WATER STREET,
WILMINGTON, N. C.
Sep. 27, 1850. 82-ly-c.

MARTIN & CRONLY,
AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
Wilmington, N. C., Oct. 1, 1851. 86-ff.

JOSEPH H. FLANNER,
General Commission Merchant.
WILMINGTON, N. C.
Oct. 9th, 1850. 87-ly-c.

WILLIAM NEFF,
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, SHIP STORES
AND GROCERIES,
CORNER OF DOCK & WATER STREETS
WILMINGTON, N. C.
Dec. 7th 1850

DEROSSET & BROWN.
WILMINGTON, N. C.
BROWN & DEROSSET.
NEW YORK.
GENERAL COMMISSION MERCHANTS.
March 17, 1851. 1-y.

GEO. H. KELLY,
COMMISSION MERCHANT.
Next door to A. A. Wainwright's, on North Water street, to the sale of all kinds of Country Produce, such as Corn, Peas, Meal, Bacon, Lard, &c., and will keep constantly on hand a full supply of Groceries, &c.
References:
Wm. Hall of Wayne, John McKee, Wilmington, W. Caraway, Gen. Alex. McKee, R. P. Hall, Wilmington, Wilby A. Walker, Dec. 13, 1850. 115-ly.

SAVAGE & MEARES,
GENERAL COMMISSION MERCHANTS
WILMINGTON, N. C.
EDWARD SAVAGE. GASTON MEARES.
May 2, 1851.

ADAMS, BROTHER & Co.
(Late Barry, Bryant & Adams)
COMMISSION MERCHANTS
WILMINGTON, N. C.
Jan. 1, 1851. 123

CORNELIUS DAPRE.
WHOLESALE AND RETAIL DEALERS IN
Drugs, Medicines, Chemicals, Paints, Oil, Dye, Stuffs, Glass, Perfumery, Cigars, Old Liquors, Fancy Articles, &c., &c.
MARKET STREET,
WILMINGTON, N. C.
Prescriptions carefully compounded by experienced persons.
March 23, 1851. 6

J. C. LATTA.
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 1, 1850. 87

MILES COSTIN,
COMMISSION MERCHANT,
WILMINGTON, N. C.

REFER TO
E. P. Hall, Esq., Pres't Branch State Bank,
Thos. H. Wright, Esq., Pres't Bank } Wilmington, N. C.
O. G. Parsley, Esq., Pres't Commercial Bank,
Dec. 19, 1850 118-ff.

THOS. D. BARRY.
Commission Merchant and Ship Broker,
WILMINGTON, N. C.
Jan. 21, 1851. 131-ff.

WILKINSON & ESLER.
CASH DEALERS IN
Confectionary, Fruit, Nuts, Toys, Fancy Articles, Perfumery, Tobacco, cigars, &c., &c.
WHOLESALE AND RETAIL,
MARKET STREET,
WILMINGTON, N. C.
Nov. 30, 1850. 10-ff

McRAE & HARRISS.
IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN
CHINA, GLASS, AND EARTHENWARE,
AND FARMING IMPLEMENTS,
West side Front street, between Market and Dock streets,
WILMINGTON, N. C.
October 2, 1851. 85.

OATS, OATS.
2700 BUSHELS of Oats, now landing from Schenker Dixon Swindle, from Hilde county, and for sale by
ELLIS & MITCHELL.
August 7. 41.

BUSINESS CARDS.

T. C. WORTH:
Commission and Forwarding
MERCHANT,
WILMINGTON, N. C.
Feb. 19, 1851. 143-12 m.

GAUSE & BOWDEN,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
THOS. F. GAUSE. JOHN C. BOWDEN
REFERENCES:
Alexander McKee, President W & R. R. }
E. P. Hall, } State Bank.
O. G. Parsley, } Commercial Bank.
John Dawson, Merchant. }
J. & D. McKee & Co., }
P. K. Dickinson & CO., }
Dec. 7, 1850. 112.

PORTRAIT PAINTING.
J. MASSALON, Portrait Painter, would respectfully inform the citizens of Wilmington and the surrounding country, that he has permanently located himself in this place, and will be happy to receive the patronage of any ladies or gentlemen who may wish to procure faithful likenesses of themselves or any member of their family. He flatters himself, from his long experience in the art, that he will be enabled to give satisfaction. His room is in the basement story of Mr. H. R. Nixon's Dwelling House, opposite the Jail, Wilmington, N. C.
April 5, 1851. 9-ly.

ELLIS, RUSSELL & Co.
GENERAL COMMISSION MERCHANTS
WILMINGTON, N. C.
CHAS. D. ELLIS, HENRY F. RUSSELL, JOS. B. RUSSELL.
Jan. 25, 1851. 133.

JOHN STRUTHERS & SON'S
MARBLE AND SAND STONE YARD,
No. 380 HIGH STREET,
PHILADELPHIA.
Marble Monuments, Tombs and Grave Stones constantly on hand. Every description of ORNAMENTAL WORK AND STATUARY Executed and imported. Orders for public or private Buildings executed with promptness and dispatch.
N. B. Designs will be sent for Mantels, Monuments and Grave Stones, and all work shipped inured from breakage when required.
Oct. 4. 85-ly-c

MORE & GALLAGHER.
IRON FOUNDERS,
AND MANUFACTURERS OF
RIDGE AND CAST IRON BOXES, &c.
PHILADELPHIA.
All orders attended to with promptness and dispatch—work warranted.
Oct. 4. 86-ly-c.

SOUP DIGESTERS.
AN invaluable article, to the epicure, dispeptic, or even poor man.
"It makes Soup what is Soup."
J. M. ROBINSON.
August 23. 70.

FLOUR.
60 BBLs. Canal Flour, for sale by
J. HATHAWAY & SON.
Sept. 13. 77.

NEW AND FRESH GOODS.
THE subscriber just having returned from the northern cities, offers to his friends and patrons a beautiful assortment of choice Groceries, selected personally, consisting in part of 100 bbls. crushed, powdered, granulated and C. C. Sugars; 100 bags Coffee, Java, Laguira, Rio and St. Domingo; 200 packages of Crackers, embracing every variety; 5 bbls. Porto Rico Sugar; 90 boxes Candles; 100 boxes Soap; W. Underwood & Co's Pickles and Preserves; English Mustard; 1,500 lbs. fresh Corned and Mackerel; 50 half and quarter chests of green and black Teas; 25 quarter pipes choice Wines and Brandy; Gin, Irish and Scotch Whiskey, London and Philadelphia Porter, Ale, and bottled Wines and Brandies; 25,000 Havana Segars of the best quality; Tobacco and Snuff; 20 baskets Champagne, quarts and pints, Heidsieck, Lyon and other brands; Goshen, English and Stilton Cheese; Goshen Butter; Flour in bbls., half bbls, and bags; corn Flour; Search, Cocoa, Chocolate; Sweet Oil, Sperm and Whale Oil; Wood and Willow Ware, in all its branches; Brooms; Tancy Baskets, and fancy goods in endless quantities. Please call and examine at the Family Grocery of
GEO. MYERS.
Oct. 2. 85

WANTED.
A GOOD Flat, that will carry 120 or 200 barrels, apply to
J. R. BLOSSOM. 84
Sept. 30.

WANTED TO HIRE.
TWO or three good hands, until 1st. January, apply to
J. R. BLOSSOM. 84.
Sept. 30

OIL.
A FEW barrels prime Oil for Machinery, or Lamps, for sale by
J. HATHAWAY & SON.
July 8. 4

GREAT EXCITEMENT IN NORTH CAROLINA!
THE BATTLE IS BEGUN, AND I INTEND TO FIGHT MY WAY THROUGH FOR HOME INDUSTRY!
IF YOU WANT TO SAVE A COUPLE HUNDRED DOLLARS, send on your orders for
"Topsy-turvy" Sills, Caps, Arms, and Worms; Also, Brandy Stills, and any kind of Copper work, Brass Machinery, &c.
The prices of Still-caps, Arms, and Worms, are as follows: By the pound 37 cents; or by contract, 7 barrel Still-cap, Arms and Worms, \$400
10 do do do 425
12 do do do 485
14 do do do 545
15 do do do 595
16 do do do 645
18 do do do 705
20 do do do 765
25 do do do 825
30 do do do 885
35 do do do 945
All work will be warranted for 12 months, fire and burglar excepted. This work will also be delivered within fifty miles of Raleigh, at the shortest notice, and if I fail to deliver Sills in the time agreed upon, I will forfeit \$5 for each day lost, to the purchaser.
JOSEPH WOLTERING.
Raleigh, Sept. 16, 1851. 78-3m.

WILMINGTON & RALEIGH RAIL ROAD.

The President and Directors of the Wilmington & Raleigh Rail Road Company respectfully submit to the Stockholders, their sixteenth annual report, showing the business of the Company for the year ending the 30th of September, 1851.

The receipts have been as follows, viz:
From through passengers, \$195,509 68
" way passengers, 75,350 61
" Steam Boat freight, meals &c., 16,383 83
" Rail Road freights, 93,348 93
" Rents, transportation of mail, &c., 80,629 61
" sale of old Iron, 35,996 75
\$497,219 41

EXPENDITURES.
TRANSPORTATION.
For repairs of Locomotives, \$14,130 06
" cost of 2 Locomotives, 15,300 45
" coaches and cars including cost of 40 new Trucks, 21,447 20
" Transportation including station expenses, 57,905 83
108,783 54

ROAD REPAIRS.
For pay of overseers, hands, &c., 26,855 28
" subsistence and clothing, 10,862 92
" cost of materials, 7,888 98
45,607 18

STEAM BOATS.
For repairs, 31,603 53
" Fuel, 25,307 07
" subsistence and pay of officers and hands, 65,706 58
122,617 18

Office expenses, 277 25 20
Difference in favor of receipts, \$219,964 21
If from the above we deduct the amount of sales of old Iron \$35,996 75, it leaves a balance of \$183,967 46, and if from this we take interest account \$65,198 85 it gives us the nett profits for the year, of \$118,768 61.

GENERAL STATEMENT.
Nett profits of the year as above shown, \$118,768 61
Sales of old Iron as above, 35,996 75
Cash and other assets on hand at the commencement of the year, 123,485 68
\$278,251 04
Increase of debt in purchase of Iron, 25,114 49
\$303,365 53

This amount has been disposed of as follows:
For re-construction of Road, 177,037 17
40 bonds redeemed and in hands of our agents in London, Messrs. Collmann & Stollerfoht, 35,555 55
Paid to Wilmington & Manchester Road, 168 00
Paid for our own stock in travel, 500 00
65 shares of Washington & New Orleans Telegraph Co. stock, 3,250 00
Charged profit and loss account, as per resolution of Stockholders at last meeting, 951 61
Cash and other assets on hand, 85,993 20
\$303,365 53

The debt of the Company on the 30th of September, amounted to \$1,133,103 85 for the details of which we refer you to the Treasurer's accounts hereto appended and to the report of the Committee on accounts which is also appended.

To meet this amount of indebtedness, the Company have, besides the income from the regular business of the Road and the cash and other assets on hand 11,622 00 shares of their own stock which at par value would amount to \$1,162,200 00
And 65 shares of Washington and New Orleans Telegraph Company's stock at \$50 per share 3,250 00
\$1,165,450 00

a sum \$32,346 15 greater than our debt. As to the disposition of this surplus stock the auditing committee, have made a recommendation which we think should claim your serious consideration and which it is for you to dispose of as you may deem advisable.

It will be perceived that a large increase in the amounts of Steam Boat and Transportation expenditures has occurred during the past year. This has been caused, by the necessity of a thorough repair to the Steamer C. Vanderbilt. She has been rebuilt from her keel up, her machinery renewed in every part where the slightest defect could be discovered; and she is now a new Boat in all but her Name: Also, to meet the demands for Transportation the Board deemed it to be the true policy to obtain sufficient number of cars and Locomotives to do the business of the Road promptly, and to carry into effect this purpose two first class Locomotives and about 40 freight cars have been purchased and paid for during the year, adding something over \$50,000 to the items of Steam Boat repairs and expenditures for Transportation.

The handsome increase on receipts from Rail Road freights, demonstrates that the expenditures in this department were judiciously made.

Notwithstanding the most persevering exertions on the part of our Engineers and agents of transportation to forward

the Freight which had accumulated in consequence of the destruction of Neuse Bridge, by fire, on the 26th of June, it was found to be extremely difficult to do so. These unremitting calls upon our motive power, and the liability to accident, to one or more of our Locomotives, induced the Board to order one additional Engine, which is to be delivered in April next. This together with one which we are having constructed in the shops, will place the company in possession of ample power to meet the demands in this department.

We take pleasure in stating that our company has never been in as good condition to carry on its operations as at the present time, the Road being well stocked with locomotives, coaches and freight cars; all in excellent order, and our Steam Boats in like good condition, with the exception of the Dudley which will require repairs this year.

In our report to you at your last annual meeting, the opinion was expressed and confidently believed that before this time, we should have completed the re-laying of the Road, with the heavy Iron Rail, but owing to circumstances we could not control, we have been unable to fulfill this promise. We have lost nearly two months waiting for Iron, and during the month of July we could not lay down Rails owing to our inability to transport them over the Neuse. We have yet about 14 miles to relay, the Iron for which is daily expected, bills of lading for 4 cargoes having been already received.

We had hoped at this meeting to present you with an account of the entire expense of re-construction, whereby you might see the whole cost of the Road to date. We regret that we have been disappointed in this, but we are gratified in saying that our anticipations of the saving in expenses, consequent upon the re-construction of the Road in every department in which we have been enabled to test them, have been fully realized.

The Road so far as it has been relaid, compares favorably with the best roads in our Country, and instead of the complaints and denunciations of travellers which have been heaped upon us for years, without stint, and which were to some extent deserved when our old flat bar road was in use, we hear from all, commendation and praise for the ease and speed with which they are transported over our line.

During the year a contract was made, to embark so much of the truss work at Rockfish, and Neuse River, as it was deemed safe to close up. The embankment on the south side of Rockfish is now nearly completed, and that on the north side, in a state of forwardness, the contractors expect will remove their bridge to the Neuse.

The Board, have also contracted for an extension of the Ware House in Wilmington; the present Ware House being found to be too small to hold the goods offered for transportation. This extension it is expected will be finished in time to accommodate the spring business.

The Board were induced to make a contract with the Washington and New Orleans Telegraph company to put up the Posts &c for a line of Telegraphic wires from the junction with the Petersburg Rail Road to Wilmington. This work has been done on favorable terms for the Telegraph company and at but little expense to this Company, in consequence of our having on hand, a large number of wooden Rails, removed from the Road, to be replaced by the Iron Rail. This work has been paid for in stock of the Telegraph company, sixty five shares at \$50 per share. We find the Telegraph a great convenience, as by contract with that company we are entitled to the use of the line free of charge; and although this stock should pay no dividends, yet this company, will be fully repaid by the advantages which they derive from its use.

After deducting amount charged for sales of old Iron, this and last year, it will be seen that the receipts of the present year exceed those of last \$39,222 74 and the fact that the greater portion of this increase is derived from our local business, is well calculated to inspire us with confidence in the progressive improvement and permanent stability of the investment which you have made in this work, for after all, it is to the local business we must look for a steady and healthful support.

For the details of the Steam Boat portion of the line you are referred to Col. Miller's report.

Considering the exhibit of the receipts of the Company during our past fiscal year ending September 30th, the increase during the early part of October, giving flattering assurance of our prospects for the future, the certainty of a considerable reduction of our expenses hereafter and the sound and healthy condition of the Company generally, the Board have been induced to declare a dividend of profits of three dollars on the share to the Stockholders.

All of which is respectfully submitted.
ALEX. MACRAE, Pres't.

IRREDFUL EXCITEMENT ON A RAIL-WAY.
A few days ago, a stranger made his appearance at a depot of the Western & Atlantic Rail Road, very near the long high Etowah bridge. He was raised in the interior of Alabama, and had left home for the first time. He had heard of rail roads, steam engines, and balloons, locomotives and atmospheric machines, magnetic telegraphs and electric fluids, but had no more conception of them than he had of the true structure of the planet Saturn. He travelled across the country on horseback, and leaving his horse, resolved to save time, and take the rail road to Carlines, where he was going to get a legacy of two hundred dollars, left him by his grand-father, who lived on Tar river. Amidst the astonishment with which he beheld the cars, as they came near him, with the puffing and smoking locomotive, and its crew of smoked engineers, train boys, and firemen, he took his seat, never looking at the earth beneath, nor the heavens above. By this time, the cars were off again, and had entered on the bridge. Our unsophisticated traveller had looked around upon the passengers, admired the damask cushions, the pretty oil paintings on the side of the cars, and notwithstanding he would take a look at the external world. Thrusting his head into the window near his seat, to his horror, he saw not a foot of land below him, but a broad expanse of air and saw, with waving trees far below, a man making it for granted that he had entered one of the new-fangled flying machines, and was now careering through the air, and the fear of lofty tumblings from heights of a thousand feet, of precipitous descents, and of being dashed to atoms, and crushed bones on flinty pointed rocks, with visions of weeping and desolate orphans, tender emotions overcame him, and his visions. Earth with these, tender emotions overcame him, and he faintly, a tub of water from the adjacent car being soon had, and sprinkled plentifully on his face, the anxious traveller opened his eyes, and catching the hand of the nearest passenger, cried out, "a stranger, what is it yet?"—So Life Gazette.