

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, JULY 10, 1854.

Authorized Agents for the Journal. JAMES M. REDMOND, Tarboro, Edgecombe Co., N. C. JOURNAL, CLINTON, Sampson County.

The Charlotte Convention. Some few of the gentlemen from this place who attended the Convention at Charlotte on the 4th, got here yesterday afternoon, having been forced by other engagements to leave before the adjournment.

By the way, we have now before us a copy of the Charter of the "Atlantic, Tennessee and Ohio Railroad," passed by the Legislature of Tennessee, on the 20th February, 1852. This Road is chartered with a capital of three millions of dollars, and the only object specified in the Charter, is to make a connection at Charlotte, with the South Carolina system of Railroads, and at Jonesborough, or some other point of intersection, with the East Tennessee and Virginia Railroad.

The official report of the proceedings of the Convention have not yet been handed in; we learn, however, that the proceedings of the last day were perfectly harmonious, and characterized by a spirit of enthusiasm and determination which augured well for the final success of the great work in hand.

The Committee of two from each county was appointed to memorialize the Legislature, and take other proper measures for securing a charter, and soliciting the aid of the State.

At a meeting of the friends of Temperance, held in Clinton, Sampson county, on the 1st inst., Arthur Brown, Esq., was called to the Chair, and James M. Mosely was appointed Secretary.

On motion, a committee, consisting of A. A. McKoy, A. E. McKoy and Isham Royal, was appointed to draft resolutions for the consideration of the Convention; and after retiring a short time, the committee presented the following preamble and resolutions, which were unanimously adopted.

Resolved, That we earnestly request any candidate soliciting our suffrages, at the coming election, or any future election, to refrain from this disgraceful and disreputable practice.

Resolved, That as republicans, and wishing to abide the will of a majority, we earnestly recommend to the next Legislature that some steps be taken to test the will of a majority of the people of North Carolina with regard to a Prohibitory Law, and should a majority of the good citizens of Sampson county favor such a law, then we earnestly request our Representatives to cast their votes in its favor.

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other trains, between Baltimore and a point on the Susquehanna Railroad, known as "Riders' Switch" on the day of the 4th of July last, should have been more explicit on the occasion. 2d. That Wm. Scott, conductor, was running without due precaution and out of time; therefore, the jury view the catastrophe as one originating from negligence of the grossest possible nature, and that the Susquehanna Railroad Company is highly censurable, and should be held amenable to the next Grand Jury of Baltimore County for causing the deaths of Michel McCormick, Henry Clay Jeffries, and other persons unknown to the jury.

Last night, about eleven o'clock, a free negro boy, bound to Mr. A. Morgan, of this place, was stabbed in the side, while asleep on the deck of the Schooner Augustus Moore, lying at Messrs. Rankin & Martin's Wharf. Mr. Morgan's brother and one of his hands were also asleep on the deck at the same time, and were waked up by the cry of the boy who was stabbed. The wound was evidently inflicted with a knife. Various parts of the rigging of the vessel were cut, as were also the rigging of other vessels in port. A fine cow, belonging to Mrs. Prescott, had also her bowels ripped out, and, of course, was killed.

It is feared that the wound inflicted upon the boy will prove fatal, the knife having penetrated full six inches. The parties against which suspicion rests, went to sea this morning, on board the Brig in tow of the Steamer Calhoun. There are various circumstances which attach suspicion to two sailors on board the Brig referred to, apart from their notoriously bad character. The miscreants who could be guilty of these outrages are capable of any atrocity.

We have received the July number of this Standard National Democratic publication, which we find, on examination, to be all that is claimed for it, and fully deserving the confidence and support of the Southern people.

It appears to have passed into the hands of new publishers, whose means are fully sufficient to guarantee its permanence and stability. From some temporary derangement, of the causes of which we are not aware, some two or three numbers have been missing. These numbers, we learn, will be made up to all subscribers by the present publishers.

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For the Journal. Cape Fear and Mountain Railroad.

MESSRS. EDITORS:—In a note, addressed you a few days since, upon the proper location of the Railroad from Wilmington to Charlotte and the West, you make me say—"before meeting the feelings of the people," &c. This should read, "before interesting the feelings of people," &c.

In that note I did not suggest the particular place at which I thought the Roads to Charlotte and Fayetteville should separate, or branch. I will, with your permission, now fill up a few details in my plan as set forth in that note.

It seems to me, as it has to many others, no doubt, that there should be a railroad up the Cape Fear River to Fayetteville. The route is a good one on the south-western bank of that stream, and the two towns are identical in interest, feelings and prosperity, or ought to be. Now, take McRae's Map of North Carolina, and draw a line from Wilmington to Elizabeth, following the general course of the River—that is, the shortest line without crossing the river, and it will be found that the distance between the two places is 34 miles, and if we choose to cross the river twice, the distance will be but 33 miles; thence run a line—air-line—to Lumberton, and the distance will be found to be 25 miles; thence to Charlotte, the distance is 89 miles, making the whole distance from Wilmington to Charlotte, 149 miles (a little off the line) Wadesboro, to Charlotte, 149 miles, following the route south-west of the Cape Fear; and if we draw an air-line from Wilmington to Charlotte, it will be 144 miles, and will pass through Lumberton, Wadesboro, and near Rockingham. Thus, by following up the Cape Fear river to Elizabeth, and thence to Charlotte, we have but 43 miles more to run to make than if we follow up the air-line. I say, then, by all means, pass through, or very near, the seat of Justice of each of the counties, Bladen, Robeson, Richmond, Anson, Union, and Mecklenburg. Then, I suppose, the people of the counties would authorize the people of their respective counties to take nearly all the stock in the Road, and thus insure its completion at once. From Elizabeth to Fayetteville—28 1/2 miles—make this connection, and we will then have completed a fine system of Railroads for the Cape Fear region.

It is to be regretted that Fayetteville does not look better and truer to her own interests. She must come down the Cape Fear for an opening to the "great highway of nations." Her interests and her natural outlet are in this direction.

Beauvoir harbor, it was capacious enough, (which is not the case,) is so much further off, and the country through which a railroad must pass, is not so well able to build a road as is Wilmington and the contiguous country.

Let our up-country friends, then, look to us for an outlet. We will have water enough on the bar for all purposes in a short time, and then our cotton and our naval stores will be sent to Europe.

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For the Journal. Arrival of the Steamer America—Seven Days Later From Europe.

HALIFAX, July 5.—The steamer America has arrived with Liverpool dates to the 24th ult. Consols have advanced to 94. Flour has declined 2s. corn 1s. to 2s., and wheat 3s. to 6d. Western flour is quoted at 36s. 6d. s. Provisions unchanged. Cotton active at 1/2 advance.

It is reported that the Turks have gained a glorious victory, and driven the Russians across the Danube from Silistria, and raised the siege. The Turkish brigade from Shumla entered the fortress of Silistria June 13. A Russian despatch says that their soldiers defeated two Turkish brigades with six thousand cavalry and forty guns in action.

On the 13th General Schiblers received a wound, which rendered amputation of his leg necessary. Prince Gortschakoff received a contusion. On the 13th the Turks made a tremendous sortie from Silistria and attacked the Russians with great fury. A fearful battle took place, and the Russians fled the field. On the two following days both sides removed their dead.

Among the wounded on the Russian side were three Russian generals. All the Russian siege-works were taken and destroyed. Eighty thousand Austrian troops, at the last accounts, were marching towards the eastern frontier. The death of Mussa Pasha has been confirmed. The great rising in English consols is in consequence of the Russians having been driven across the Pruth. A treaty has been concluded between Austria and the Porte, the principal conditions of which are, that the Russians voluntarily withdraw from the principalities, the Austrian troops will enter them and form a line of defence between Russia and Turkey.

The Turks have driven the Russians out of Terakui, and also strengthened their garrison at Rutchuk. It is stated that for the present operations against Silistria have been suspended. The life of General Schiblers is in danger. Prince Gortschakoff, who was in his way to Jassy, it is said, has been ordered to return and take Silistria at any cost. The Austrian summons for Russia to evacuate the principalities has caused great irritation at St. Petersburg, and the proper answer to return was under discussion.

The conclusion of the treaty of alliance between Austria and the Porte, has been officially announced in the British Parliament. The Times says that it is an occurrence of great interest and significance in the present state of affairs.

The position of Austria and Prussia, in reference to the western powers, remains the same. Russia continues to carry on her operations with vigor, and to employ every available means to improve the army. No further fighting of moment has been reported in Asia. The Turks are highly elated with their success at Silistria, unaided by the allies. There is nothing of importance from Madrid. England is quiet.

Mr. Editor:—As a matter of interest to the people of our State, I ask the favor of you to publish the following extract, which was taken from a sheet containing the Wilmington prices current, kindly furnished me by Messrs. J. & D. McKee & Co. Could we but turn our trade more to our own towns, we should, perhaps, hear less complaint about small notes and feel less effect from the arbitrary discount which we have to pay our neighbors. I use the term arbitrary from the following circumstances: I recently made payments in each of our neighboring cities of Virginia, Norfolk and Petersburg, in the form of small notes, 2 1/2 cent notes, Carolina money and 4 per cent upon N. C.—in the latter one per cent on N. C., and S. C. notes. From which I have concluded we have to pay discount according to the views and feelings of the parties with whom we are dealing.

I recently saw in one of the Virginia papers a notice from the Editor to the patrons of his paper, reminding them that small notes were uncanceled, requesting and directing them how to remit gold dollars, especially charging them not to stick the dollars on the letters with wax, as the wax stuck to his fingers, and he disliked to have his fingers stuck up with wax. Very wise men sometimes say things that seem very silly to a NORTHEAST CAROLINIAN. The supply is limited, being barely sufficient for retail demand. We quote Rio at 12 1/2 13 cents. [We would call attention of dealers to an importation of 3,000 bags, expected to arrive direct from Rio, per Brig Mary McKee, about the 1st of July, which, we understand, will be sold on as favorable terms as it can be purchased in the Northern markets. This being intended as the beginning of a new trade, calculated to benefit our merchants generally, deserves encouragement.]

THE WHIG PROGRAMME.—The Atlas of yesterday, in an elaborate editorial, defines or chalks out what it conceives should be the policy of Northern Whigs at the present crisis. Their future action, it is said, should embrace these objects— 1. The repeal of the Nebraska bill. 2. The political death of every Northern representative who voted for the bill. 3. No Whig to surrender his principles—though, at the same time, it may be his duty to vote for the candidate of another party who is true on the question of freedom. 4. No coalition with any other party, but co-operation or concert of action "on one great question, without a fusion of parties."

This is the course of action recommended, and it is substantially that so earnestly urged by Cassius M. Clay in his recent letter. If carried out, it will give the Whigs a lease of power in the State for some years to come. If followed in other Northern States, it may possibly be the means of eventually returning an anti-Nebraska majority to the popular branch of Congress. But the repeal of the Nebraska bill will not be accomplished, unless the Whigs are enabled to accomplish it. There is but a very slight probability that such a repeal can be carried—the chances, as we view the matter, being the other way. That is, they favor the hypothesis or belief that one or both of the Territories will be States of the Union before such a change in every department can be secured, as will restore the essential restriction—and, if the Union, they will take care of themselves, without Congressional interference.—Boston Herald, 30th ult.

THE EASTERN WAR.—This is the most extraordinary war of which history affords an account. In all the contests that have ever been known, the interests of individuals and wild beasts, the great object of the combatants, has invariably been to do each other as much mischief as possible. In the Eastern war, the object seems to be to accomplish the least possible amount of harm. Except capturing a few merchant vessels, and bombarding the commercial ports of Odessa, the magnificent all-guns-of-war have been as innoxious as so many of our domestic boats. The Russian gunboats, in their slow coaches of seventy-four or a cruiser d'abord the Black Sea, letting the Russian cruisers dash by him without a challenge, and Admiral Napier's big line of battle ships from majestically upon the Russian fortifications, while the Russian fortifications from as grandly in return. There seems to be no such thing as coming to blows. The war is a theatrical representation of war, as far as England and France are concerned; and if any one gets killed, it is by the sheerest accident.

The only war now raging, is that between the Russians and Turks. The allies seem resolved that the Turks shall have all the honor of maintaining themselves, single-handed, against the multitudinous host of Russian troops. The French, the English, the French and English newspapers are correct. The Turks need no aid whatever. According to these accounts, the Russians are always defeated by the Turks, and have not gained a single victory since the war began. Moreover, the Turks have a charmed life, for while the bulletins of every battle reports thousands of Russians slaughtered, we rarely hear of a single Turk being killed. The Russian bullets fell upon them in showers, but they might as well aimed at an army of spectres. This is a great war undoubtedly, though it will not do to believe all we hear.

"So the Russians are going to prosecute the war against the Turks," said Mrs. Partridge, as she read that the Russian troops were correct. The Emperor Nicholas deserves the presence of all good people, and if the women could only have the handling of him, I guess they'd soon make him cry copoiva, as the Frenchmen say," she meant peccavi, but indignation does not stop at words.

From the New Orleans Picayune. Spain and the United States. The rumors from Cuba are not matters to be laughed off. When we are told that the Spaniards talk freely of an easy destruction of the Southern ports of the Union, in the case of hostilities between the two governments, and discuss the practicability of an attack on Mobile and New Orleans, a sneer at Spanish valor is not the right sort of commencement. It is not a question of comparative bravery, but of an absolute inferiority for the genuine Spaniard, drawn from our experience of the feebleness of the Mexican races of Spanish origin. We have enough of the national self-esteem to believe that there can be no doubt of the issue, sooner or later, of a conflict between our countrymen and the best blood of Castile, if the defence of Cuba could be devolved upon such champions. But it is not wise to undertake any adversary, and despise his threats so far as to omit the necessary means of self-protection. Spain is certainly gathering great armaments in and about the island of Cuba. The squadron which she will soon have in these waters, will outnumber in guns and men the force which, in the present condition of our navy, could be concentrated in the Gulf, and in the event of a large force in our immediate borders, while our relations with that country are growing daily more and more critical, and the possibility of war grows more into probability, should have the effect of rousing the attention of our public authorities to the importance of preparatory steps for putting the exposed parts of our coast in a state of defence, and in disposing of our navy thus in the event of a war, the enemy might not, by his superior preparations, have it in his power to make sudden inroads, and do great and wanton damage. A serious invasion, or a continued blockade, or a systematic attack is not to be apprehended. But descents upon our coast might be easily made by such a naval force as Spain will have ready in the fine harbor of Cuba, almost in sight of our shores, and may not be an idle or vaporous boast, that they may be the first news of our hostilities, dash into some of our most accessible ports, and do indefinite damage before proper means of defence are rallied. The rumor that they are thus venturing among themselves, exposes their calculations, and points out very clearly to our own authorities what they should do in the contemplation of the possibility of such forays, and the prepared state of the forces by which they can be undertaken.

Such contingencies, of course, cannot have escaped the consideration of our government, whether or not, in their opinion, the controversy with Spain is likely to end in war. They will of course have looked into the state of our fortifications, and provided them with armaments and men, in order to prevent the entrance of hostile fleets into our harbors; and as a sign that the want of a navy in this quarter is a glaring attention, we notice the proposal for the recall of the African squadron, that it may be disposed of nearer home. A strong gulf squadron is needed, and the coast defences are equally indispensable, if only to enable us to negotiate with absolute independence. To neglect these precautions, in the face of the threatening manifestations on the side of Spain, would be an abandonment of duty which we can suppose no administration capable. Whether there is to be peace or war between us and Spain depends upon various contingencies—but whether peace or war is to follow, we are bound to get ready for defence whenever, in the midst of negotiations, she prepares means of offence that could be poured out against us with damaging effect, if her humor or her interest decide her to take up arms; and the accidental superiority, with the hope of striking a sudden blow, should seem to be the only moment when we should be ready to frustrate all such calculations, and the knowledge of such readiness might be very effective in taming the desire of hostilities, and in facilitating arrangements which should prevent them altogether.

THE TURF.—The New National Race Course near New York was opened on Monday. There were two races, one of mile heats and the other of four miles. The New York Times gives the following account of the races: The starting bugle plays a call. The four horses (Maid of Orleans, Ellen Bateman, White Eye, and Gray Eagle) for the first race appear. The jockeys are weighed. The judge thumps his drum to prepare for starting; they come evenly up to the post—then loom! another signal, and off they go! A cloud of dust, a flash of red, blue, and green jackets, and far off in the distance are seen four comelological-looking animals, apparently creeping along, with a gait not unlike that of a set of industrial fleas. Great excitement, however, on the stands. Men lean over and watch with pretruding eye-balls, ladies keep continually asking which is the Maid of Orleans and which is White Eye, and on being told immediately ask over again. Rapid bets are made, and before one has had time to reflect, the animals that seemed to be creeping only a moment before come whirling in like thunderbolts, the Maid of Orleans first. A partial blankness comes over the faces of some of the betters on the heat, and they pay over their fifties sorrowfully. The band strikes up a pleasant air, and the judge announces the result of the first heat. The Maid had got it all her own way, however. The third heat bet ran rather against the Maid, but she has evidently the bottom in her, and when about three-quarters home lets out and wins gallantly. Then there is great cheering, and the victorious jockey rides under the cord in great state and bears away the purse. Time first heat 1:50; 2nd 1:50; 3rd 1:54. It is not difficult at this moment to place your finger on the unlucky one. There is a compression of the lips and a paleness of the cheek that tells within ten dollars the wearer's losses. The second race was the race of the day. The distance (four miles) was a long one, and required bottom as well as speed to accomplish. Three horses started: a Highlander, a Reubein, and a Leggy Tom. Reubein, another champion, it rather had the best of the Little Flea, a brown gelding, the prettiest of the lot. They went off well, Reubein innocently leading from the start. Highlander kept well in, and reserved his powers for the struggle near home. For three rounds Reubein led, but the fourth round Highlander caught him up when half way, put out all his speed, and came in a good winner. The time was 7:45.

THE DANISH SOUND TOLLS.—The Washington Union publishes the correspondence between the State Department and our representative at Copenhagen, and with the consent of Denmark, commencing with Mr. Webster's instructions to Mr. Jackson, of September 1, 1851, upon the subject of the Danish-sound tolls, communicated to the Senate by the President, on the 30th ultimo. The correspondence is lengthy and not very definite as far as the attainment of the object proposed, the abrogation of the tolls, is concerned, though the Union expresses the opinion that, "before the term of Gen. Pierce expires, this government will succeed in abrogating the sound duties." Mr. Beidinger, our present representative at Copenhagen, states that the Danish Minister of Foreign Affairs had replied at some length to his representations on that subject. He urged that Denmark since "time immemorial" that all other nations had tacitly assented to her right to levy them; that our trade in the Baltic was much less than that of other nations, and consequently, we had the least cause of complaint; that Denmark could not exempt one nation from the payment of the tolls without exempting all others, which would cause a ruinous reduction in the revenue of the State, &c. He finally promised to bring the matter before his majesty's government in council, but at the same time expressed his voluntary consent to remit the tolls. It appears from the correspondence that the Sound tolls levied upon our chief products, which find a market in the countries bordering upon the Baltic, and beyond them, according to the most reliable information on the subject, is as follows: Rice, per 100 pounds - 20 cents Paddy, (rice in,) per 100 pounds - 14 " Raw tobacco, per 100 pounds - 17 " Whale oil, per barrel - 64 " Consequently a cargo of 2,000 bales of cotton pays a tax of \$1,720; a cargo of 800 hds of tobacco,