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JAS. FULTON, Editor.—A. L. PRICE, Associate Editor

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ATTORNEY AT LAW, WILMINGTON, N. C.
Office on corner of Front and Princess streets, under
Judicial office.
W. H. HOLMES.
W. H. HOLMES,
Carpenter and Contractor,
June 17
WILMINGTON, N. C.
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C. & D. DUPIRE, Wholesale and Retail Druggists
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C. DuPre, D. DuPre, Jr.
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Commission Merchant,
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Commission Merchant,
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General Notices.

FOR RENT.
THE SUBSCRIBER will rent, for the ensuing year, his LOT at Battleground, in the county of Edgecombe lying immediately on the W. & R. Railroad, and County Road leading from Tarboro' to Raleigh. The situation is healthy and in a good neighborhood. The building consists of TWO STORY DWELLING HOUSE, with four rooms, and all her necessary out-houses. Also, a good store house. It is a good stand for a store and public house, there being no other such near by.
Apply to B. H. HALE at Battleground, Edgecombe County, N. C.
September 2d, 1853. 52-3+

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THE NEW METHODIST SINGING BOOK.
LUTE OF ZION.
By L. B. WOODRUFF, assisted by Rev. J. M. MATTHEWS, Pastor of the John Street Methodist Church.
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WILMINGTON, N. C., FRIDAY MORNING, SEPTEMBER 23, 1853. NO. 3.

AWAKE! NEWSPAPER—Devoted to Politics, the Markets, Foreign and Domestic News, Agriculture, Commerce, and General Information.—TERMS: \$2.50 IN ADVANCE.

THE STATUE AT THE CAPITOL HAS BEEN OPENED TO INSPECTION, AS FAR AS A REMOVAL OF THE FRAMING IN WHICH IT WAS BROUGHT FROM LEHIGH WAS REMOVED.

The Statue at the Capitol has been opened to inspection, as far as a removal of the framing in which it was brought from Lehigh was removed. The outer casing is of marble, and the whole group is of the same material. It is a single glance of the eyes, a fair and intelligent cannot be pronounced. The principal figure is that of an erect, tall, and well-shaped but not very brawny white man, his head surmounted by a head dress very similar to, if not actually intended to represent, the rounded and stuffed cap much used by the Scotch peasantry. With the right hand he grasps the right wrist of an Indian, and holding a tomahawk, the Indian being in a falling posture athwart the white man's person, and with his back towards him; from which the intended ideal is very obvious that the Indian is completely in the white man's power. On the right, and behind the two foremost figures, is a white mother sitting with a terrified infant in her lap, both preserved from the bloody purpose of the savage. On the left of the central figures is the white man's dog intently zing at the struggle. In point of finish the face of the Caucasian is admirable, though we do not deem the features of the most noble or commanding order. The sculpturing of the female and child, appears to be satisfactorily executed and highly finished. The marble is of a fine quality, and so far as the imperfect opportunity permitted to judge, we believe the anatomy of the figures to be closely and faithfully portrayed, and as life like as can be done in marble. We are informed that the plank enclosure around the statue will be removed in the course of the week.—Nat. Intelligencer.

DEATH OF SIR CHARLES NAPIER.—The Franklin brings the intelligence of the Death of the veteran of Sir Charles Napier, of whose dangerous illness we have had frequent accounts. He was one of the most distinguished generals of the British army, and had been an officer, in different ranks and in various parts of the world, for sixty years. He was seventy-one years of age, and had received, in the course of his numerous campaigns, a greater number of wounds than were perhaps ever survived by another soldier. At the battle of Corunna his leg was broken by a musket shot, he had a sabre cut on his right arm, a musket ball in his forehead, and his ribs were broken by a cannon ball. At the battle of Busaco, he was shot through the face, and had his jaw broken. Nevertheless, thirty years afterwards, he commanded in Siende with a vigor that excited universal astonishment, and with 2,800 men attacked and defeated 22,000 of the enemy, after a desperate action of three hours.

A general meeting of presidents and directors of the various railroads in the United States, we see it stated will convene at Washington during the month of October next, for the purpose of framing a code of laws and the establishment of such general measures as shall guard against accidents on railroads, and give more confidence to travelers, and assurance that precautionary measures of the most reliable kind are hourly exercised upon every railroad throughout the Union. This is an important meeting, and will have a most salutary effect upon the public mind, in respect to the security of the adoption of a uniform system of railroad regulations.

IMPROVED LOCOMOTIVES.—We learn from an English paper that some time ago a contest was entered into between the directors of the London and Northwestern Railway Company and Messrs. Fairbairn, of Manchester, for the construction of a number of locomotive engines, designed by Mr. McConnell, of Wolverton, for the attainment of high speed. The first of these locomotives has recently been completed, and at a preliminary trial the engine was found to be a most successful one. What that principle may be is not stated, but it is reported that it is not within 45 minutes of the time that the fires in the boilers were lighted, a pressure of steam equal to 100 lbs., upon the square inch was indicated. The time required for this process in ordinary locomotives is nearly three hours. The calculated power of the new engine, when running at a high velocity, is not less than 650 horse power. It is expected that this locomotive will attain a long sustained speed of seventy miles per hour.

A CATERPILLAR RACE.—A foot race against time was run on Mount Washington on Friday last. A gentleman bet with one of the proprietors of the Summit House, that he (the proprietor) could not run a mile in eight minutes, starting from the top of Mount Washington. The bet was a gold watch. The proprietor is a man weighing 190 pounds, and out of practice, but full of courage. He got well off at the first start, and the snake was admirably. Some twelve or fifteen spectators were on hand to witness the race. A gentleman was on his last quarter, when the scene, as he opened upon them, to a mountain goat on the full run. On this quarter he broke, making a misstep, and coming on his knees, but recovering himself in a moment, and, unharmed, pushed on with lightning speed to the goal. The result was, that he reached the judges' stand alive and unharmed (which was almost miraculous) in six minutes and fifty-seven seconds. Any one who has been over the mile run must be satisfied that it was a most perilous feat—the road being in some places so rough and precipitous as to be almost impassable. The travelers ascending, who saw the flight of the landlady, say it took them nearly an hour to ascend the same distance. It was a queer race and a bold one; and Boniface well deserved the watch, for he risked his neck to earn it.—Portland Advertiser.

NATURAL CURIOSITY.—Entering our sanctum on Saturday morning last, we saw upon our mantel a snake of a kind which we had never seen before. The reader will be surprised to learn that the snake was about eighteen inches long, of a bright red color alternated with black and white stripes—altogether the most beautiful snake we ever saw. The tail terminated in a horny substance, from the centre of which a sting protruded. So says Mr. Chas. W. Statham, who captured his snakeship a few days ago, in Apopattox county. It is said to be one of the most venomous snakes which are ever heard of, and about which naturalists are so ignorant. Mr. Statham intends to present this curiosity to the Smithsonian Institute.— Lynch Express.

SWIFT IN SOME OF HIS WRITINGS, has the following paradox:
The common fluency of speech in many men and most women is owing to a scarcity of matter and a scarcity of words; for whoever is master of a language and has his mind full of ideas, will be apt, in speaking, to hesitate upon the choice of words; whereas common speakers have only one set of ideas, and one set of words to clothe them, and these always ready to the mouth. So people can come faster out of church when it is almost empty than when a crowd is at the door.

BAD RUM.—The selectmen of Brattleboro', Vt., have prosecuted Mr. Bugbee, town agent, for selling liquor to all who call for it, and also and especially for keeping a very bad article. The judge ruled that the case was not a strictly legal one, but that the town agent had done wrong, and did not let a better liquor be sold, he would entertain a complaint to suppress his shop as a nuisance. Beautiful law!

A Western editor, copying a story about a drowned man who had a wonderful memory of every event of his life, advises some of his subscribers to practice bathing in deep water!
A Good One.—There is a lawyer in Dearborn Co., Ind., known no less for his eccentricity than for his legal lore. Many are the anecdotes told of him. A man once went to him to be qualified for some petty office. Said he, "hold up your hand; I'll swear you but all—It couldn't qualify you."
A modest lady being asked by a gentleman why she had a covering over her "dressing bureau," replied: "I don't want to see its drawers."
An exchange paper has this advertisement:—"Two sisters want washing." We hope they may be washed.

33-Side by young women, is becoming fearfully prevalent in New England. Four cases have occurred within three weeks.

THE DUTCH WIDOWER.
"Mine frow was no better as she ort to be, till she put her self to die; till she was so good as before," remarked Mr. Vanderhorst to his neighbor.
"Your wife was an amiable woman, and you do great injustice to her memory," said Swartz.
"Vel, vat you know so much about mine frow for?"
"I was not intimately acquainted with her, but I am sure that all her acquaintances loved her."
"Vot right had they to love her?—May be—"
"May be what?"
"Why do you speak so strangely?"
"Vy, von day a pig, vtry much I must like you, came into our house and kissed mine right pig before her face."
"Were you present at the time?"
"To be sure I vos."
"Well, what did you do?"
"I kicked him right behind his pack."
"Do you intend to charge me with taking such unwarrantable liberties with the companion of your bosom?"
"Me no charge nothing for it now, because she bed teated and perried."
"I will not allow you to make such insinuations. You are an old tyrant, and everybody said you were glad when your wife died."
"Every body he one tam liar."
"You incorrigible idiot! That is not what you mean to say. At all events, you must apologise for what you have said of me."
"Vot is polipise?"
"You must beg my pardon and say you are sorry; if you do not, I will enter a complaint against you and have you arrested."
"I be sorry, then."
"Sorry for what?"
"Sorry you kissed mine frow."
"You incorrigible idiot! That is not what you mean to say. At all events, you must apologise for what you have said of me."
"Must I say that you be sorry that you never did such a thing?"
"No—you must take back what you have said."
While the Dutchman was in this dilemma, his friend Hans Bamberger came along, and finally succeeded in reconciling the parties, when the trio adjourned to a neighboring coffee-house.

PORT WINE.—The commerce of Oporto is the subject of an article in Hunt's Merchant's Magazine for September, in which some interesting items of information are given respecting the manufacture and exportation of port wine. We are told that:
"The yearly exportations of the different ports of Europe, Brazil, and North America average 36,000 pipes, at least, 25,000 of which are shipped to England. With the United States they exchange their wines (the average is 3,000 pipes a year, mostly of the second quality) for staves, masts, rice, whale bone, cotton, and naval stores; but the transactions between the two countries are almost insignificant."
The wine, which is the principal resource of Oporto and the surrounding districts, is made in a certain part of the country, placed on the right bank of the Douro, from between ten to twenty leagues distant from the city. The principal export is a small town called A. Regoa, from which all the wines are sent in small flatboats down to Oporto and Villanova. The Douro wine in its primitive state is not fit for shipment. It undergoes a process of purification with the white of eggs, and of strengthening, through the addition of strong white brandy and of some old wine. By the repeated turning, shaking and mixing of the liquid, the wine is brought to that perfection which makes the port wine so acceptable and celebrated in all foreign countries. What is known in America as pure wine, is called in Portugal peropino, and is generally used to give strength to an agreeable or to wines, either naturally pure, or having lost by age part of their power. It is the first juice of the grape, put to boil until it is reduced to two thirds of its volume, when one-third of first rate brandy is added to it, which gives to the stuff a high grade. In many instances sugar also is added, and the juice of the elder berries, which by its deep color, gives to the stuff an appearance of a strong-bodied wine.

ONE CAR FOR A TRAIN.—When collisions of cars occur upon our railways, sometimes one car is crushed or another is forced into it, by the pressure of others in the train. Perhaps, says the Railway Times, if there was to be but one car in a train, sufficiently capacious to contain all the passengers that frequent such trains, there would be less mortality and serious damage from such accidents than now. The friction would be less from a long car, with a flexible body, than from a train of several. Each car creates considerable friction and wear of the rail and wheel at the curves; whereas a flexible car would bend in portions, continually, around the curve. Such a car should have recoil wires, or spiral, of some sort in length, at each end of it. Next to the space so filled with wires might be the baggage and express portions or parts. The centre to be for the accommodation of passengers, which could be entered by doors at convenient distances, along the sides. The accidents that occur from exposures upon the platform, whilst in motion, would be avoided. The conductor would be ever at hand. It might be so arranged that the engine could force the brakes upon the wheels, and with regularity, and with a regulated force, not only upon the cars and engines, but also upon the wheels by the horses.

RAILROADS IN ENGLAND.—THE TRAVELS AND RECEIPTS.—According to an official document recently submitted to Parliament, the number of passengers conveyed on the railways of the United Kingdom during the six months ending on the 31st of December last, was 49,886,123; of which 5,859,215 were of the 1st class, 17,524,651 of the second class, 26,484,866 of the third and Parliamentary classes, and 17,991 were holders of season tickets. The aggregate of receipts from this number of passengers was £4,360,168. The receipts in the same period from the transport of goods, cattle, parcels and mails, amounted to £4,590,165; and the total income derived from the two branches of traffic amounted to £8,950,333. This was an increase in the total income over that of the preceding year of £602,336; but it is remarkable that, with so large an increase in the aggregate, there was a diminution in the receipts from passengers of £220,655. This is accounted for by the fact that this branch of revenue is attributed to the effect of the Great Exhibition of 1851, in having not only augmented the receipts of that year, but reduced in some degree those of the year following from the large number of merely occasional visitors to the capital, who had availed themselves of the period when it presented an unusual attraction.

A sailor in the pit of a theatre, looking over his play-bill, read "an interval of twenty years occurs between the first and second acts." At the end of the first act he put on his old tarpaulin, and left the house, saying "few of those folks will live to see the end of it."
A money hunter being about to marry a fortune, a friend asked him how long the honeymoon would last. He replied, "Don't tell me of the honeymoon—It will stay the stomach or operate on the bowels."

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