# THE WILMINGTON JOURNAL

WILMINGTON, N. C., MONDAY, AUGUST 17, 1857.


### The First District.

The Halifax "Representative" publishes a slip, dated the 14th inst., containing the official vote of the First Congressional District of North Carolina, which shows Dr. Shaw's majority to be *thirty-eight* over his Know-Nothing competitor, Mr. Smith.—This is a decided triumph of the Democracy of the First District. There is but one dark hole of Know-Nothingism now remaining in North Carolina, and even in that, Mr. Gilmer has only 800 majority over Williams, Democrat. We hope the Democracy of the country will be satisfied with the result in this State. We are, at all events.

### Official Vote of the Third District.

The following is the official vote for Congress of all the counties in this District. It may be proper to remark that Mr. Meares was not a candidate, and that, in the absence of any regular opposition, the aggregate vote is quite small. In New Hanover there was no contest for any office :—

| COUNTIES. | WINSLOW. | MEARES. |
|---|---|---|
| Richmond | 302 | 238 |
| Robeson | 697 | 260 |
| Bladen | 312 | 189 |
| Columbus | 507 | 77 |
| Brunswick | 241 | 164 |
| New Hanover | 840 | 167 |
| Duplin | 998 | 46 |
| Sampson | 940 | 110 |
| Cumberland | 885 | 219 |
| Harnett | 615 | 18 |
| | 6338 | 1487 |

Majority—Winslow 4851.

☞ Mr. Scales' majority in the sixth Congressional district of this State, will be about seven hundred and fifty—Gilmer's in the fifth about the same. At the Congressional election preceding, Mr. Scales was beaten by between three and four hundred—Mr. Gilmer's predecessor, Hon. E. G. Reade, was elected by over three thousand, showing an aggregate Democratic gain in the two districts of something like thirty-four hundred.

☞ "If I had a dray horse," said our worthy and respected Associate this morning—"If I had a dray horse, seems to me I wouldn't work him such a day as this." We applauded the sentiment—we felt that it should be a day of rest—a time to do nothing in, and hard enough work at that. The dog-star rages quite severely, and several dogs might go mad, if they were to try hard. The air is vocal at night with the notes of many insects, names unknown, and of one only too well known to most folks as the mosquito. Dogs and tom-cats are also given to serenading. They woke us up last night with the cry of fire, distinctly pronounced—the domestic quadrupeds did, bless 'em.

We read about cool retreats, and waves dashing on the sea-shore, and crystal streams with pebbly beaches, and the Lord knows what else, and we have a dreamy idea that such things are, but not always as they are said to be. The long reaches of burning sand, unprotected by a leaf—the crowded hotel, without a decent room to spare—the artificialities, which a quiet man loves not—these rise up before us, in connection with watering places. Better at home a dozen times. It appears to us that if we had a few weeks or months and a few hundred dollars to spend, we could please ourselves better away from all such promiscuous gatherings, and it somewhat surprises us to see people spend vast sums, year after year, at the same crowded resorts. A hundred and fifty dollars will put a man over the Atlantic and bring him back again, in one of the many propeller steamships, and if he desires simply to enjoy himself cooly for a month or so in the summer, he can wander quietly and unexpensively through the rural districts of the British Islands; or, if he knows a little German, can visit the quaint old "dorfs" of the Fatherland, gaining a different class of experiences and thoughts from those of home, and under a climate seldom or never above eighty—generally under it. If he be of a thoughtful and observant character, many an old-world custom and tradition will linger pleasantly with him for years. The rush and hurry of American life will hardly reach him in his wanderings, or sound but like distant echoes—that is, if he really seeks quietude and rest, with a pleasing succession of new, but not fatiguing ideas and emotions.

We have sometimes thought that mankind take too much trouble to enjoy themselves, and that people going from this country to Europe think too much of making a big show—going it *a la Milord Anglais*. Little of the real life of Europe or any other country can be seen in such parade style, and little real rest or enjoyment can be obtained by the traveller who sees but the surface of things in a crowd, and for that matter, might as well be toiling at his desk or in his office. This thing of "doing" so much of a country in so long a time, is making a toil of a pleasure.

But the sun rises higher and higher in the heavens, and the air actually trembles with the heat. Now the birds retire to the shades of the closest thickets—now the cows walk into the pools and streams, and stand under the branches of overhanging trees,—now in Spanish countries the streets are deserted, and men retire to sleep in the innermost recesses of their dwellings—now hogs, the world over, wallow in the mire with much pleasure and satisfaction—now dogs put out their tongues, and revolve within themselves the propriety of going mad and biting somebody. Now—yes, *now*—the devil wants copy and the unfortunate writer cuts short his lucubrations, thanking the Lord that he is not a mule, with a nigger to drive him, nor a physician's horse, nor a heap of things that he might mention.

*Daily Journal of the 15th inst.*

☞ We must procure a cannon, likewise a rooster. We have been severely cannonaded for the last week. Our Democratic Cotemporaries from all parts of the State have been favoring us with extras headed by pictures of cannons firing and game cocks crowing. The Winston *Sentinel* sends us greeting from Scales' district—formerly Puryear's, and the Halifx *Representative* and the Elizabeth City *Pioneer* fire off their cannons for Shaw's district, and our friends of the Western *Democrat*, and the Salisbury *Banner*, and the Goldsboro' *Tribune*, and of the Democratic press generally, fire off for the general result all round. Surely, we also, must have a cannon and a rooster. Yea, verily.

### Can It be?

The California news as published, says that The Democratic Convention has nominated Weller for Governor, and the Republicans Edward Stanly. What the Republicans are we all know—who Mr. Stanly is we know also, and it certainly strikes us painfully to see the name of a Southern man, the former representative of a North Carolina constituency, in such a connection. We must continue to hope that there is some mistake about this, though God knows we are prepared for almost anything these times.

WHEAT FROM THE INTERIOR.—The receipts of Wheat at this port per the North Carolina and Wilmington & Weldon Rail Roads, have reached about 20,000 bushels up to date, since the new crop commenced coming.

BOAT RACE.—We understand that the "Princess," owned by Richard Bradley, Esq., was the successful boat in the race at the Sound on Saturday. We have no particulars.

WHAT THE PAPERS RELY UPON JUST NOW.—The defeat of Mr. Ten Broeck's horses—the Anglo-Indian revolt—Mrs. Cunningham's Baby—the Weather and the Crops—the Elections—Hard Times,—upon the whole, a goodly batch. The defeat of the American horses in the contest for the Goodwood Cup was hardly surprising,—not nearly as much so as their success would have been. In a field of the best horses of England, and of the choice stock of France, the odds were against any *two* horses American or European, and more especially against the Americans in a single dash of something like two miles.—It is known that the best horses in England are bred and trained especially with reference to such short bursts of speed, which, in the United States are looked upon as the exclusive province of second or third rate horses, and generally run by colts. A victor even in a three mile race, best two in three, is not looked upon as a horse of the first class. The true test is a four mile race—not a single burst, but the best two in three. Thus the advantages were all in favour of the English and against the American horses. In a four mile race we think the tables would be turned. It is questionable whether such a race will be got up. It is hardly probable that the English will agree to contest the championship of the turf on such terms. Out of thirty horses entered, Prior carried the greatest weight.

The excitement about the Cunningham baby was a real God-send to the New Yorkers, who must have something to talk about. Mrs. C. appears to be a hard case. Hardly had she got off from the charge of killing Dr. Burdell, when she set up a claim for her dower as his widow, and, to complete the imposition feigned herself *enceinte* by Burdell, went through a suppositions parturition, with the view of grasping the whole estate in the name of the heir. The thing was known to the authorities and every stage of her preparations made in view of the police. It reads like a farce after a tragedy. The recent developments leave no doubt on the public mind of the agency of Mrs. Cunningham in the murder of Burdell. For the last few weeks, the New York papers have teemed with detail's about this wretched woman, who after all will most probably escape punishment.

The Weather and the Crops—were it not for them, conversation would be at a stand-still. Two friends meet on the street and inform each other that it is awfully hot. Lately the long-continued rains supplied a good topic. The Mosquitos are coming in to speak for themselves. The crops are getting along nicely. Food crops will be abundant. Cotton and tobacco rather short. Good warm, dry weather, continued pretty late into the Fall, without any severe blows of wind, will do much even for these staples.

The difficulties in India enlarge—they spread—they increase in importance day by day. New elements of danger are discovered. It was thought at first that only the Hindoo population of India participated in or sympathised with the movement, and that the Mahommedan or Mussulman inhabitants might be relied on to co-operate with the government. It turns out that the native Princes, who are nearly all Mahommedans—the descendants of the Mahommedan conquerors—are at the bottom of the movement—that no class in India can be relied on. These princes, although deposed by the Indian government, were yet in the receipt of magnificent incomes, every farthing of which they will lose in the event of the British power being re-established. They will sink into the lowest ranks, penniless and friendless. The ex-King of Oude, and other nominal potentates, are now prisoners in Calcutta. Come what may, *their* day is over.

It is upon occasions of this kind that the spirit of the British nation shows itself to the best advantage. It waives partizan opposition, and says to the Administration—"The country is in danger—it wants men, money, every thing to relieve it from that danger—ask for what is wanted and we will support you;" and the greater the peril, the firmer is this spirit. Neither distance nor numbers can enable a people like the Hindoos, successfully to resist such determination backed by adequate resources.

The elections are losing their interest. The Democratic majority in both Houses will be sufficient for all practical purposes. The contest, if such it can be called, results nearly all one way, and consequently there is little or no excitement.

Several gentlemen have been spoken of for the office of Speaker of the next House of Representatives. We lean to the opinion that Mr. Orr, of South Carolina stands the best chance. For Clerk Hon. Mr. Allen of Illinois, favorably remembered here, and A. D. Banks, Esq., of the South Side Democrat, will be candidates. If Mr. Orr, a Southern man, be elected Speaker, Mr. Allen, a national Democrat from the North, will most likely be Clerk.

### The Knoxville Convention.

Some ten States are represented at Knoxville. Mr. DeBow of the Review is President, assisted by a Vice President from each of the States, together with a number of Secretaries.

Some six hundred delegates had registered their names. Many only waited for the organization, being unable to remain, for want of accommodations. So far, little or nothing has been done. The Committee on resolutions had reported unfavourably to Free Trade and direct taxation—had recommended the withdrawal of the United States Ships from the coast of Africa—thought the agitation for the reopening of the Slave Trade premature—had endorsed E. Dudley Mann's Steam Ferry scheme—recommended the building of fortifications at Mobile, Alabama, and Port Royal, S. C.—thought that no trading should be done with States that failed to carry out the provisions of the Fugitive Slave Law—requested the representatives of the South to vote for no bestowal of the government patronage to steamship lines to foreign ports, unless the South should receive her fair share. Thinks the Fishery Bounties ought to be abolished.

A pretty warm debate was expected upon the question with the reference to the re-opening of the Slave Trade. The South Carolina delegation will urge an expression of opinion in favor of it, but the majority of the States will oppose it.

The other resolutions are mere generalities, with the exception of that having reference to the bestowal of government patronage on steamship lines to foreign countries. There *is* something in that.

The delegates complain of the unsuitableness of Knoxville for the holding of a convention, and rather hint at a disposition among the Tennesseeans to skin their guests

A. S. Merriman, of North Carolina, is one of the Vice Presidents, and A. Gaines, from the same State, one of the Assistant Secretaries.

THE NORTH CAROLINA UNIVERSITY MAGAZINE, AUGUST, 1857, is on our table. It is edited by a committee of students consisting of Messrs. H. T. Brown, W. M. Coleman, W. C. Lord, E. S. Bell, T. W. Mason and J. W. Wright, and neatly printed at the office of the Chapel Hill Gazette. The leading paper is "The Life and Times of Richard Caswell," a Lecture delivered before the "Oak City Guards" in Raleigh, January, 1857, by Professor F. M. Hubbard. Professor Hubbard maintains Caswell's claims to the honors of the Battle of Moore's Creek, in opposition to those set forth on behalf of Col. Lillington.

☞ Yesterday forenoon, between eleven and twelve o'clock, the thermometer at the Sound, as we are informed, stood over 96 in the shade. Later it fell several degrees, but again rallied before sleeping time, and kept at over ninety a good part of the night.

What it stood at here in town we don't know.—We hardly think any thermometer in town was capable of doing justice to the subject. It was the hottest day of the year, but that pre-eminence bids fair to be lost. Upon the whole, this present day gives promise of rather exceeding any of its predecessors. We don't altogether agree with a gentleman who observed that it was going to be as hot as a place that shall be nameless. It will not be *quite* so hot, but nearly so.

But there are other places in this world that enjoy a comfortable warmth of climate as well as Wilmington. Augusta, Georgia, is said to have had 106 in the shade on the 14th. Pretty considerable that!—At 9 in the evening it was 96.

DEATH OF JUDGE SETTLE.—Hon. Thomas Settle, for over twenty years a Judge of the Superior Court of this State, died a few days since at his residence in Rockingham county. His disease was believed to have been a cancerous affection. Judge Settle was about 66 years of age, and had filled many high position. We forbore alluding to this sooner in the hope of obtaining some particulars, but have not succeeded.

☞ The Norfolk *Argus* of Thursday gives the returns from all the counties in the first district, and foots up Dr. Shaw's majority at 25.

### Still Later from Havana.

CHARLESTON, August 14.—A Steamship has arrived at this port with Havana dates to the 12th instant.

The banks resumed payments on the 10th. No failures had occurred, and confidence was restored.

The health of Havana continues good but there is some fatal sickness among strangers in the shipping of our port.

A Proposition from the merchants is before the government to permit the introduction of the United States gold coins—$10 and $20—at par which will regulate our exchanges, if sanctioned, and do much for the further alleviation of the money market.

The brig Brama, late of New York, and schooner Niagara, have both been sold to go into the African slave trade.

A robbery of about $25,000 worth of watches, jewelry, &c., received from England by the last English mail steamer, has been effected from the custom-house store.

### Knoxville Convention.

AUGUSTA, August 14.—On the 11th inst., resolutions were adopted by the Knoxville Convention urging Government to withdraw our squadron from the coast of Africa, and to fortify the harbors of Port Royal and Mobile. Other resolutions were referred, endorsing Mr. Mann's ferry project, advocating Government patronage of Southern steamers, and the repeal of the fishery bounties.

On the 12th the Business Committee reported against free trade and direct taxation; against the South receiving goods coming from States for upholding the Fugitive Slave Law, and against the discrimination on the part of the government in favor of foreign mail lines from Northern ports. The Committee reported in favor of exemption of one slave to each slaveholder from seizure for debt; in favor of erecting Arizonia into a territory; in favor of recovering certain land lost by recent treaty with Mexico. The Committee also reported that the time had not arrived for the Convention to consider the reopening of the African slave trade, and a resolution in favor of Montgomery as the next place of meeting for the Convention. The resolution for the withdrawal of the squadron from the African coast was adopted.

### Later from Kansas.

ST. LOUIS, Aug. 14.—A Kansas correspondent of the Democrat says that Judge Cane has published an opinion that the payment of taxes is essential to the preliminary right of voting. The sheriff of Douglas county has given notice of his intention to collect the taxes. In a speech Gen. Lane announced the organization of 11,000 men to protect the polls in October; and he stated that the number would be increased to 25,000.

### From Washington City.

WASHINGTON, Aug. 14.—This has been the hotest day of the season. The Mercury was as high as 91 and 92. In Baltimore, it was up to 95.

Dr. Barry, surgeon in the Navy, died here to-day.

Our Government will unquestionably object to the reported transfer of the Nicaraguan transit route to Costa Rica. Wm. Carey Jones, now at San Jose, was especially instructed to represent the views of the Administration on this subject, which are known to be entirely adverse to such a policy.

A Commissioner of Indian affairs will shortly visit the North-West to make treaties with the Ponca and Pawnee Indians.

### Yellow Fever at St. Marys.

SAVANNAH, Aug. 12.—The keeper of a boarding house at St. Marys, Ga, has died from yellow fever. He caught it from the crew of a Spanish ship.

### The Atlantic Submarine Telegraph.

The proceedings in regard to the Atlantic telegraph cable, in England, are exceedingly interesting. We extract the following from an article on the subject to the London Times of the 24th ult.:

The Agamemnon leaves Greenwich to-day, and after the adjustment of her compasses proceeds at once to Queenstown, where the other vessels composing the squadron, the Niagara, Susquehanna and Leopard, will also rendevous. During the trip from Sheerness to Queenstown experiments will be made by laying down about twenty miles of cable, in order to ascertain that everything is in good working condition. By this means the stiffness of the paying out gear, of which considerable distrust is entertained, will be accurately tested, and the amount of risk known which the scheme will have to encounter in mid-ocean. These trials, however, are to be strictly private, and none but those actually connected with the operations about to be undertaken, will be allowed on board. After taking in coals at Queenstown the four vessels will start together for Vilentia Bay. It has been thought advisable to alter the arrangement by which the cable was to have been joined in mid-seas, and the Agamemnon and Niagara then make the best of their way to the shore—the former to America and the latter to Ireland. Now the plan is to submerge the whole cable in a continous line from Vilentia Bay to Newfoundland. The Niagara will lay the first half from Ireland to the middle of the Atlantic; the end will then be joined to the other half on board the Agamemnon, which takes it on to the coast of Newfoundland. During the whole process the four vessels will remain together and give whatever assistance is required. While it is being laid down messages will be sent back to the coast of Ireland, reporting each day's progress, and if necessary, of course, each hour's. Scientific men look forward to the result of the undertaking with the deepest interest, as some wonderful electrical phenomena are certain to be observed during the process of submerging. Those most nearly interested in the plan are sanguine as to all being successfully completed within a month, and the state of the markets at New York known every morning throughout England. Most earnestly do we hope that their fullest expectations may be realized, though it is useless attempting to conceal the risks of failure to the present plan are many and most serious.

FATAL ACCIDENT.—A sad accident occurred at the Paper Mills of the Neuse Manufacturing Company, situated at the Falls of Neuse River, in this County, on Monday evening, the 3d instant. A youth named John Wesley Edwards, about 16 years of age, who was employed in the mills, went up on the roof of the building at the close of the days' work to shut down the sky-light windows. The roof was quite slippery at the time, on account of the rain which had fallen, and it is supposed that the unfortunate youth lost his footing and fell a distance of some forty or fifty feet into the water below. When it was discovered that the boy was missing, his father, Mr. E. Edwards, who is also employed in the mill, correctly fearing that he was drowned, commenced searching in the river below the mill for his body, but up to a late hour it could not be found. The search was renewed next morning, and the lifeless body was soon discovered some distance below the mill. The neck was found to be kroken, and there was a severe contusion under the chin, caused doubtless by striking against something in the fall from the roof of the building.—*Ral. Register.*

### Interesting History of Ocean Steam Navigation.

An interesting paper on "the Past Present and Future of Atlantic Ocean Steam Navigation," read before the Frederickton (N. Brunswick) Athenæum, on the 15th ult., by T. Vernon Smith, civil engineer, has been published in a pamphlet form. It embraces many valuable facts in regard to the past history of ocean steam navigation and its present condition, and present views which should be received with much attention at the present time, when so deep an interest is felt in the subject of ocean steam navigation.

The first real, Atlantic voyage, Mr. Smith says, was performed in 1833, by the steamer Coyal William, of 180 horse power and 1000 tons burthen, from Pictou in Nova Scotia to Cowes in the Isle of Wight. She was a thorough ocean steamer, and was built at Three Rivers in Canada, by Canadian mechanics, fitted with Canadian engines, commanded by a Canadian captain, and propelled by Nova Scotia coals. She was employed four years between England and Ireland, when she was again put upon the Atlantic station, and crossed and recrossed repeatedly.

In 1837, four steamships were built in England by different companies, for the American trade—the Great Western, the Victoria, afterwards the British Queen, the Liverpool and the Columbus. There was great rivalry for the honor of making the first trip across the Atlantic. The Great Western was the first ready. On the 7th of April she sailed for the United States. The British and American Steam Navigation Company, owners of the British Queen, not being able to get their own vessel ready in time, chartered the Sirius a fine new boat, to run against the Great Western, and she was dispatched from Cork on the 4th of April, three days before the Great Western. Exactly twenty years after the first deep sea steamer, the James Watt, had started from Greenock, the first pair of Atlantic steamers left Great Britain for America the first Atlantic race was being run, and the era of ocean steaming had commenced. The deepest interest was felt in the result. Both vessels performed well, the Sirius arriving only twe ve hours before the Great Western, which made the passage in fifteen days. A great impetus was given to ocean steam navigation by the successful result of the voyages of these two vessels, and in less than six months four independent companies had commenced operations in steam navigation between ports in England and New York. Another cycle of twenty years has passed since ocean steam navigation was established, and the pecuniary result of the experiment is thus summed up:

"As a commercial speculation, the Atlantic steamers were dead failures. The British Queen was laid up in the Thames, and afterwards sold to the Belgian Government, to be converted into a man of war—the President had gone to the bottom—the Liverpool had been sold to the Peninsular Company—the Royal William to the Dublin Company, and when the Great Britain was laid up inordinary in Dundrum bay the heavily-bountied Mail lines, the Cunard and West India Mails were alone on the Atlantic waters. The experience of twenty years had been a perpetual repetition of the same thing: the American steamars that have been introduced have shared precisely the same fate as our own, and though our friends on this side of the water seem unwilling to learn the hard lesson, yet the commercial result with them has been notoriously unfortunate, and at the expiration of the second twenty years, cycle of steam navigation, the fact remains that the best paddle-wheel steamers afloat on the Atlantic, unassisted by postal or government bounties, is unable to pay its expenses, and is commercially not more successful than the Great Western, which only three months ago finally passed into the ship broker's hands. During the whole of this period the bounty received from Government has alone preserved our mail steamers from ruin, and though there are undoubtedly many evils in these enormous monopolies, yet the future will have to thank the Mail companies and the bounty system for keeping the public mind alive to the necessity of regular oceanic communication, and, in fact, for fostering the science of steam navigation up to the present period, when the first time it may be considered able to go alone and pay its own expenses."

Mr. Smith is a strenuous advocate of the superiority of screw propellers over paddle wheel steamers; which he shows has been demonstrated by experience. The Cunard fleet now consists of forty steamers, of which thirty are screw boats; the mail steamers from Liverpool to Boston and New York being, according to the terms of their agreement necessarily paddle wheel steamers. There are now plying across the Atlantic, between Europe and North American ports, fifty-four steamers, of different nationalities, of which thirty-six are screw boats and eighteen paddle wheel boats, or exactly two to one in favor of the screw steamers. All of the American steamers are paddle wheel boats. The screw boats employed on the Atlantic have answered extremely well, and the Scotch line from Glasgow to New York is said last year to have divided twenty per cent. In unpleasant contrast with this result is the fact that, within a few days, the Ocean Steam Navigation Company of New York, the owners of the New York and Bremen line of steamers, have decided to sell their boats and close up their business, owing to the withdrawal of the Government subsidy in the shape of a mail contract. The boats being paddle wheel steamers cannot now be made to pay. The great advantages of screw propellers over paddle wheel steamers are thus set forth and explained:

"It is no doubt principally from the assistance derived from their sails that the ocean screw steamers are enabled so successfully to compete with the paddle boats. In heavy weather the latter have no alternative but their engines, the least sail so materially interfering with the working of their paddles, probably throwing one wheel far under water, whilst the other is out, as to risk breaking the shafts. When they dare not use their sails, the screw boats take advantage of every wind, as if they depended alone upon that, whilst their propeller is always at work, through calm or rough weather equally efficient, quietly and noiselessly forcing them on their way. For this reason their average passages are not only performed with greater regularity than the paddle boats, but their absolute speed, with less than half the power to their tonnage, is about the same. In confirmation of this, the experience of the Collins, Cunard and Canadian lines for the last year is remarkable; the average western passage of the Cunard boats to Boston and New York being 12 days 14½ hours, the Collins line 12 days 16½ hours, and the small-powered screw steamers to Quebec being 12 days 20½ hours. The Canadian line has been surpassed only by the Cunard line to New York, taking both voyages out and home; has kept pace with the Collins line within 3½ hours on the western trip, and beaten them more than a day on the eastern run, whilst the Cunard line to Boston has been beaten both out and home."

Iron, too, is superseding the use of wood in the construction of steamers, and after the present mail contract of the Cunard line expires, it is very doubtful if any British steamers built of wood and propelled by paddles, will ever cross the Atlantic in the mail or passenger service again. On this subject Mr. Smith has the following remarks, which are well worthy of attention:

"Comparing the safety of wood and iron, we may observe, that of stranded wooden vessels, no instance has occurred of the vessel having been saved. Of stranded iron ships, the Great Britain, and just lately the Tyne, are well known instances; and a company is now being organized to recover the City of Philadelphia, the hull of which is still visible at low water, near Cape Race. The important advantage of strength of the hull, which can sustain a vessel like the Philadelphia against the breakers and storms of nearly three years, is a very important feature in the safety of iron ships, and it shows also a very great advantage in the employment of this material for steam vessels, where, from the nature of the motive power employed, unusual strains must be at work, tending to destroy the water-tight joints and fastenings at all events in the neighborhood of the machinery. Hence we find wooden steam vessels not nearly so durable as wooden sailing vessels, whilst iron ships appear, where well riveted in the first instance, to be as little liable to leaks or open joints when propelled by steam as when sails only are employed.

"The comparative safety of wood and iron is further illustrated by reference to the steamers Pacific and Persia—the former a wooden, the latter an iron vessel—both of which sailed from Liverpool in January, 1856, within three days of each other, and at a time when a vast portion of the Atlantic ocean was taken possession of by an icy continent. The two boats were on a race. The Pacific was never heard of after. She, in all probability struck on this field of ice, was stove, and went down. The Persia, when five days out, struck also. The collision broke a large hole through the plates of her iron bow, tore the rivets asunder for sixteen feet on her starboard side, and bent and twisted the rims of her paddle wheels as if they had been made of lead. No wooden vessel could have lived an hour after having received that terrible blow. The first compartment instantly filled, but the water-tight bulkhead saved her, and she was enabled to reach New York in safety."

### The Late Elections.

Among the many articles that have appeared in the democratic press in relation to the sweeping victories of the democracy in Kentucky, Tennessee, North Carolina, Alabama, and Texas, the following, from the Boston Post, will deservedly rank very high for its broad, national spirit, its truthful statements, and its pointed and timely references to the causes which have led to a revolution full of substantial guarantees for the present and high hopes for the future:

The late elections have been of great importance to the whole country, as they involved the political character of the next House of Representatives and of several senators. Hence the administration and the democratic party have regarded them with deep interest.

The results will be hailed with high satisfaction by the democracy all over the country. These results are all, and even more, than could be expected, for they show a grand public opinion coming up on all sides to sustain the vital principles on which the democracy planted themselves so unhesitatingly and frankly—the principles of civil and religious liberty, in opposition to the degrading war on race and sect; and of popular sovereignty, in opposition to the measure of congressional restriction on the slavery question.

Let us analyze the results of the recent elections. In all the States that have just voted know nothingism had made large headway; and the political sentiment in some of them, in former years, has been strongly against the democratic party. Take three of them for illustration of the change of public opinion: Tennessee, North Carolina, and Kentucky.—Tennessee went for Harrison, for Taylor, and Scott; but the democrats have been steadily gainging of late years. In the last congressional delegation the democrats had half the members, the know nothings the remainder. Now, Tennessee has a democratic governor by 10,000 majority, a democratic legislature, and the democrats have gained in members of Congress. This insures a control over the senatorial election. This State is now permanently democratic. Similar results are seen in the old whig State of North Carolina. This State was decidedly against the democracy in 1840, 1844, 1848, and gave its vote for Pierce by only a few hundred majority. Now such is the public opinion in favor of the democracy that in but two congressional districts were there serious contests, and this State is solidly on the democratic side. Kentucky is the third old whig State—a State which, since 1832, when she gave her vote for Clay, has been perseveringly against the democracy. This State fell deeply into the slough of know nothingism. It is unnecessary to occupy space with stating the figures as to its complexion: its majority for Harrison was 26,000. But let it not be forgotten that William Henry Harrison went in 1820 against the Missouri restrictionists; and termed himself the only public man in Ohio who openly took ground against them. The Kentuckians see that the democracy on the slave question is where Harrison was in 1820. Hence the extraordinary spectacle is now seen of the democracy being triumphant in all branches of State government which the people can get hold of. Think of the intelligence of seven democratic members of Congress; a democratic House of Representatives; a democratic UNITED STATES SENATOR from the State of Kentucky! But the crowning triumph is the election of James B. Clay in the Ashland district, where, two years ago, a know-nothing was elected by a majority of 1,600; and at the last election the know-nothings carried it by 600 against Mr. Buchanan! Far more than a local triumph is this election of Clay; and it is significant of the decaying state of know-nothingism all over the South! So much for the cause of democracy in three of the States in which the people have recently voted.

We need not go into particulars as to the old democratic States of Alabama and Texas, for the democracy of those States have made almost a clean sweep of know-nothingism. The only congressional disciple of this faith from Alabama has lost his election; and even the powerful aid of the hero of San Jacinto could not save Texas to Sam. In Missouri, too, where there has been so long formidable local divisions in the democratic ranks, their regular candidate is elected governor by a handsome majority.

The great result of the late elections is to secure a majority of democrats in the House of Representatives in Congress; and this will enable these members to control legislation. Senators are to be elected in Tennessee, Kentucky and Texas; and democrats will be returned from these states. Thus the ascendancy of the democracy is now complete in all branches of the general government.

But this is not all. To these triumphs are to be added the indications of northern public opinion such as were seen in the noble struggle and gains of the Connecticut democracy, and such as are now seen in the elections in Iowa. These, with other facts that might be named, show how the tide is setting at the North. The band of true men here who have had the moral courage to face and fight the current fanaticism and heresy are daily receiving accessions; and we hesitate not to predict that every future election will show their importance. This northern phalanx is fast becoming a power; and it will stand side by side with a southern phalanx in maintaining common constitutional rights, thereby preserving the common blessing of the American Union. More than rights guaranteed in the constitution neither the South nor the North ought to ask; and the great national party of both sections will never consent to less than these rights. On such common ground both wings of the party have fought the modern heresies, and now the evidence is every day accumulating that the intelligent people of this country, after the sober second thought, will not harbor a detestable no popery cry, derived from British toryism, or a pestilential abolitionism imported from Exeter Hall; but, in preference to such foreign influence, will stand permanently by the principles of civil and religious liberty proclaimed by Jefferson, and the American Union, as established by the fathers of the republic.

These demonstrations show a controlling public sentiment rallying to the support of the present national administration, and that the wise and firm course of President Buchanan will be nobly sustained. The misrepresentations of the opposition as to the designs of the democracy are fast passing away, for time is demonstrating to an intelligent people that the democracy are not aiming to force slavery on to free territory, or on to any territory, but to guard the sovereignty of the States, to administer with equal justice the general government, and thus to strengthen the constitution of our country. Such objects are nation wide; such objects every friend to the country can conscientiously support; such objects ought especially to command the willing approval of the democracy. Let the great national party recollect that their opponents are bent on making another sectional contest; that they have resolved that slavery agitation shall go on; and that this will necessitate severer political work than ever; and let each intelligent and patriotic democrat, laying personal griefs on a common altar, rally around the present administration, and an impregnable barrier will be created against the great Northern crusade on the South, which is now in the process of formation for the presidential struggle of 1860.

ANOTHER WHISKEY VICTIM.—The mortal remains of Charles Cozort were found in an old stable five miles North of this place, on Wednesday morning last, horribly mutilated by worms. He was seen at the spring, on the premises, on Saturday before; and it is believed he must have crawled into the stable on that day, where from excessive drink and disease, he died. His body was discovered by accident. Two bottles were found setting by him. Thus perished, like a brute, another victim of the whiskey demon.—No one saw his agony, no one heard his moans—no one wiped his brow, or disposed his limbs in death. Like a brute, in an old deserted stable, insensible of enobled nature, he perished; and like a brute his vice destroyed body, became the prey of flies and worms.—*Salisbury Watchman.*

TERRIBLE AFFAIR.—A MAN'S THROAT CUT.—On Saturday last a difficulty occurred at the house of W. H. Putney, in this place, between two men named Young Ross and James Bryan, which resulted in Bryan's cutting Ross' throat. It seems that Bryan was owing Ross a debt of 20 cents.—Ross dunned him for the amout. Bryan borrowed the money and paid Ross, at the same time using some insulting epithet towards him. The latter then charged Bryan with once having stolen some bacon, and desired to know whether or not it was good; whereupon Bryan drew a knife from his pocket and gave Ross a dangerous wound in the throat. Bryan was taken into custody. We learn that Ross is expected to recover.—*Raleigh Register.*

### Travelling of Old in England.

Taylor, an English poet, who flourished about two centuries ago, gives an account in prose and verse of his travels from London to the Isle of Wight. He states that the journey was performed in a public coach drawn by four horses, and conducted by two coachmen. They moved at a very slow rate, though to the traveller of those days, they hurried on with "fiery speed." In 1658, a regular line of stage coaches was established from London to the principal cities of England and to Edinburgh. The journey to Edinburg was made once every fortnight.

In a Hereford journal, of January, 1775, are two advertisements, one of which is annexed, which speak of stages as *machines*, and advertise them to *fly* on their journeys.

"1775, January 12.—HEREFORD MACHINE.—In a day and a half, twice a week, continues flying from the Swan and Falcon in Hereford, Monday and Thursday mornings, and from the Bolt in Tun, Monday and Thursday evenings. Fare—19 shillings; outsiders, half."

In a work written in 1692, an official statement is given of the expense and mode of travelling in those days, by those who did not use their own horses:

"Moreover, if any gentlemen desire to ride post to any principal town in England, post-horses are always in readiness, (taking no horse without the consent of his owner,) which in other kings' reigns was not duly observed; and only 3d. is demanded for every English mile, and for every stage to the postboy 4d. for conducting. Besides this excellent convenience of carrying letters and men on horseback, there is of late such an admirable commodiousness, both for men and women of better rank, to travel from London to almost any town of England, and to almost all the villages near this great city, that the like has not been known in the world, and that is by stage coaches, wherein one may be transported to any place, sheltered from foul weather and foul ways, free from damaging one's health or body by hard jogging or over violent motion; and this not only at a low price, as about a shilling for every five miles, *but with velocity and speed*, as that the posts in some foreign countries make not more miles in a day; for the stage coaches called 'Flying Coaches' *make forty or fifty miles in a day;* as from London to Oxford, or Cambridge, and that in the space of twelve hours, not counting the time for dining, setting forth not too early nor coming in too late."

The English stage coach became at a later period one of the "institutions," and, just before the introduction of railways, over splendid roads, on which it was difficult to find a stone as big as a man's fist, made their twelve, fourteen, and even sixteen miles an hour.


STATE OF NORTH CAROLINA, New Hanover County.

Mary J. Newton, by her guardian John T. Newton. } In Equity.

IN OBEDIENCE to a decree of the Court of Equity of said County, made in the above cause, at the last Term, I shall offer for sale, at public auction, on the premises, on Saturday, the 5th day of September next, a tract or parcel of land belonging to the Estate of the late David J. Newton, situated on the East side of Moore's Creek in the County of New Hanover, adjoining the lands of B. K. Newkirk, Charles B. McAllister and others, and containing two hundred and twenty-nine acres. It will be sold on a credit of twelve months, and a bond with good security will be required of the purchaser.

Given under my hand, at office, this 12 day of August A. D. 1857. O. P. MEARES, C. & M. E

August 14th, 1857. 50-3t

STATE OF NORTH CAROLINA, NEW HANOVER COUNTY.

WHEREAS, complaint upon oath hath this day been made to us, two of the Justices of the Peace of the county of New Hanover, by T. H. Lane, that a certain male slave named SIMON, to him belonging, about forty-five years of age, black complected, about five feet five inches high, hath absented himself from his said master's service in Duplin county, since last Appil, and is lurking about in the aforesaid county of New Hanover, committing acts of felony and other misdeeds: These are, therefore, in the name of the State, to command said slave SIMON, forthwith to surrender himself and return home to his said master; and we do hereby, by virtue of the Act of the General Assembly of the State aforsaid, in such cases made and provided, intimate and declare, that if the said slave above named does not surrender himself and return home immediately after the publication of these presents, that any person may capture said slave, and in case of flight or resistance, may slay him without accusation or impeachment of any crime whatever.

Given under our hands and seals, the 1st August, 1857.

JAS. T. MILLER, J. P., (Seal.)
W. N. PEDEN, J. P., (Seal.)

$50 REWARD!

I WILL give the above reward for the apprehension and delivery to me, or for the confinement in any Jail in the State so that I get him, my negro man SIMON, who left my service in April last. Said negro is about five feet five inches high, of black complection, and is lurking in or about Wilmington, and on Rocky Point, also about my plantation in Duplin county, where his wife and children are; or $100 for his head, if taken dead. T. H. LANE.

Wilmington, N. C., August 1st, 1857. 50-tf

GROVE ACADEMY, NEAR KENANSVILLE.

THE SUBSCRIBER, grateful for the liberal support which he has so long experienced, and desirous, in return, of elevating the institution under his care, by extending the facilities for acquiring a *thorough* education, has now the pleasure of announcing to his friends and the public generally, that, in addition to the services of Mr. D. Mallard in the Primary Department, he has also associated with himself, in the instruction of the more advanced classes, Mr. B. F. Grady, Jr., a graduate of our own University, and well qualified to discharge all the duties that will devolve upon him.

The next session will commence, under the new arrangement, on Monday, 31st August, when pupils will be received into the various classes for which they may be prepared, and a full opportunity afforded them, of pursuing such a course of study as will best advance their future views. Thus, if preferred, the higher branches of Mathemetics, Philosophy, Natural and Moral, Chemistry, &c., may be studied *without* the Classics; while the course preparatory for College, will be extended so as to qualify for admission into the Sophomore or Junior Class.

TERMS PER SESSION OF FIVE MONTHS OR 21 WEEKS.

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|---|---|
| Primary English Course | $10 |
| Advanced do. | 15 |
| Classsical and Mathematical | 20 |

Board in the best families $40 a $45.

N. B.—*No extra charges.*

For the information of those who have no acquaintance with Mr. Grady, I subjoin two certificates, from the highest quarter, of his ability to instruct in those branches to which his attention will be more particularly directed:

UNIVERSITY OF N. C., CHAPEL HILL, June 29th, 1857.

Mr. B. F. Grady, Jr., was connected with this Institution for four years, and was graduated on the 4th of this month, with the *First Distinction*. He was exemplary in the discharge of all his duties, and won the confidence and regard of his instructors.

His studies in Greek were pursued with great assiduity,