THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, JAN. 31, 1853.

Authorized Agents for the Journal.

JAMES M. REDMOND, Tarboro', Edgecombe co., N. C
JOSIAH JOHNSON, Clinton, Sampson county.
JOSEPH R. KEMP, Bladen county.
JAMES H. MEREDITH, Gravelly Hill, Bladen co.
B. BARNES, Black Creek, Wayne county.
LEWIS JONES, Pink Hill P. O., Lenoir county.

☞The meeting of the Stockholders of the Wilmington & Manchester R. R. Co. adjourned *sine die* yesterday evening. Gen. W. W. Harllee, was unanimously re-elected President, and the following gentlemen unanimously re-elected Directors for the ensuing year, viz: John A. Taylor, Henry Nutt, N. N. Nixon and Thos. D. Walker, of Wilmington; Alfred Smith, of Columbus; J. Eli Gregg, of Marion, S. C.; G. I. W. McCall and E. W. Charles, of Darlington; Warren A. Muldrow and John B. Moore, of Sumter districts. G. R. French, S. D. Wallace, and John M. Timmons, were appointed a committee to audit the Treasurer's accounts for the next year. The next annual meeting is to be held in this place on the 4th Monday in January, 1854. The fiscal year is hereafter to terminate on the 1st of December, instead of the first of January, as heretofore. This change was deemed necessary, in order to give the Treasurer more time to make up his accounts.

During the forenoon session, we learn that a most interesting and spirited debate sprung up between Dr. F. J. Hill, of Brunswick, O. G. Parsley, Esq., of Wilmington, and Gen'l Harllee and Gen'l Alexander McRae, relative to the apparent delay in pushing forward the work—especially at the points where it crosses the Pee Dee River and Swamp in South Carolina, and Eagle's Island opposite the town of Wilmington. Complaints had been made against the Directory in connection with these matters, and the subject, we presume, was introduced by Dr. Hill, for the purpose of affording an opportunity for explanation, which was most satisfactorily given by Gen. Harllee, the President of the Company, and also by Gen. Alexander McRae. The debate occupied the whole of the morning session, and was maintained with much spirit throughout. Gen. Harllee explained in a clear and forcible manner, the causes which had led to the apparent delay, and showed that the best interests of the Company had been consulted, with the utmost care and attention, from the period of its organization up to the present time. Gen. H.'s explanation demonstrated to the complete satisfaction of every stockholder present, that the affairs of the Company had been managed in the best possible manner, under all the disadvantageous circumstances with which the Directory has had to contend.—The discussion was regarded by all as a fortunate occurrence, as tending to do away with prejudices or misunderstandings that might have operated unfavorably to the interests of the Company, at the same time that it promoted confidence and good feeling among the stockholders.—*Daily Journal, 28th.*

☞The confirmation of Mr. Badger has not yet been effected, nor do we think it likely, although, of course it is not impossible.——The rumor prevalent at Washington City on Thursday, to the effect that Gen. Pierce had written to Mr. Buchanan, offering him the State Department, is contradicted by a Concord despatch of the same date. We hope it may turn out to be true after all.

☞Madame Weiss, who visited this place some years since, with the Viennoise Children, died on the 29th ult, at Vienna, leaving a fortune of 200,000 florins.

MELANCHOLY ACCIDENT.—We regret to learn that Captain Wilkinson, of the Steamboat Southerner, running between this place and Fayetteville, was accidentally drowned on Thursday night last, by falling from the deck of the boat, sowewhere above Elizabethtown, on her way up. Mr. Wilkinson was a young man in the prime of life, recently married, and with every prospect before him of future life, happiness and usefulness. His sudden death is deeply to be regretted.

Later from Europe.—Arrival of the Arctic at New York.

BALTIMORE, Jan. 26, 6, 50 p. m.—The U. S. Mail Steamship Arctic, Capt. Luce, has arrived at New York from Liverpool, which port she left on Wednesday, the 12th inst.

THE LIVERPOOL MARKETS.—Cotton was steady with a demand, and the sales during the three days comprised 17,000 bales, of which 1000 were taken for speculation and export, Fair Orleans was quoted at 6¼; Middling Orleans at 5¾d; Fair Upland at 5¾d, and Middling Upland at 5¼d.

Trade in Manchester is rather dull.

THE LONDON MARKETS.—The demand for Cotton was fair, and holders were firm. Moderate sales had been made to the trade. There was a moderate demand for Rice, and prices were in favor of buyers.

The Havre cotton market had experienced no quotable change since the 8th inst., and 2000 bales had been sold.

ENGLAND.—Messrs. Collmann & Stolterfoht, of London, have become bankrupts for £300,000 in consequence of forgeries committe by Robert F. Priess, a corn dealer.

ITALY.—Bishop Ives of North Carolina, has formally abjured Protestantism. Frances Madiai died in prison at Florence on the 26th of Dec.

SPAIN.—The Captain General of Cuba has been recalled.

TURKEY.—It is reported that the Turks have blockaded the coast of the Montenegrins.

Health of Wm. R. King.

WASHINGTON, Jan. 26.—Senator Clements received a despatch to-day, stating that Wm. R. King arrived at Key West on the 22d January. His health, however, was no better, and hopes of his recovery were abandoned. Mr. King will remain at Key West.

Another despatch states that Mr. King will remain a few days at Key West, and that his health is better.

Congress of the United States.

WASHINGTON, Jan. 26, 1853.

An animated debate took place in the Senate today, between Messrs. Seward and Cass, relative to a speech recently delivered by the latter on the Monroe doctrine. The New York Branch Mint Bill was killed in the House to-day.

NEW YORK, Jan. 26.

The steamship Arabia, for Liverpool, sailed to-day with $150,000 in specie. Flour is heavy, with sales of 800 barrels; prices unchanged. Sales of 25,000 bushels Yellow Corn at 68 a 70 cents.

The steamship Arctic, with dates from Liverpool to the 12th January, is now coming.

Supreme Court.

The following decisions have been delivered:

By BATTLE, J. In Corbitt and others v. Henry, in Equity, from New Hanover, directing a decree for an account. Also, in Braswell v. Morehead, in Equity, from Guilford, directing a decree for an account. Also, in Shaw v. Allen, from Ansen, affirming the judgment. Also, in State v. Levi, a slave, from Caswell; judgment against Wagstaff reversed, and judgment directed to be entered against the owner.

By PEARSON, J. In Morrison v. Jenkins, in Equity, from Richmond; decree for plaintiff. Also, Doe ex Dem Powell v. Brinkley, from New Hanover, affirmin the judgment. Also, in Branch v. Houston, from Duplin, affirming the judgment. Also, in Tayloe, v. Bond, in Equity, from Bertie.

PHILADELPHIA, Jan. 26.—A free negro, named Neal, charged with being concerned in an abduction of slaves from Maryland, was placed in charge of the police officers, for the purpose of being taken to Baltimore. When near Chester street, a crowd of blacks prevented the officers from putting him on the cars. More officers were sent down to assist in placing the prisoner on the cars. Great excitement prevails, and a fight is anticipated.

NEW ORLEANS, Jan. 28.—The steamer Pampero arrived to-day from San Juan, with a half million of dollars in gold.

President's Report.

WILMINGTON, N. C., Jan. 22d, 1853.

To the Stockholders of the Wilmington and Manchester Rail Road Company:

GENTLEMEN:—The President and Directors beg leave to submit their fifth annual report upon the condition, business and progress of your Company for the past year.

Your attention is invited to the report of the Treasurer herewith submitted, shewing the receipts and disbursements for the year ending 31st December, 1852, and also the resources of the Company applicable to the work.

The receipts from all sources have been	$626,338 70
The disturbursements amounts to	$760,775 08
The available assets of the Company now applicable to the construction and equipment of the road, meeting Bills payable, &c., considered good, amo'nt to	$473,111 89
In hands of Agents, and cash on hand	33,668 80
	506,780 69

This last sum is made up of the following particulars:

Amount of Stock subscription due and to be called in	$201,296 78
2100 Shares Wilmington and Raleigh Railroad Stock par value	210,000 00
400 Shares South Carolina R. R. Stock par value	50,000 00
Bills receivable good	11,815 11
	473,111 89
In hands of Agents, cash in Bank,	33,668 80
	506,780 69
In addition to this, the amount due on subscriptions of Stock considered doubtful,	$55,706 70

It is believed however, that a proportion of this amount, set down as doubtful, may yet be realised.

The gross expenditure thus far including all disbursements on the work and other outlays, amount to $1,212,415 37

The payments for Iron, the past year and expenses attending it, amount to $416,682 74

which will account for the very large amounts disbursed in comparison with the previous year. The whole amount of Iron, has been received, except about 200 tons, and has been paid for except the duties on a portion of it, upon which the Company have an extension of credit by act of Congress for four years, and for which, Bonds have been executed to the Custom Houses in Charleston and Wilmington, payable in the mail service of the government, a portion of which service, the Company are now performing by carrying daily mails on each end of their Road.

The 400 shares of South Carolina Rail Road Stock, which is the last instalment on the State subscription of the State of South Carolina, were not received until October last, and not in time to realize the dividend declared in July thereon. This was owing entirely to the delay of the track, by a failure to receive our Iron from Charleston; as you will perceive by the report of the Superintendent and Engineer, Mr. Fleming, that full preparations were made to complete the road to the 40 miles station, from the junction of the South Carolina Rail Road within that time, and that a large force was on the work at an actual expense to the Company, in consequence of the non-reception of our Iron.

This state of things can in no way be attributable to any fault of those in charge of the affairs of this Road, as full assurances were given them, that the Iron would be forwarded in sufficient quantities to meet the requirements of the track-laying force and to keep them employed.

The Dividend declared on that Stock on 1st inst., has been received, and put to the Company's credit in the Bank of the State of South Carolina.

On the 2100 shares of the Stock held by your Company, on the Wilmington and Raleigh Rail Road Company, a dividend of six per cent. per annum was paid in November last, and with a spirit of commendable liberality, that Company advanced $30,000 on their subscription to the Capital Stock of your Company, we agreeing to allow Interest at six per cent. per annum, till by the terms of that subscription, it becomes due and payable.

The exhibit of the affairs of that Company is familiar to most of you, and cannot fail to be gratifying to the friends of both enterprises. The steady increase of their receipts from freights and travel, as well as the favourable condition and management of the Road, give every assurance that the Stock held by your Company in that, will, at no distant day, enable your Company to realise on it, all its par value. The Board feel every confidence that they will be able by a pledge of this Stock, to realise a fair proportion of it soon, as they have done on the Stock of the South Carolina Rail Road Company, and as in that instance be indemnified for any interest they may have to pay on such loan as they may obtain, by dividends on the Stock; for thus far notwithstanding the doubts and misgivings of many in relation to the amount of Interest we would have to meet on the issue of our first mortgage Bonds of $600,000, the report of the Treasurer, exhibits the gratifying fact that the whole Interest paid on Bonds and other loans on pledge of Stock, as well as the Bonds of the Town of Wilmington, only exceeds the dividends received on Stocks accepted as subscriptions to our Capital Stock by 5,454,11.

If from this sum, the dividend on the 400 shares of South Carolina Rail Road Stock paid during this month, were deducted, the excess of Interest over receipts from dividends would not reach the sum of $4,000, and now all apprehension on the score of paying this interest, is at an end as the income of the Company from its business, all must feel fully assured will be more than adequate, even before the completion of the Road, to pay the Interest on our Bonds, and expenses of transportation, leaving the Company the whole of its assets to apply to the completion and equipment of the Road.

During the past year, the eight hundred shares of So. Ca. R. R. Stock, were disposed of as circumstances required, 400 in January last, and the other 400 after the July dividend, at prices fully equal to those estimated in our last report. So also were the remainder of the Bonds of the Town of Wilmington, and of our first mortgage Bonds then on hand, (the 37 first mortgage Bonds, yet not delivered, being already pledged in our contract for Locomotives and Iron at 90.)

The nett sales of these first Mortgage Bonds you will perceive have fully met the most sanguine expectations of the friends of the road, and have exceeded the limit or price which the Stockholders at the time they authorized their issue were willing to take. Circumstances have demonstrated that the issue of these Bonds at the time was a most fortunate policy for the Company, and indispensible to its success, for in addition to the facilities it afforded to push forward the work on a much larger scale, the Board were enabled to pass them for the remainder of their Iron (7000 tons) at prices which compared with the present shew a saving of nearly, if not quite equal to the sum paid for the Iron purchased by them. The whole amount now due for our Iron, with the exception of these Mortgage Bonds, is the amount due for duties to the Government, viz: $55,957 79, which, as before stated, is secured by the Company's Bonds payable in 4 years with interest at 6 per cent. per annum in mail service under the act of Congress passed in August last.

This action of Congress passed through by the perseverance and zeal of Hon. Messrs. Ashe and McQeen, the immediate representatives of the interests of this road, is of no little importance to our interests, as the extension of credit enabled us to apply that amount of funds to the vigorous prosecution of the work in the first place. And the provisions of the Bill making it the duty of the Postmaster General to place the through mail upon our road so soon as we are in condition to receive it, at the prices paid other roads for the same service, which is the pay to first class roads, (now paid the roads connecting us,) tis of the greatest importance, and will secure to your road the great line of travel from North to South carried with the mails, and will it is believed, greatly increase the travel on this Road and its connections, freeing the passengers entirely from the sea route, and thus attracting a large patronage from the travelling public, many of whom take Boats to and from the Southern and Western Atlantic ports, who if accomodation by Land were practicable, would prefer and adopt it. With the view of attracting travel, and providing for carrying the mails at the earliest practicable period, the Board has made arrangements with an enterprising company of contractors to connect by 4 horse post-coaches the eastern and western termini of the road, which has recently gone into operation. The time has been too short since the stages have commenced running, and the notice of the arrangement too limited, to test its effect. As the track progresses, however, and the distance by staging is lessened it is not doubted but that the arrangement will be mutually beneficial to the contractors and the Company.

So soon as the same time can be made, the Board will feel satisfied that your road will at once become the thoroughfare of the mail and travel, and for information on this head you are respectfully referred to the report of Mr. Fleming, the Superintendent and Engineer.

Operations were suspended at the Pee Dee during the summer, in consequence of the difficulty of retaining a force there on any terms, but in the mean time all the necessary preparations were carried on, and now an adequate force being employed for the work, with ample provision for its prosecution, it will be carried forward with all the despatch circumstances will permit. While the Board felt the importance of pushing the track over Eagle's Island without delay, they were unable from the causes mentioned by Mr. Fleming to do so by contract, and the force they were able to secure for the Road they thought and still think, were employed where they were, to a better advantage and to the Company's interest, as they considered the extension of the track from the eastern terminus to Whitesville, where it is now is, a matter of the first importance, as by reaching that point a business would at once open, which would not only be remunerative in point of income to the Company, but would facilitate greatly the securing of the Southern mail, whereas to have waited and expended the Company's resources on the Island before proceeding further, would have delayed the track for at least 6 months, and deprived the Company of its advantages. In this opinion they have not been disappointed, as with the facilities they have of connecting with the track at Brunswick River by Steam Boats, one of which is now in the Company's use, freights and travel can be brought to and from Wilmington without serious interruption or expense. The rapidity with which the track at that end has progressed, and the character of the work, are highly creditable to the energy and efficiency of the contractor for that service. You will see, however, that this work across the Island would soon be vigorously begun and prosecuted to completion. In view of the communication the Company had in prospect during the year by Rail Road, and the risk and expense of keeping the ferries and causeway across the Island, the Board thought it to the interest of the Company to sell it, reserving the privileges of crossing the Island with travel and freights by our Road, which was prohibited by the ferry charter under heavy penalties, and also a portion of the land for 1400 feet along and west of the causeway for the Company's use; and in December last, after due notice, the sale was publicly made for the sum of $3500, at 12 months' credit with Interest. This purchase has been complied with, and a deed executed with the reservations above mentioned, and with the condition that the agents, contractors and servants of the Company, pass free of charge till the completion of the track across the Island.—Though below the price for which the property was purchased, yet when it is considered that when one of the principal objects of the purchase was abandoned, and the right to transport across the Island at another point free of penalties and litigation were obtained, it will, it is believed, evidently shew the propriety of disposing of it rather than being incumbered by the risk and expense incurred in maintaining it.

The time it is believed will soon be made equal, and the Board have made every effort in their power to hasten the laying of the track, to effect a connection with the South Carolina Rail Road and the Wilmington and Raleigh Railroad in the present schedule time of the mails.

For the present condition of the work, its progress, the business of the road, motive power, machinery, and the preparations for pushing it forward this year, the Board take pleasure in referring you to the report of the Superintenden and Engineer, whose statements of the same are presented in a concise and systematic manner and will furnish all the necessary information under the proper heads. The condition of the work at the Great Pee Dee Bridge and on the Island opposite the town of Wilmington, the points of the greatest interest now as being most formidable and expensive will be seen by reference to this report.

The causes of delay in laying the track at the western end of the road, as well as the loss of freights to the Company, have been fully alluded to by Mr. Fleming, and it is deemed unneeessary to recapitulate them except to mens tion in connection with his remarks on this point, that being unable to effect an arrangement with the South Carolina Rail Road Company for the repairs and joint use of the Camden Branch, upon terms which were advantageous or equal as it was believed to this Company, the President under your instructions, applied to the Legislature of the State of South Carolina at its last session for an amendment of their Charter authorizing them to extend their Road, so as to connect with the South Carolina Rail Road, which authority was granted by an act—an authenticated copy of which is herewith submitted. What is to be our future action under this amendment, is submitted for your consideration. It may not be improper to remark, however, that it must depend upon circumstances, how soon, if at all, this work is to be done. It would be desirable to us, and consistent with our intarest it is thought, if some amicable adjustment could be made by the two Companies on this subject, and it is believed that such an adjustment is not impossible now, notwtihstanding some of the friends of the South Carolina R. R. Company objected to the passage of the act, and resisted it on the ground of an alledged exclusive right in the Charter of the Louisville, Cincinnati and Charleston Rail Road Company.

The Board have exerted themselves and have used all the resources in their power to push forward the completion of the road as directed by the resolution of your last meeting, and regret much that accidental and other causes peyond their cntrol have prevented the accomplishment of as much work as they expected at the time of submitting their last report.

In using these resources they have devoted them to the extension of the track on each end as a matter of the first importance, as every mile gained either way tends to increase the receipts of the Company from travel and freights, and especially the eastern end, which has only been opened for business during this month. The business already doing and in prospect at that end is fully stated in Mr. Fleming's report, and must be highly gratifying to not only all connected with the Road but to all who feel an interest in the interesting country to be developed by it. The business of that section has been greatly underrated, and as the road is extended to the Great Pee Dee it will be found that the promised advantages in the early stages of our work, though apparently extravagant, will not reach what may be realized.

The prospects before us as the track extends each way, is one which demands an early and efficient application of funds, and the Board apprehend from the preparations made and the expensive character of the Pee Dee Bridge and Eagles' Island, that they may not be able to realize on the present amount of assets in time to meet the exigencies of the work, as a portion of the subscription, due are suspended and in suit. To do this it may become necessary for the Board to issue 2nd mortgage bonds to the extent of $200,000 already authorised by a two-thirds vote of the Stockholders, as it will be remembered that only $600,000 were issued under the authority to issue $800,000 in April, 1851.

They feel no apprehension that even the amount of $200,000 mortgage bonds would be sold at much sacrifice to meet the demands for the necessary funds as the amount expended, even without the increased price of their Iron (purchased at near half the present rates) would make the security ample.

In addition to this, the good faith that has marked the transactions of this Company in meeting promptly all their obligations at maturity, will, it is believed, with the prospects before them, have no little tendency to give confidence to the securities offered by them. At no time in the history of the work have its prospects been brighter, and as it progresses the progress of agricultural and other labor embraces the advantages held out to it.

The allusion of Mr. Fleming to a line to the Coal Fields of North Carolina, and bringing to view Rail Road communication by Fayetteville, with grades of only 15 feet to the mile are worthy of the highest consideration.

The immense impulse given to every branch of trade and industry by opening a cheap communication to these mines cannot now be estimated, and the increased business on a portion of our road can scarcely be calculated. By our Charter we have the authority to construct branches in this State, and it is well worth firm attention to consider its advantages at the proper time.

One just duty, however, is to build our Road stock it and put it in operation. To this all other considerations should yield, and it will be fortunate indeed for us, under all our past difficulties, if we shall do this in as short a period as circumstances now promise.

By order of the Board,

W. W. HARLLEE, *President.*

From the Washington Union.

Letter of Gen. Pierce.

It will be seen by the following letter to the mayor of Boston, that the President elect, in view of the recent domestic affliction which has fallen so heavily upon him, declines the public hospitality tendered to him by the authorities of that city, and announces his intention to proceed to Washington with the least possible public ceremony or display. The whole country will sympathize with the feelings which have dictated this course on the part of Gen. Pierce, and will recognise as characteristic of the man the eminently fit and appropriate terms in which his purpose is announced. With equal interest the people will observe that the President elect, at the moment when his private sorrow is presented most vividly to his thoughts in connection with his public position, indicates the preservation of the Union, and the maintenance of the policy of peace between the sections of the country, as one of the cardinal principles which are to guide him in his administration of the government:

From the Boston Times.

CONCORD, (N. H.,) Jan 21, 1853.

MY DEAR SIR: When the committee of the city government of Boston personally presented to me the official resolution, and also your kind and very gratifying letter, inviting me to accept on my way to the seat of government the hospitality of the city, I expressed verbally my thanks and acceptance—stating at the same time that my own inclinations would prompt me to desire that my journey might be performed without any public demonstration of consideration. After the event, which has recently fallen upon me with such crushing weight, it will of course be expected that I will proceed to the post of duty as quietly and privately as the modes of public travel will admit.

I am by no means insensible to the kindness with which you proposed to receive me. You will do me the justice to believe that I fully appreciate the evidences of friendly estimation I have received from the citizens of Boston, and that I deeply feel the sentiments of confidence contained your invitation. But I would not be understood as supposing that your courtesies are extended to me on account of any personal claims on your regard. It is gratifying to me that they spring from a nobler motive, and that you proposed to receive me as the representative of a principle which is uppermost in our hearts. The basis of that principle is the sacredness of the Union.

As with you it will ever be inseparable from the revered and grateful memory of your foremost man, so it will be cherished by all while any adequate love of our common country exists in the republic.—Whatever anxieties may yet be in store for me, whatever obstacles may interpose in the way of duty, I have an undying faith that I shall never falter in my devotion to this object, and I look with fearless confidence for the support of all patriotic men, of whatever party, in my endeavors to preserve that union of the hearts, and supremacy of the laws, which are the surest guarantee of our happiness for the present and the future.

Permit me to repeat my sense of obligation to you, and believe me, very truly, your friend and obedient servent, FRANK. PIERCE.

Hon. Benjamin Seaver, Mayor of the city of Boston, Massachusetts.

THE HOOSICK TUNNELING MACHINE, which was to walk straight through the granite hills of New England, has proved a failure. It cut into the rock a distance of 25 linear feet, when the machine was pretty well used up. Its progress was from 24 to 18 inches per hour, and the core which it drilled, had to be blasted out, which destroyed the work as fast as it was performed, as it brought down roof and all, to the amount of 300 tons of rock and earth.

WHAT WAS HE DOING WITH THE OTHER.—President Fillmore says, toward the close of his message, "I claim only to have discharged them to the best of my humble ability, with a *single eye* to the public good."

We must confess we don't like one eyed men.—*Lantern.*

A Down Easter advertises for a wife in the following manner:

"Any Gal what's got a cow, a good father bed with comfortable fixin five hundred dollars in puter, one that's had the meesels and understands tendin' children, can have a customer for life by ritin a billy, address Z. R., and stick it on Uncle Ebenezer's barn, back side, jinin' the hog pen.

TRENTON, Jan 28.—Wm. Wright, Democrat, has been elected U. S. Senator from New Jersey.

Executive Session of the Senate.

Messages from the President—The Award of Louis Napoleon with Regard to the Destruction of the Privateer General Armstrong.

During the executive session of the Senate on 24th, two messages were received from the President, one communicating the correspondence by the Hon. Abbot Lawrence and others with the Government of Great Britian and the State Department, relative to the affairs of Central America. There are over one hundred despatches communicated, commencing in 1835 and continuing down to 1850. It was referred and and ordered to be printed. The other one was communicating the award of Louis Napoleon in the case of the claim by the United States against Portugal, concerning the brig General Armstrong. We make the following abstract of the document:

Mr. Rives, under date of December 18th, 1852, states that, pursuant to an invitation, he attended at the office of the Minister of Foreign Affairs of France, on December 11th, where he met the Portugese Minister, when they were each presented with a copy of the award, without any intimation of its nature, and with a declaration that the Prince President had been so much occupied recently with the changes in the government, that he had no opportunity of delivering the award in person, or at an earlier day. The award of the Prince President recites the Convention by Portugal and the United States, by which was referred to him the controversy relative to the American privateer General Armstrong, which was destroyed in the Port of Fayal, on the 27th of September, 1814; and states that having maturely considered and examined the evidence, &c., it is clear that the United States were at war with England at the time; that Portugal was preserving her neutrality; that the Gen. Armstrong, commanded by Capt. Reid, was legally provided with letters of marque, and armed for privateering purposes; cast anchor at Fayal, on the 26th of September, 1814, in the dominions of the Queen of Portugal. On the same day and English squadron entered the same port. That it is equally clear that during the following night, without any respect for for the rights of sovereignty and of neutrality, a bloody encounter took place between the Americans and the English, and that on the next day an English vessel came to range herself near the American privateer for the cannonading of her—that this determination being followed by the act, Capt. Reid and his crew were induced to abandon and destroy her.

He does not consider it clear that if certain British long boats, on the night of the 16th, approached the General Armstrong, that these boats were manned by men provided with arms and ammunition.—But he considers it clear that these long boats, having approached the brig, the crew of the latter having hailed them and ordered them to be off immediately, fired upon them, killing some and wounding others mortally, without any attempt having been made by the long boats to repel force by force. The American Captain did not apply to the Portuguese Government for protection until blood had been shed, and when the fire had ceased, the brig came to anchor under the castle, at the distance of a stone's throw.

The Portugue Government was then informed of what was passing in the fort, and he did, on several occasions, interpose with the British commander, to obtain a cessation of hostilities, and to complain of the violation of a neutral territory, and effectively prevented some American sailors on land from embarking for the purpose of prolonging the conflict, which was contrary to the laws of nations. The weakness of the garrison prevented any armed intervention. Considering in this state of things, that Captain Reid not having applied from the beginning for the intervention of the neutral sovereign, and having had recourse to arms, in order to repel an unjust aggression, has thus failed to respect the neutrality of the territory of the foreign sovereign and released that sovereign of the obligation in which he was to afford him protection by any other means than that of a pacific intervention.

From which it follows that the Government of Her Most Faithful Majesty cannot be held responsible for the results of the collision which has taken place, in contempt of her rights of sovereignty, in violation of the neutrality of her territory, and without the officers or lieutenants having been required, in proper time, and enabled to grant aid and protection to those having a right to the same. Therefore we have decided, and we declare that the claim presented by the Government of the United States against her most faithful Majesty, has no foundation, and that no indemnity is due by Portugal in consequence of the loss of the American brig General Armstrong, armed for privateering purposes. Done and signed, &c., under the seal of State, at the palace of the Tuileries, Nov. 29th, 1852.

(Signed) L. NAPOLEON.

(From the Presbyterian.)

A Letter from Gen. Pierce.

PHILADELPHIA, Jan. 1853.

Messrs Editors:—Enclosed I send you a copy of the letter of the President elect, referred to in the last number of the *Presbyterian*. You are at liberty to publish it if you choose. It was written soon after the retirement of General Pierce from the United States Senate, in reply to a letter of condolence on the death of a beautiful and manly boy, his cherished son. It sufficiently confirms statements of your own in your paper already referred to.

Your correspondent thinks that, under the circumstances, he betrays no confidence in submitting the same for publication. At all events, the responsibility may rest with him and such as he can readily find to share it with him. Very truly yours.

CONCORD, New Hampshire, Nov. 30th

My Dear Friend: You have been often in my thoughts since I received your affectionate letter of the 16th inst. It was one of the earliest of the wind from my personal friends, soothing and grateful to me at the time. And it has been pleasant since to think of you as among those who have truly sympathised with me in this dark hour of overpowering affliction.

Under bereavement like this, how trifling—O, how very trifling do most of the cares, and purposes, and plans of this world appear! We can hardly realize how it is, that our hearts have been so engrossed in little matters of the day. We open our eyes, as it were, from a dream, upon the realities that are around and before us. We see "passing away" written upon all the 'things of this world. We feel that we are mere sojourners, probationers here, and seem to estimate with an approximation to truth, the great interests of eternity, as compared with those of time.—I do earnesly desire to keep awake to these matters; not to fall into the spell, where, as it were from necessity, we look through a faulse medium, which places eternity so far off, and gives to the things of time such vast magnitude and disproportionate importance.

I remember well the conversation on our ride to the G., to which, I suppose, you refer. The convictions of my judgment have long been strong and decided, but the little influence they have had upon my life, is a sad illustration of *the great truths*, "With the *heart* man believeth unto righteousness."

Our dear boy was ill three weeks, and the last four days of his life was a period of much suffering. In the midst of our deep sorrow, I find inexpressible relief in the thought that "it is well with the child."—He said much, to use his own expression; of "the blessed Jesus," especially on the Sabbath. And now his indefinite impressions and childish fancies are exchanged for full knowledge, and never-ending fruition. He is as we firmly believe.

"Where no blight falls
On the beautifnl rose of youth."

He was a bright, affectionate, manly boy—the pride and joy of his father's heart—the light and life of our home. We now feel, and must long continue to feel his loss. We are conscious of his absence at every turn. We weep, but the cup of sorrow is not unmingled with rich consolation.

* * * * * *

I have many things to say to you when we meet. Till then, your stricken friend.

To ——, FRANK PIERCE.

RE-ELECTION OF SENATOR HOUSTON, OF TEXAS.—We take great pleasure in anouncing that on the 15th instant, the Hon. Sam. Houston, of Texas, was re-elected to the Senate of the United States for the term of six years from the 4th of March next, by a vote almost unanimous. The legislature of Texas has thus testified its high appreciation of the eminent public services of the man whose name is prominently associated with what is most eventful and glorious in her history.

SNUFF. 5½ bbls. Outcalt's best; 5 bbls. do. do.; 25 boxes Rose Hill Mill. For sale by M. McINNIS.

CAPS—CAPS—CAPS.—400 doz. Men's, Boys', Children's and infants' Caps; every variety of Cloth, Silk, Glazed, and Fur Caps, for sale at very low prices. Those wishing cheap Caps, will find them at the Hat Store.
Oct. 22. C. MYERS.

Marine Intelligence.

PORT OF WILMINGTON, NORTH-CAROLINA.

ARRIVED.

Jan. 27—Schr. Mary Abigail, Charlotte, fm Shallotte, to J. H. Chadbourn & Co.; with naval stores.

28—Schr. Alaric, Rogers, from New York, to Miles Costin; with mdze.

Jan. 28—Steamer Fanny Lutterloh, Stedman, from Fayetteville, to E. J. Lutterloh.

Steamer Zephyr, McRae, from Fayetteville, to J. & D. McRae & Co.

Schr. Topaz, Lewis, from Mattamuskete, to Miles Costin; with corn.

Schr. Express, Gibbs, from Hyde county, to DeRosset & Brown; with corn.

Schr. Mary Jane, Davis, from Hyde co., to DeRosset & Brown; with corn.

29—U. S. M. Steamer, Gov. Dudley, Bates, from Charleston, with 40 passengers.

Jan. 29—Brig Rebecca & Francis, Bodfish, from Cardenas, to J. & D. McRae & Co.; with molasses for Miles Costin.

Schr. Elouise, Robinson, 60 hours from New York, to M. Costin; with mdze.

Schr. Mary Powell, Podger, from New York, to George Harriss; with mdze.

Schr. L. P. Smith, States, from New York, to DeRosset & Brown; with mdze.

30—Brig Paragon, Myers, from New York, to DeRosset & Brown.

Schr. Manuela, Kelton, from New York, to Master.

Steamer Spray, Robinson, from Wilmington, Del., to A. H. VanBokkelen.

U. S. Mail Steamer Gladiator, Price, fm Charleston, with 42 passengers.

31—U. S. Mail Steamer C. Vanderbilt, Burns, fm Charleston, with 62 passengers

CLEARED

Jan. 26—Barque Acadia, Mowry, for San Francisco, Cal., by J. Hathaway & Son; with 148,000 feet lumber.

28—Schr. Ann & Susan, Crary, for New York, by J. H. Flanner; with 726 barrels turpentine, 1,623 do. rosin, 26 do. spirits turpentine, 152 bales cotton, 1,679 bush peanuts.

Barque Lawrence, Clark, for South America, by Adams, Bro. & Co.; with lumber.

Brig Albert Adams, Snow, for Boston, by Adams, Bro. & Co.; with naval stores.

Schr. Huntress, Disney, for Charleston, by Adams, Bro. & Co.; with naval stores.

Brig Francis Jane, Plummer, for France, by Adams, Bro. & Co.; with lumber.

Brig Catherine & Mary, Coombs, for St. Domingo, by Adams, Bro. & Co.; with lumber.

Schr. Kate, Brown, for Little River, by Adams, Bro. & Co.

Brig Geo. Washington, Knowlton, for Philadelphia, by J. & D. McRae & Co.; with 98,000 feet lumber.

Jan. 29—Schr. Ellen, Hallett, for Boston, by DeRosset & Brown; with rough rice and lumber.

Schr. Dresden, Richardson, for Boston, by J. H. Chadbourn & Co.; with 80,000 feet lumber, 159 bbls. rosin, 3 do. mdze.

Brig Alabama, Bray, for Boston, by J. H. Chadbourn & Co.; with naval stores and lumber.

Schr. Mary Abigail, Charlotte, for Shallotte, by J. H. Chadbourn & Co.

Schr. Sidney Price, Gandy, for Philadelphia, by G. Harriss; with 5 boxes and 2 bbls. fruit, 19 bales sheeting, 26 do. yarn, 449 bush. peanuts, 1,057 bbls. rosin, 42 do. spirits turpentine, 117 do. tar, 39,333 feet lumber.

Steamer Fanny Lutterloh, Stedman, from Fayetteville, to E. J. Lutterloh.

29—U. S. M. Steamer C. Vanderbilt, Burns, for Charleston, with 89 passengers.

Jan 30—U. S. Mail Steamer Gov. Dudley, Bates, for Charleston, with 73 passengers.

31—U. S. Mail Steamer Gladiator, Price, for Charleston, with 89 passengers.

NEW YORK, Jan. 26.—Naval Stores—There have been numerous arrivals from North Carolina, but the proportion of Turpentine received is small and holders are firm at $5 per 280 lbs., with sales of 700 bbls. or more, at that rate.—Spirits Turpentine has been in good demand, some 230 bbls. (in sales and resales) having changed hands, chiefly yesterday, at 70 cents, cash, but embracing some since Friday at 69, cash, and 72, 60 days. Common Rosin has been in good request, with sales of 6000 bbls. Wilmington at $1,60, aflort, and $1,70 for large barrels, delivered; 800 White, $3,75 a $ 5,50 per 280 lbs.; and 1500 Tar, (400 to arrive,) $2 a $2,12½, afloat and in yard, allowance to fill.

RICE—The sales are about 800 tcs. at $3,62½ a 4,12½, cash—showing a more active market, but no change in prices.

NEW ORLEANS, Jan. 28.—The entire sales of Cotton in New-Orleans on Friday, amounted to 10,000 bales. A decline of an eighth of a cent. had taken place. Middling was quoted at from 9 to 9½ cents. The sales of the week comprised 49,000 bales. The sales of Rio Coffee during the week have amounted to 30,000 bags—the largest yet. The greatest portion was taken for the West. The prices ruled at from 9 to 9½ cents per lb. The stock on hand amounts to 41,000 bags.

CHARLESTON, Jan. 28.—Cotton—The Cotton market was in a languid and depressed state to-day. The sales were limited to 700 bales, at very irregular prices. Prices have declined about ⅛c. The sales were at extremes ranging from 8¾ to 10¼c., and one or two fancy lots brought as high as 10¾c.

NEW FURNITURE.

THE subscriber would respectfully invite the attention of the public to his stock of Furniture, now being received by the Philadelphia, New York and Boston packets. Having recently made an addition to his already very extensive Ware Rooms, he will be enabled to keep on hand as complete an assortment as can be found in any establishment of the kind, and having purchased nearly all of his goods of manufacturers, he will be enabled to sell at very reasonable prices—The following articles may be found in his establishment:

Sofas, Black Walnut and Mahogany, in plush, hair cloth, brocatelle or D'Laine;
Tete a Tete Divans;
Stuffed seat Rocking and easy Chairs;
Gothic arm and sitting Chairs;
Sofa, Centre, Pier, Boquet and work Tables;
Etagires, or Commode and corner What Nots;
Ottomans, Crickets, and Teapoys;
Fine Mantle or Pier Glasses;
Piano Fortes, Stools and Music Stands;
Sideboards; Extension and other Dining Tables;
Dining Chairs;
Secretaries, fine French and common;
Etagires; Portable Desks, in rosewood, mahogany, black walnut, or papia mache;
Fine Library Chairs and Lounges;
Dressing Bureaus, plain and marble;
Washstands, every variety;
Wardrobes, mahogany, walnut and painted;
About 100 Bedsteads, French, Cottage, high post, half post, Field and Cot, in mahogany, walnut, cherry, maple and iron;
Mattrasses, curled hair, moss and spring;
Towel Stands;
Painted setts of Chamber Furniture;
Chairs, and Rockers; about 125 dozen Cane and Wood Seat;
Hat trees, walnut, mahogany and iron;
Counting Room and Office Desks, Chairs, Stools and Shelves;
Cane Seat high Stools, with back, a new article;
Counter and Steamboat Stools;
Looking Glasses, every description, from 12½ cents to $100;
Children's Cabs, Carriages, Horses, Rockers, Cribs, Chairs, Cradles, Trundle Bedsteads, and Toy Bureaus;
Work Boxes;
Refrigerators, Water Coolers, Baths, &c.
Almost every article that may be wanted in this line.

J. D. LO