THE WILMINGTON JOURNAL.

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DEMOCRATIC MEETING.

We are requested to give notice, that a general Meeting of the Democrats of New Hanover County, will be held at the Court House in Wilmington, on TUESDAY, MARCH 14th, 1854—being Tuesday of County Court week—for the purpose of sending Delegates to the State Convention, for the nomination of a Democratic Candidate for Governor. It will also devolve upon the meeting to consider the organization of the party in this County, with reference to the August elections for Governor and Members of the Legislature.

A full attendance is earnestly requested, as it is important that the whole matter should fully and fairly be considered and decided upon.

January 6, 1854. 18-tm

Party Organization.—The Coming Canvass in this State.

The time is now rapidly approaching, if, indeed, it be not already here, when it will become the duty of every Democrat in the State, who takes an interest in the triumph of the party and its principles, to assume such active position for the success of the one and the permanence of the other as may seem to him most conducive of these results. And, indeed, the same consideration will apply to the members of any party who may conscientiously believe the success of that party to which they may have attached themselves necessary to the prosperity and well-being of the country. As Democrats, our humble efforts shall, of course, be given to the Democratic party; and it is mainly with a view to the harmony and efficiency of the Democratic organization that we have taken the liberty of offering these remarks, by way of suggestion rather than of controversy.

While the State Convention forms in some measure the Legislative body of the party in the state at large, and is certainly the most important political gathering, upon the wisdom of whose deliberations more of success depends than upon any other, still the foundation of that success must be laid in the primary meetigs, held in the several counties sending delegates to the convention—upon the harmony and good feeling which may characterize such meetings and upon the cordial assent which their proceedings may obtain from the party at large. Without such harmonious action and cordial assent their efficiency for good must be seriously impaired.—Proper county organization then, lays at the bottom of general success in the state. Of the effects of local disorganization the last Legislature of North Carolina affords abundant evidence. Had every Democratic county sent democratic Representatives, the majority on joint ballot would have been from 16 to 20—quite sufficient for all practical purposes of Legislation, and also sufficient to have restrained factiousness, by demonstrating its utter futility. We need only refer to the counties of Bladen, Catawba and Johnston, represented in the last Legislature by four whigs,—making a difference of eight in the vote. In these counties, the Democratic vote outnumbered the whigs by an average of about fifty per cent, as shown by the returns of the elections for Governor and for President. Such results can only be attributed to local disorganization. These are but examples; others might easily be cited, if, indeed, the fact required farther proof or illustration.

Few, if any, we believe, deny the expediency and necessity of State organization, or object to the holding of State conventions for that purpose. As these conventions must be composed of delegates from the various counties, and as State organization must be based upon County organization, and depend upon such for its efficiency and success, it is difficult to understand how any reasonable objections can be urged against local organization by those who advocate and support State organization; or how conventions should be recognized as perfectly fair and proper in one case, and denounced as the reverse in the other. Certainly experience has demonstrated the expediency of adopting *some* mode for securing concert of action, and for preventing splits in counties; and while demonstrating this fact, it has, so far, pointed out no method more certain and available than the convention system. But in order to give to these county conventions their just power and weight, and to render them productive of the full measure of good, of which they are capable, it is essential that the party at large, and every member of it who really feels an interest in its success, should also feel an interest in, and watch over, the workings of the machinery which may be deemed requisite to secure that success.

Of course, as good Democrats, we hold ourselves bound to acquiesce in and support the plan of operations which may be determined upon by the majority. The main thing which we would wish to impress upon our brethren of the Democratic party, is the necessity of taking an active interest in the carrying out of that plan, whatever it may be. And this, *as Democrats*, in support of Democratic men and measures, without allowing themselves to be turned aside or committed, either as the supporters or opponents of measures having no proper connection with party politics. We conscientiously believe that the Democratic party is the party of safe and conservative progress—that its principles and its practice are such as fully entitle it to the confidence of its members and of the community, and that the interests of the State may be freely committed to its care, with the assurance that all projects of reform or improvement will receive, at its hands, a careful examination, and an unbiassed and intelligent decision. We claim for the party this position, and cannot understand how any Democrat could desire to see it lowered from it by making its action depend upon that of any organization outside of the party. In plain terms—for we like to be plain—we sincerely desire, if possible, that the Temperance Reform should be kept out of the arena of party politics—that Democrats should be run as Democrats, and not as Temperance or Anti-Temperance men—that when the demand for prohibitory legislation comes before the General Assembly, it may come forward on its own merits, and receive the attention its importance deserves from the cool judgment of the Legislature. If that judgment should decide in its favor, why, let it be done; if not, why, not. We hope, also, that our political opponents will take the same view of the subject, and also, that the really judicious friends of Temperance will assent to the prudence and propriety of this course, as most becoming to the dignity and conducive to the moral influence of this great Reform.—We speak as Democratic politicians, it is true; but we also speak as sincere friends of Temperance, and deplore the evils of intoxication as much as any men. As much electioneering, we suppose, might be done by one party as by the other; but would it exert an elevating influence on two great parties to be competing, not to say bargaining, for the support of a third? or would it exalt the moral influence of the third so bargained for? We may be mistaken, but we certainly think that it would not.

It is a great mistake to suppose that the machinery of party organization is only necessary in counties where parties are nearly balanced, but may be dispensed with in those where the preponderance is decided. Indeed, it is in these latter that hurtful divisions are more apt to occur, since the apparent absence of necessity for united action lulls the party into that false security which is so apt to be taken advantage of by a vigilant opponent, who, aware that nothing can be done by direct attack, is ever ready to promote dissensions in the ranks of the dominant party; and these dissensions must eventually have the effect of seriously weakening, if not of eventually defeating, the party.

Upon the result of the August election will depend Governor and two Senators in Congress. It will demonstrate whether or not North Carolina sides with the spoils men and place-hunters against an emminently national and faithful administration. It will show whether the democratic party within her borders adheres to the old land-marks or not, and whether they move as one man or not.

There is much more that we would like to say, but we defer it for the present, having already considerably exceeded the limits which we had prescribed for ourselves, but will resume the subject, reviewing some of the practical issues of the campaign.

Some of the Practical Issues.

Among the questions to be acted upon by the Legislature which will be chosen in August next, is that of Equal Suffrage, the opponents of which reform commit a grave error in assuming a temporary check to be a final defeat of that measure. In the very nature of things, it is bound to succeed. It is no mere hobby, but the assertion of a broad republican principle, dear to the popular heart. The hold it has taken of the public mind is evidenced by the vote for Governor Reid, and by the fact of its coming so near passing by a two-thirds vote in the last Legislature. These are things which cannot be denied or slurred over. The people want this measure of equality, and they will have it. The method of obtaining it by Legislative enactment is the only one which is practicable; for it is certain that since the white basis ground, assumed by Governor Manly and other advocates of a Convention, no Convention, for this or any other purpose, can be called. A bill calling a Convention could never receive the requisite vote of two-thirds of both Houses, as it must encounter the opposition of the East and centre, without whose concurrence no such bill could be passed. Opposition to this definite amendment of the Constitution by Legislative enactment and agitation in favor of the holding of a Convention, when viewed calmly, amounts to neither more nor less than an effort aiming directly at the defeat of all amendment. The advocates of Constitutional Conventions are simply the opponents and enemies of Equal Suffrage. Although our present able and popular Governor is now ineligible for a further re-election to a position which he has filled so acceptably and so usefully, yet has the Democratic party a long array of good and true men from amongst whom to choose a champion to bear the banner which Mr. Reid must resign at the end of the present term. We feel confident that the candidate chosen by the Convention in April next will be fully acceptable to the party of the State at large—that he will be a true Democrat and a true man, and a friend of Equal Suffrage.

Rising superior to the clamor of open enemies or nominal friends, the President of the United States has planted himself upon the broad grounds of the constitution and of the rights of the States. The policy of the Administration, and its friends, consists in full recognition of the constitutional rights of all sections to an equal participation in the Territories of the Union, and in the repeal of all laws at variance with such rights. Shall North Carolina, a Southern Democratic State, stand as she now does—but half represented on the floor of the United States Senate?—or shall she send to represent her there, a delegation willing to give a fair and honest support to the administration which she has assisted in placing in power? But apart from all this, it is essential that the State should have two Senators. In the present state of parties it could hardly make much difference to which party these Senators might belong; but it might make a considerable difference to herself to be fully represented in a body before which matters of essential interest to herself and to her chief town might come up for decision. Wilmington wants an appropriation to remove obstructions placed at the mouth of her harbor, in some measure by the action of the General Government in protecting its own forts. It is evident that it would be desirable to have the weight of two individuals and of two votes instead of one, to press our claims before or in the Senate. Are our Democratic friends willing to surrender the whole Senatorial Representation of the State into the hands of their opponents? We think not, especially when, by a fair and united effort, they can easily secure a preponderance in the Legislature, and, consequently, the choice of Senators.

The question of Land Distribution we hardly regard as a practical issue. No such bill as Bennett's, or, indeed, anything like it, can pass Congress—or if passed, receive the sanction of the President. Life is too short to be spent in the discussion of mere shadows, and therefore would we willingly avoid the discussion of this question; but we fear that we cannot—that it will be forced upon us by our opponents, who will try to use it as political capital. It will create no division in the Democratic party. That party will not sanction or support any such division, as see the fate of organs started upon this issue.

We might extend our review of general party issues, but the canvass itself will develope them, and, no doubt, they will be fully discussed. We prefer, for the present, to press upon the attention of our readers a matter which is not of a party character, but one which, we think, is of vital importance to the town of Wilmington and to the country connected with it.

We have not banking capital enough! The business of the place is restricted for want of means. At least one million of disposable capital could find safe and profitable employment here. With proper facilities for doing it, the export trade of this place might, this very year, exceed ten millions of dollars. Where are the additional facilities for doing this? From the Manchester Road, from the Deep River, from the Central Road, from all around trade is pouring in upon us, and its demands must be met, or its advantages will be lost to us, and to the communities placed in connection with us. This is an eminently practical issue for the town of Wilmington. It is no issue with the existing Banks. It is only starting an additional coach to carry the passengers which they are compelled to refuse for want of room.

We have no sort of doubt but that the capital for the proposed Bank would be promptly taken,—and when we bear in mind the fact that the Banking Capital of the place has been so very slightly increased since 1840, while the business population and property of the town has far more than doubled, there can exist no question with regard to its necessity or profitable and safe employment. If business operations are even now cramped, whence are the facilities to come for meeting and securing the Cotton trade which ought to come here and be secured? Where for the immense addition to the Naval Store business from the line of the Manchester Road? Where for trade of the Deep River and the Central Road?

Wilmington as a Cotton Market.

The Manchester Railroad is now laid along its whole line and is rapidly approaching completion and efficiency. The period therefore, will soon arrive which will test the accuracy of the calculations based upon the Cotton trade to be brought to Wilmington by that Road. We believe the amount fairly to be expected was put at something like fifty thousand bales per annnm, an item certainly of great importance, being equal in value to one half of all our annual exports of a few years since. It was confidently hoped that this amount might be much increased, and that a regular cotton market established here would also attract a considerable quantity of that staple to this point, which now seeks other markets.

We think that all these hopes and calculations may be fully realized. There is every opening here for the establishment of a full, regular and important cotton market, and so far there is market for all that comes, but nevertheless there is abundant room for the employment of additional enterprise and capital, in order to meet the vast accession of this and other branches of trade which may be confidently expected, and which, to be secured, must be met and provided for. The Manchester Road alone will bring an accession to the naval store business sufficient to tax to the utmost the present facilities for the transaction of that business. If we add to this the business from at least the first division of the Central Road through Johnston county, and that of the Deep River country which will all be rendered available within the year, it will be easy to see that to carry on the trade of the place, even in its present established branches, an enlarged force and capital will be necessary. More capital and more buyers will certainly be needed in the cotton market. To secure and retain the cotton trade within our grasp, we must offer a market equal in all respects to Charleston. We speak therefore in the interests of the town and of its commerce, when we say to men of capital and experience in the cotton trade, here and elsewhere, that there is an opening for the establishment of a successful business here in that line. Let every bale offering be bought as promptly as in Charleston, and at the same rates, and sixty thousand bales will come here annually within the next three years.

As we have said before, our merchants, with an enterprise and liberality in which they have no superiors on the continent, endeavor to meet the demand in this respect, and do meet it in the present state of things; but it is certain that, to meet anything like the state of things predicted from the establishment of the Manchester Road, will require an additional force of men and money. These cannot properly be drawn from the naval store, lumber and other trades of the place. These branches of business bid fair to occupy, to the full, every man and every dollar engaged in transacting them. Experienced cotton buyers, from any where, would be an acquisition.

We wish to call the attention of the mercantile community abroad to this state of the case. Wilmington is growing rapidly. The trade pouring in upon her is growing even more rapidly than the place. It wants additional capital in men and money. This capital would find profitable employment to the advantage of all parties.

We publish in another column, (by request,) from the New-Berne Atlantic of the 1st inst., a statement of the "Shipwreck of the Schooner Doyle and Providential Rescue of her Crew," the narrative of which is signed "M. R. Gooding," who is stated to have been the Captain of the ill-fated Schooner. The only portion of Captain Gooding's narrative which we propose to notice is the following, where, after relating the circumstances connected with the loss and abandonment of the Schooner, and the arrival of three of the persons on board at Charleston, in the Steamer Isabel, from Havana—the Spanish passengers on which vessel made up $40 for them—he says:

> At Charleston we stated our situation to the Captain and agent of the Wilmington Steamer, Gov. Dudley, and as we desired to purchase a few clothes with the bounty of the Frenchmen and Spaniards, we expected some humanity from our own fellow citizens. We desired an abatement of a portion of the passage money. They asked how many there were of us—we remarked, Mr. Ramsey, a small boy and myself. They replied, as long as it was us, they would charge $5 each—which was full price.

The Captain of the Steamer Dudley requests us distinctly to state that no such application was made to him, and, consequently, no such answer could have been given. The charge, so far as he is concerned, is wholly groundless and untrue. To his knowledge no single instance has occurred since the establishment of the line wherein any charge was made against Shipwrecked seamen. The Captains of the boats between this place and Charleston have long been among the most popular Commanders on the coast, and their known character gives a reputation to the charge of Captain Gooding, which, to say the least, is a very strange mistake, to use no harsher phrase.

As for the agent of the line in Charleston, we have had no opportunity of hearing from or of seeing him, and of course cannot speak by authority in his case. We know however, and every body at all acquainted with Mr. Winslow knows that the coarse and vulgar words put into the mouth of captain and agent were never used by the latter, who is always particular in the use of language.

The papers that have published Captain Gooding's statement, will do an act of justice by publishing this also.

Reflection on the War.

The N. Y. Courier thinks there is an indifference on the part of the people of Western Europe, to the realities of the war with Russia, which is inevitably before them, verging on the extraordinary:—

"They are scarcely able to believe that the whole thing is not some strange dread (we are told.) They admit the crisis, and yet practically refuse to credit it. They buy and sell, weave, forge, and navigate, just as if "the piping times of peace" were to last forever. Their commerce is every day extending its wings wider; their internal trade exhibits no sign of languishing; and their manufacturers are working with a confidence still sure of the markets of the world. The barometer of the public funds, ordinarily the surest of all indicators on the approach of a war-tempest from week to week hardly varies a degree. The men who speculate about the war do it with a coolness, a sang-froid, which betokens any thing but an actual realization of its horrid propinquity. And yet any month, any week, and, indeed, almost any day may upheave the whole continent in chaotic confusion."

This is certainly a striking peculiarity, connected with the existing position of affairs, and takes its rise in the confidence felt in the ability of the maratime powers to prevent any war with Russia from extending beyond the limits which it would assume, were Turkey the only power likely to be opposed to the projects of the Czar. The Navy of Russia, opposed to that of England and France, would be perfectly powerless, even for purposes of annoyance, and voyages would be undertaken, and calculations of trade would be made in almost as great security as though no such power existed. The amount of goods exported from England to Russia is, at all times, very small indeed, and is quite as likely to be increased as diminished by a War, which would open facilities for smuggling, and thus of evading the duties of that Empire, which are, in many cases, so high as almost to amount to a prohibition. With the Turkish ports on the Mediterranean, no interruption would be felt; for it is impossible to believe that any Russian ships of War could pretend to keep the sea, much less attempt a blockade.

Some stringency, perhaps in the money market, would, we suppose, be felt, but hardly any other results of a serious character, affecting commerce between the more advanced manufacturing and trading nations of the West, need be expected to follow even the outbreak of actual hostilities. There appears to be actually *no* panic among mercantile men at any of the great centres of trade. What unforeseen turn affairs might take, it would be difficult to say—but such is, at present, the position of affairs and the state of feeling upon the subject.

A Large City.

The Legislature of Pennsylvania has just passed a bill consolidating that strange collection of municipalities, known as Philadelphia, into one City—under one City Government; and not only that, but it has also taken in *the whole County*. The corporate limits of Philadelphia are now somewhat larger than Ninevah and Babylon combined—and Solomon, in all his glory, never heard of so extensive a City. London ain't a circumstance; and Paris is nowhere, except in population! The City is like a Quaker's hat: the filled up portion has a mighty broad brim to it.

ACCIDENT.—About half past 8 o'clock yesterday morning, a man named BENTS, employed at Mr. Green's brick yard as burner, was severely injured by the falling of a shed. Both his legs we learn are broken. He has been brought into town and is receiving every relief that medical skill can afford.

The Prospect of Steam Communication with Havana.

Our merchants and business men generally, seem to be fully alive to the advantages and impressed with the practicability of establishing a semi-monthly communication by steam between the ports of Wilmington and Havana. The Isabel running between Charleston and Havana pays well, and we can see no reason why a first-class boat running to this point should not do equally well, if not better. The chances, indeed we might say the certainties are all in our favour.

The distance from Charleston to Havana via Key West is 690 miles; from Wilmington to Havana by the same route 750—difference in favor of Charleston 60 miles—a mere nothing with a first class ship. The distance from Charleston to New York by sea is 705 miles; from Wilmington to New York 560—difference in favor of Wilmington by sea 135. But the real difference is in the land route, which is in favor of Wilmington over 250 miles, while the difference in expense between the two routes from Havana to New York, via Charleston or Wilmington, would not be less than $15 at the lowest calculation, as of course a through ticket would be formed with the Railroads.

Every article of commerce sent from Charleston to Havana is to be found here, and an important item which is not there will be here by the time a steamer can be put on, namely, coal of the very best quality. All West India products find here a good market, with all the facilities of distributing them to every point throughout the Southern States by Railroad, Fruits, Cigars, Coffee, Sugars, and all other articles which might be sent on. We are or will soon be in direct communication with North and South, with the western part of our own State and of South Carolina,—in fact we will have every facility for the prompt sale and transmission of such freight as may arrive.

Besides all this we have the advantage of Fresh Water—a great one for a steamer under all circumstances, and most particularly for one running to the West Indies. Our supply of coal will also be an immense advantage over every other Southern port.

We need not dwell upon the benefits which this enterprise will confer upon our growing community, nor on the additional commercial standing and importance which it will give us. These, we think, are obvious, as well as the effect it will have in attracting capital to this point. Of course, we have taken for granted that we are to have a first class Steamer, of not less than a thousand tons, which can easily navigate our river. We have at least two feet—we believe three feet—more water than the port of Richmond, Va., to which the large Steamships Roanoke and Jamestown regularly run.

LOOK OUT FOR THIEVES.—Our readers are put on their guard against the number of negroes going about at night pretending to sell lightwood, but in fact stealing where they can get a chance. Tuesday night last one of these "cullud pussons" committed the unheard-of atrocity of carrying off the overcoat of the Editor, who feels much depressed on account thereof. This was done between seven and eight o'clock in the evening, about which time the front door was discovered open and a bundle of lightwood on the piazza; the thief no doubt came to offer the lightwood for sale, but seeing the coat hanging up in the entry, perhaps thought it better to appropriate that same and leave the lightwood for pay.

We regret being unable to give a description of the thief, not having seen him, but can have no sort of doubt that he is one of the meanest, worst looking, most worthless, bow-legged, goggle-eyed, flat-nosed rapscallions of a nigger that ever was a nigger; for even a nigger ought to know better than to steal the coat editorial. But we say no more; our feelings are too deep for expression. We shall never get such a coat again. It was unique and original. It gave us a canonical look, like unto an exalted dignitary of some Church or other. It was an elegant compromise between a sack coat and sack-cloth and ashes; yet did we have a great veneration for it. It was the master-piece—the grand crowning triumph of a Western tailor, since gone into the oyster-soup business; and, although we never could appreciate its beauties, we will say that it was exceedingly comfortable in a cold day. Would that we had a copy of Ernulphus' curse about, so we might denounce some of it against the audacious scoundrel. Two or three pages would satisfy us.

Seriously, negroes tramping about at night, pretending to sell and perhaps selling meal, lightwood, &c., will all steal and should be watched, or better still the thing should be put a stop to.

Later from Europe.

The steamer Arabia arrived at Halifax on the 4th inst. Her news is one week later.

The details of the battle of Citale, on the Danube, show a brilliant victory for the Turks. It lasted five days. The Russians were completely discomfited

Four thousand men were killed and two generals wounded. On the last day, the Turks attacked the Russian reserve, driving it back upon Krajova, with the loss of cannon. Immense slaughter on both sides. The Turks afterwards destroyed the Russian fortifications, and returned to Kalafat.

Schamyl had organized a Polish regiment twelve hundred strong. The Russians were erecting fortifications at Sebastopol and Crimea, and extinguished all the light-houses.

The Porte made essential modifications in the note of the four powers, which the latter pronounced satisfactory, and sent immediately to St. Petersburgh.—The Czar's reply was not known when the Arabia left. It was thought, however, he would immediately withdraw his ambassadors from France and England, and formally declare war.

Nothing else important. Great activity in the French navy-yards.

Breadstuffs have advanced. Flour advanced 9d. to 1s.

Another despatch says breadstuffs were dull but closed firm. Wheat advanced 3 to 4d. Corn up 1s. Consols declined and closed $91\frac{1}{2}$ a $91\frac{3}{4}$.

Eastern affairs very warlike. The Czar refuses to agree to peace.

Cotton slightly easier. Sales of the week 45,000. Some quote $\frac{1}{8}$ decline.

The steamship Pacific arrived at Liverpool on the 18th.

Our Book Table.

From Mr. Whitaker, we have "The Partizan," a revolutionary novel, of which the scene is laid in South Carolina, by Wm. Gillmore Simms. A very readable novel, and, withal, containing much good history of the times.

From Mr. Munds, "Mrs. Partington's Carpet Bag of Fun," illustrated by a vast number of suitable engravings, many of which are "palpable hits." The stories are also rich—most of them; of course, some old ones get into all these professed books of fun; but, upon the whole, this book "ish goot."

We got "Hot Corn" some time since, but being in a hurry, gave it away after a slight glance. Some how the affair has obtained a sort of notoriety, and what is of more moment to its mountebank author—Solon Robinson—*it sells*. The attention which it seemed to attract, and the differences of opinion in regard to its merits, made us curious to read it for ourselves. With the exception of two or three sketches originally published in the *Tribune*, as "Specimen Bricks from the Babel," "Hot Corn" is unfit for any family circle. It is a disgusting mixture of cant and obscenity. Nobody doubts but that licentiousness exists in the world, but we see nothing to be gained to the cause of morality by initiating the reader into all the mysteries of the New York houses of ill fame. It is prurient and abominable, just like the old scoundrel that wrote it.

WESTERN RAILROAD.—We understand that the Board of Directors of the Western Railroad are about concluding a contract for building and stocking it entire from Fayetteville to some point in the Coal Fields, with a Company in New York. Under the proposed contract, the work is to be finished within fifteen months from the date of the agreement. We hope soon to be able to give further particulars.

Fayetteville Carolinian, 4th inst.

PREPARATIONS FOR WAR.—The Paris *Moniteur* announces the calling out of 40,000 men of the class of 1852, and the calling out of the whole reserve, 80,000, if necessary. I am also told that serious preparation are being made for sending an expeditionary corps of 55,000 men, chiefly from the French African army, to the Island of Canidia, to be ready to join the Turks if necessary. They are to be joined by 20,000 English troops. Only a few days since a young friend of mine was obliged to leave London to join his regiment, under orders to be prepared to embark for Gibralter and the East at a moment's notice.

DEATH OF JOHN W. WRIGHT, ESQ.—It is our melancholy duty to announce the death of John W. Wright, Esq., Cashier of the Bank of Cape Fear at this place. He died suddenly last evening from an attack of hemorrhage of the lungs. He has been in feeble health for some time past. He was a most excellent and worthy citizen.

Fayetteville Carolinian, 4th inst.

From the Charleston Courier of the 7th inst.

The Wilmington and Manchester Rail Road.

Having received the subjoined communication from one of the most prominent citizens of the State, we do not feel at liberty to withhold it from our readers:

Messrs. Editors:—I beg leave through your columns, to call the attention of the authorities, that administer the affairs of this Road, to sundry highly objectionable features in the manner in which the passenger trains are conducted.

I am credibly informed, that the passenger trains are conducted over Wateree trestle work at a most dangerous speed. Within the last week a train with about 100 passengers was carried over that viaduct, (4 miles of trestle) in 8 minutes. There is not a more dangerous or defective trestle in the State, and to go over it with that velocity, is absolutely murderous. If the works had broken through, or the cars been run off, the calamity would have surpassed the horrors of Norwalk. Are the lives and limbs of the travelling community to be put in peril at the caprice of a reckless engineer or conductor? Why is not the Wateree bridge and trestle renewed and built according to the contract between the two companies? To have it in its present condition longer than it can possibly be avoided, is unsafe and unwise. It is trifling with the lives of the people. It is impolitic in a pecuniary point of view.

If accidents or damages were to take place, what right, or what would be the measure of damages, which an intelligent and impartial jury would award?

I further notice that barefaced tippling is allowed in the passenger cars, to the great annoyance of the more genteel passengers. The subscriber was an eye witness to this some ten days since. There was a set of some half dozen men, who, with their bottles, resorted frequently to the water jar that was placed in our corner of the passenger car, for the purpose of indulging in their unbecoming potations, to the great disgust of every one present, not of that rude and boisterous set.

During the past week, there was great complaint among the passengers from Wilmington, on account of the United States mail train not connecting with the down train from Columbia to Branchville, on the South-Carolina Road, from which they suffered great inconvenience. This could have been better endured if the disappointment had resulted from inevitable causes. But this was said not to be the case.—For after losing many hours by delay at the Mars Bluff Depot, they failed to connect by a few minutes.

Are these things to be tolerated? Is that Road which promises so much, to be conducted in this manner? Let the proper authorities look to it.

A STOCKHOLDER IN SAID ROAD.

We take the above communication from the Charleston Courier, to call the attention of those interested in the Manchester Road, and who may not see that paper, to the charges which are brought against it. We cannot speak understandingly in relation to the state of the Wateree trestle work, for which, however the South Carolina Road is equally responsible; but we do know that fast running there is in direct violation of the rules laid down by Mr. Fleming, the superintendent of the Wilmington and Manchester Road, and printed along with the schedules furnished to every employee of the Road. The following is the printed rule.

The speed over the following Trestle Work and Bridges shall not exceed six miles per hour: Eagles' Island, Hood's Creek, Levingston, Big Creek, White Marsh, Porter Swamp, Lumber and Little Pee Dee Rivers, Toby's Creek, Great Pee Dee River, Lake Swamp, Sparrow Swamp, Lynch's Creek, Black River, Seape O'er, Rocky Bluff, Green Swamp, Cane Savanna, Campbell's Creek and Wateree River.

Democratic Meeting in Moore.

At a meeting held on the 26th January, 1854, at the Court House in Carthage, Moore county, by a portion of the Democratic republican party of said county, Col. John Morison was called to the Chair, and Col. A. A. F. Seawell and R. W. Goldston, Esq., requested to act as Secretaries, when, after a brief explanation of the object of the meeting by the Chairman, Dr. John Shaw moved that a Committee of seven be appointed to offer suggestions for the action of the meeting. The Chairman appointed the following gentlemen to compose said Committee: Dr. J. Shaw, Arch'd M. Blue, Arch'd R. Black, Thos. Matthews, Amos Jessup, Wm. R. Berryman, and Wm. Barnett, Esqs., who, after retiring for a short time, reported through their chairman, Dr. Shaw, the following preamble and resolutions:

WHEREAS, It is expedient for party organization to hold Conventions for the nominations of candidates for political offices, and for the re-affirmance of said principles, therefore

Resolved, That the Democratic party of Moore county approve of the proposition to hold a Convention in Raleigh on Wednesday the 19th day of April next, for the purpose of nominating a candidate for Governor of N. Carolina, and that the Chairman of this meeting appoint 20 delegates to represent this county in that Convention.

Resolved, While we pledge ourselves to the support of any good and true Democrat who may be nominated, we heartily recommend to our fellow citizens throughout the State, Col. Sam'l J. Person, of New Hanover, whose ability and energy, and faithful adherence to and maintenance of sound Democratic principles, entitle him to the confidence and support of the Democracy of North Carolina for the highest office in their gift.

Resolved, That the Platforms of the last State and National Conventions contain the only true expositions of Democratic principles, and that we now reaffirm them.

Resolved, That we have unabated confidence in the Administration of Franklin Pierce, and that we heartily concur in the doctrine of his Inaugural Address and first Message, and especially that portion which insures safety and protection to American citizens at all times and in all countries.

Resolved, That the democracy of North Carolina have great reason to be proud of their present able and faithful Governor, in view of the manner in which he has discharged the duties of his office; but especially as the champion of Equal Suffrage; and we hereby pledge ourselves to the completion of the work which he has so nobly begun.

The preamble and resolutions were then unanimously adopted, whereupon the Chairman appointed the following delegates, viz:

John W Shields, Oroon Burgess, K Matheson, Wm D Harrington, D M McIntosh, Thos Harrington John McNeill, Arch'd Ray, Wm Barrett, Wm R Berryman, Dr John Mathess, Malcolm M Blue, D M Kennedy, A C Curry, Geo Foshee, J L Bryan, J M Seawell, Alfred Oliver, Capt Wm B Fry, A R Wadsworth, Dr John Shaw.

Upon motion of Wm Barrett, Esq., the Chairman and Secretaries were added to the list of delegates.

Upon motion of A R Black, Esq., it is requested that the proceedings of this meeting be published in the N. C. Standard, North Carolina, and other democratic papers throughout the State. The meeting then adjourned.

JOHN MORISON, Ch'n.

A. A. F. SEAWELL,
R. W. GOLDSTON Secretaries.

Another Steamboat Disaster.

COLUMBUS, Ga. Feb. 8.—The Steamer Alabama from Columbus, Ga., for Apalachicola, with 1300 bales of Cotton, was destroyed by fire on Saturday night. Fortunately no lives were lost.

Later From California.

NEW OSLEANS, Feb. 6.—The steamer Daniel Webster, from San Juan, arrived at the Balize this morning, bringing California dates to the 15th of January.

She brings 120 passengers from San Francisco, who have made the passage in the brief period of twenty and a-half days.

The Daniel Webster connected with the steamer Sierra Nevada, which brought down over a million in specie, and a large number of passengers.

She brings no news from San Francisco of general importance. There was nothing of interest stirring.

There was very little gold coming in, and rain was much wanted in the mining regions, to enable them to wash out the gold.

The California markets were heavy, and being overstocked business was much depressed.

Flour of good brands was quoted at $11 to $12 per barrel. Lumber was in limited demand, at $80 per 1000 feet.

The steamer Star of the West had sailed from San Juan for New York, with $1,000,000 of good dust on board.

Later from Havana.

BALTIMORE, Feb. 7.—The Steam Ship *Black Warrior* arrived at New York on Monday from Mobile *via* Havana, which latter port she left on the 1st instant. At that date Sugars were brisk at a slight advance. The weather was favorable. Coffee, Molasses and Rice, were firm.

Maine Legislature.

BALTIMORE, Feb. 7.—In the Maine Legislature, Mr. Crosby, Whig, and Mr. Pittsburg, Wild Cat Democrat, coelesced, and consequently Mr. Crosby was elected Governor, beating Mr. Lot M. Morrill, Temperance Democrat, and Mr. Holmes, Free-Soiler. Whig Counsellors and a Democratic Secretary of State were elected.

ACCIDENT.—Mr. DeFord, Mail Agent on the Wilmington and Raleigh Railroad, died at Warsaw on Saturday, from injuries received in attempting to jump upon the engine after it had started.

The editor of the Newburyport *Herald* says:—"We do not know how high a panic may carry up the price in the United States, but we will venture the prediction, that no flour purchased above the present market price will pay any profit shipped to Europe this year."

BENTON ON NEBRASKA.—A Washington letter writer makes Old Bullion say the following of Senator Douglas and his Nebraska bill:

"Douglas, sir, is politically dead, sir. If he fails to carry his bill, the South will kick him in the rear, sir, and if he does carry it, sir, the North will beat his brains out, sir. That's all sir..."

[BY REQUEST.]
From the New Berne Atlantic, Feb. 1st.

Shipwreck of the Schr. Doyle, and Providential Rescue of her Crew.

MR. EDITOR:

The following is and interesting narative of the shipwreck of the Schr. Doyle, furnished by capt. Gooding. This Vessel was supposed to be lost with all her crew, and all hope of their safety was abandoned. Of the many marine disasters we have had to mourn over, none shed a deeper gloom upon this cummunity, and that of our sister town Beaufort than the supposed loss of the ill-fated vessel, and all on board. It was known that there was a young bride and bridegroom on board, and her officers were enterprising young men who had left families on shore. The joy at their safe return is universal, and doubtless your readers will read with pleasure the

NARATIVE OF CAPT. GOODING.

On Monday, Dec. 19th, A. D. 1853, the Schr. Walter J. Doyle sailed from Beaufort N. C., bound to New York. On Tuesday, 20th, anchored under lee of Cape Hatteras, wind N. E. On Wednesday afternoon got underway, wind West, and proceeded on our vopage. Thursday, strong breeze from the southward, with rain, and thus the weather continued until Friday, 7 o'clock P. M. We were then off Egg Harbor. Suddenly the Wind shifted to the North-west, and increased into a violent gale. We put the Schooner under double reefed mainsail and jib. The wind struck her with such violence that it knocked down on herbeams ends. Let go the mainhalyards, took in mainsail, and scudded her under the jib. The storm increased, and in thirty minutes our jib blew entirely away, not a rag of it remaining. Our Vessel was at the mercy of the wind and the waves. The sea came aboard on every quarter and swept our decks with irresistible violence. With great effort we managed to set the head of the foresail, to keep her clear, but in ten minutes this sail blew into ribands. It was now 12 o'clock at night, the sea raging in its most sublime fury, swept the Vessel fore and aft. At this time my mate Mr. Ramsay, and one man were washed overboard. The mate was thrown about twenty feet from the the Vessel. The fore peak down hall (a long loose rope) accidently came within his reach, he seized it, and drew himself again on board. The man clung to the rail with the ends of his fingers, and in one second he would have been swept away, but I siezed him, and drew him on board. We now threw overboard what remained of the deckload to lighten the Vessel.

On Saturday, the gale still increasing, a sea struck the Vessel and knocked our boat into a thousand pieces, sweeping away all our water casks. We were all this time scudding under bare poles, the sea running mountains high.—The Vessel now commenced leaking, it requiring one thousand strokes of the pump an hour to keep the water down, the weather growing worse with showers of rain, and flashes of lightning. Sunday Christmas day, the storm moderated. Monday the wind had lulled almost to a calm. We cleared the wreck, set our only remaining sails, a mainsail and jib, and by noon on Monday were steering N. N. W., with a strong breeze from the South-west. At 4 o'clock P. M., the wind shifted to the North-west, and freshened into a gale.—At six o'clock we hove the Vessel to under double reefed mainsail. Our canvass was strong, but the force of the gale blew it into atoms. Our sails were now all gone, and our Vessel again drove on before the mighty fury of the storm. The scene was now terrific, such as no tongue can describe, nor imagination conceive. Dark hoary masses of clouds, charged with sleeet aud snow, were swept on by the fury of the winds, and unnaturaly lightning appalled the sight.—Every wave swept the schooner from her taffrail to her jibboom. The hands were at the pump, and the mate and myself were alternately at the wheel, and at the main lanyard with an axe ready to cut away, and let the mainmast go, in case the Vessel broached to. We had to lash ourselves at our different stations to prevent being washed overboard.—Our passengers, Dr. and Mrs King, were in the cabin, which we buttoned down with canvass, to keep it as dry as possible. In this situation day at length found us. We discovered that the mainmast had worked loose. The storm was at its height, despair had seized upon all on board. No one of us had the slightest hope of ever again reaching land. Our Vessel could last but a few hours longer. We had but fifteen gallons of fresh water. We knew that we had been blown far out of the track of Vessels, and as our only hope of safety was the prospect of being taken off the wreck the chances against us was as a thousand to one

On Wednesday at about 8 o'clock, A. M., the wind had moderated but the sea was still running very high, and we discovered a bark making for us and hope revived. This vessel had been blown off out of her course by the gale, and was sent providentially to rescue us. It was extremely hazardous to launch a boat in so rough a sea, but to our great joy we saw the bark lower her boat, and man it with our brave brother sailors. At imminent hazard we were all transferred from our vessel to the bark, saving nothing save a few of the clothes of Mrs. King. We found the bark to be the Island City of Boston—Capt. Hinkley, bound to Galveston, Texas. We were treated with great humanity and kindness by Capt. Hinkley and his crew, and desire to return them our sincere thanks. On January 8th, all of us, except Dr. King and lady, who proceeded on to Texas, got on board a wrecker, and were landed at Key West. Here we remained until the 22d, when the U. S. Mail Steamer, on her way from Havanna to Charleston, arrived. Capt. Rollins of the steamer, as soon as he learnt our story offered my mate and myself a free passage, as we had lost everything, save the clothes we had on. The passengers, principally French and Spanish, made up for us a sum of $40. For this act of humanity we desire to make this public acknowledgment. We give to them a sailors' thanks. At Charleston we stated our situation to the Captain and agent of the Wilmington Steamer, Gov. Dudley, and as we desired to purchase a few clothes with the bounty of the Frenchmen and Spaniards, we expected some humanity from our own fellow citizens. We desired an abatement of a portion of the passage money. They asked how many there were of us—we remarked, Mr. Ramsey, a small boy and myself.—They replied, as long as it was us, they would charge $5 each—which was full price.

We arrired safely at home on Saturday last, and received the congratulations of our friends, and we thank God for restoring us once more to the bosom of our families.

M. R. GOODING.

Correspondence of the Richmond Enquirer.

The Nebraska Bill—Prospects of its Passage Brightening—Can any Southern Whig flinch?

WASHINGTON, Feb. 2, 1854.

I am happy to say to you that the prospect of passing the Nebraska Bill has very much improved since my last letter. After a free and full interchange of information and comparison of votes with the members from every State, I feel satisfied the bill will pass—upon the assumption, of course, that the South will be *united* and *firm*. To doubt this, will be to doubt its loyalty to itself. Is there one *in* the South, or *from* the South, who will permit Northern men to go further in support of our just rights than he will go? It is hoped not, it is expected not. If there be such an one, let him make up his mind in all future time to be the object of unmitigated scorn and contempt.

If we have a full house (and we certainly shall) when the final vote is taken, and the South is united, as we assume, we shall then only have to draw on the free States for twenty-nine votes to secure success—that the influence of the Administration, combined with that of Gen. Cass, Judge Douglas, and other "good men and true," will give us more than that number, I do not entertain the least doubt—indeed I could, if it was proper to do so, give you a list of names, members, of more than that number, *who are enirely reliable*. In this list I do not include certain members, who it is *expected will make it a point of honor* to vote for the bill.

Our friends have very wisely, I think, determined to vote down all amendments which may be offered to the bill.

On the whole, I can say in the language of our venerable and much esteemed friend, "*The skies are bright*," a new lease is about to be given to this Union and *equal rights*. "*Esto Perpetua*."

OBSERVER.

The Revolution in China.

From Amoy the most melancholy accounts have been received, and involving an amount of bloodshed that is calculated to strike terror into the hardest heart, and with any other people than Chinese would induce a reaction and a cry of vengeance on the authors of such fearful outrages as those now enacting at Amoy and in its neighborhood. The Imperialists have retaken the place, and have marked their success by slaying in cold blood nearly one thousand persons, most of whom took no part in the late movement, except on compulsion. The streets and wharves of Amoy have literally streamed with human blood; not shed in any warlike operations, but done in savage revenge and to blind the authorities at Pekin as to the bravery of the enactors.

A letter from Amoy, dated November 22, states that up to that period all was quiet, and matters wore much the same appearance, as far as foreigners were concerned, as under the insurgent rulers. Executions were of daily occurrence. The mandarins, to mark their success, were revelling in human gore, putting to death all who fall into their hands, indiscriminately. The original mover of the rebellion had been given up to the mandarins; the unfortunate wretch was executed on the 17th November, together with his son, both bodies being quartered and their heads placed on the principal city gates. The villagers around Amoy were made to contribute to the monster executions. Whole villages were threatened with death, unless they gave up all who took part in or sympathized with the rebels; and as a consequence of his brutal demand, the poor, weak, inoffensive and defenceless villagers were surrendered up as victims, to satiate the mandarins' thirst for blood.

TEMPERANCE IN VIRGINIA.—The committee of the Virginia legislature, to which was referred the temperance petitions, have reported that it is inexpedient to pass a prohibitory liquor law, or to refer the question to a vote of the people.

A fellow popped his head out of the window exclaiming, "What o'clock is it by your lap board?"

Upon which the tailor lifted up his lap board and struck him a blow on the head, exclaiming,

"It has just struck *one*."

A BIT OF REALLY PRACTICAL SAGACITY.—If a very seedy, but trustworthy fellow, possessed of anything like abilities, owed us $200, we would immediately invest $30 in a suit of clothes for him...