

North Carolina News.

John S. Huntington
Huntington

JOHN W. CAMERON, PUBLISHER. This Organ is for the People's rights both an eternal right and the snuffing strain of Man's Son can fill his hundred eyes to sleep. TERMS: TWO DOLLARS IN ADVANCE. Whole No. 119. Fayetteville N. C. Saturday April 19. 1856.

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EDITOR AND PROPRIETOR.
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GROCERIES.
15 SACKS prime Rio Coffee,
14 lbs. Crushed and Coffee Sugar,
10 N. B. Whiskey,
5 N. B. Rum,
6 boxes bar Soap,
480 lbs. No. 1 Cheese,
100 Extra Gunpowder and Imperial Tea,
2 bbls. pure Cider Vinegar,
Just received and for sale by
WM. BOV,
Foot of Haymarket,
April 4, 1856. 115-25

OLD RYE WHISKEY.
THE Subscriber is the only authorized agent in Fayetteville for the sale of the Hon. B. C. Par-year's celebrated Old Rye Whiskey. He will be supplied with this superior Whiskey to meet the demand.
W. DRAUGHON,
Fayetteville, March 28. 115-17

REMOVAL.
I HAVE removed my stock of Groceries and Furnishing Goods, from my old stand in the Fayetteville Hotel Building, to the Store formerly occupied by Messrs. Hall & Sackett, Hay Street, opposite John Glover's Jewelry Store, where may be found at all times a complete stock of
READY-MADE CLOTHING,
Suits to the taste of buyers and to the season.
Gentlemen and Youth will always find goods to suit from the crown of the head to the sole of the foot, all of which I am determined to sell as cheap for cash or credit of 30 days to punctual customers, as any other house in the city.
Money wanted for old accounts.
The stock is still on hand, and Costs and Profits to match.
I am now receiving direct from New York my Spring purchases. The whole will be to hand in a few days. Call and examine them before purchasing elsewhere.
JAS. McPHERSON,
One door west of Worth & Utley,
April 2. 117-47

BOOTS AND SHOES.
WE are receiving our Spring and Summer supply, consisting of a very large and general assortment of Gents', Ladies', Boys', Misses', and Children's Boots, Gaiters, and Shoes, with a large assortment of Servants' Shoes.
—ALSO—
Trunks, Calf, Goat, Lining, and Binding Skins; Shoe Thrifts; Pigskin, &c.
Which we offer very cheap for Cash, or on time to prompt customers.
R. T. HAWLEY & SON,
March 20, 1856. 115-12

AN ENTIRE NEW STOCK DRY GOODS.
THE Subscriber has taken the stand on the North West corner of Market Square, adjoining the Store of Mr. JAMES KYLES, where he has received in part, and is now receiving, an entirely new Stock of Goods, embracing nearly every variety of styles usually called for in the Dry Goods trade—among which are
Hosiery—Under Striped Glass Silks,
Dolls, China Striped do do
Solid Plaid and Striped do do
Shawls—Hosiery—Ribbons, all colors, some very fine; Plaided Bverages, all colors,
do do Organzies,
do do Robes.
A large and handsome lot of Embroideries, Collars and Under Shirts, &c.; Plain and Embroidered L. C. Handkerchiefs, Kid Gloves—Bonnets, Ribbons, Hooped Skirts, Embroidered Stairing &c.; Ready-Made Clothing, Boots, Gaiters, &c. &c.
With many other articles not enumerated.
PETER CROW,
March 29, 1856. 115-67

D. GOLDEN MURRAY, COMMISSION MERCHANT,
AGENT FOR
Murray's 'Regular Line' of Wilmington Packets,
62 SOUTH STREET,
P. MALLETT, NEW YORK.
The undersigned may be found at the office of D. GOLDEN MURRAY, 62 South Street, where orders for every description of goods will receive his prompt and personal attention.
P. MALLETT,
March 14, 1856. 115-17

BELL, BROOKS, PACE & CO., NEW YORK.
WE now have in store a beautiful assortment of the following Goods, selected by our Mr. Bell on the other side:
English Prints,
Manchester and Scotch Ginghams,
Printed Lawns and Jaconets,
White and Printed Brilliantes,
Printed Chiffons,
Printed Muslins,
Plain Col'd and Bl'k do.,
Plain Col'd Perlians,
Plain Col'd and Bl'k Berges,
Col'd Crapes D'Espagnes,
Satin Plaid Berges and Tissues,
Bl'k and Col'd Silks,
Bl'k Alpines,
Cloth, Costermers and Vestings.
—WHITE GOODS—(A FULL ASSORTMENT.)
Irish Linens, Flax Linens, Hollands, Damasks, Down, Linen Ducks and Drills, Farmers' Satins, Drap D'Etoles, Glazed Cambrics, Bl'k and Col'd Cambrics, Silesias, &c., &c., with a full assortment of Foreign Goods.
We also have and will always keep on hand, a complete stock of American and Imported Dry Goods, to which we cordially invite the attention, promising Good Bargains.
BELL, BROOKS, PACE & CO.,
March 13, 1856. 114-

WEST HARRIS, D. D. S., PITHBOROUGH, N. C.
Office on Roc bridge Street, next door to John H. Haughton's Law Office.
Dr. HARRIS, having graduated at the Baltimore College of Dental Surgery in the session of 1855, respectfully tenders his professional services to the public. He announces to the citizens of Randolph, Moore and Hartnett counties, that he will visit their County Seats, during the several terms of their respective Courts.
March 7, 1856. 113-17

A MAN OVERBOARD.
The clipper ship Flying Cloud, Capt. C. C. Cressy, on the last passage from China to New York, was in the vicinity of Madagascar, along at the rate of twelve knots, with breeze on the quarter, when a young man was passing a studding sail tack aft, outside the bulwarks, fell overboard. The watchman on the fore-castle did not notice him. Fortunately Mrs. Cressy, who was in the cabin looking out of the cabin window, saw him immediately ran on deck and threw a life-boat overboard. Still the ship was going slowly on her course, for as yet Mrs. Cressy did not know that there was a man overboard. The captain was on the fore-castle, busy among the men, preparing to set another gudgeon; the helmsman was intent upon keeping the ship on her course. The ready 'eye' of the young man who was near the captain, 'Ehl what!' rejoined the captain, casting a glance on deck, and the next second his voice rang fore and aft: 'Hard down the helm—one man aloft to look out—clear away the lee quarter-boat call all hands! He comprehended in an instant the disaster which Mrs. Cressy could not speak.

The ship was soon hoisted to the quarter boat aloft, with orders to pull in the wake of the ship until recalled by signal. Sail was shortened and the ship put about to retrace her course as nearly as the wind would permit. The sea was rather rough, but the boat pulled steadily to windward, at the rate of three knots an hour. Capt. Cressy went aloft and scanned the horizon with his glass, but could see nothing of either man or the life-boat. When the boat had been absent an hour the officer who had charge of it returned to the ship, but was again sent off, with peremptory orders not to return till sunset, (the sun was then three hours high,) and in order to spread the chance of falling in with the man another boat was also dispatched. Two hours had elapsed, when the life-boat was discovered close to the ship, but not the man. Both boats were now about three miles from the ship, one on each side of her course, and the captain at once inferring that the man, if afloat, must be between the boats and the ship, signalled the boats to return, in the hopes of their finding the man, for he still believed him to be alive, as he was a young fellow of good pluck and an excellent swimmer. The weather boat, when about a mile from the ship, was seen to 'stern-hard,' as the whalers say, until her way was stopped, then the man reached over the bow, and dragged aboard the long looked for shipmate. All hands were on the alert, eyeing them from the rigging, and when they saw what we have just described, saluted the boat's crew with three times three, and was so much exhausted that he could hardly speak his thanks; but his self confidence was unshaken, for he afterwards stated that he knew he would be saved the moment he saw the ship rounded to. He was now Capt. Cressy would not give him up as lost until night set in, but it seemed a small matter to him from the time he fell overboard until the ship was brought to the wind. He never saw the life-boat. Upon his arrival on board he was taken into the cabin, and entrusted to the care of Mrs. Cressy, who put him in working order in ten days. He was very sick, at times delirious, during the first five days, but constant care and watchfulness, such as a woman only could bestow, gradually restored him to health. He was grateful even to tears. 'Lucky dog,' said his shipmates; 'you were never born to be drowned; your time hadn't come!'

When he brought on board it must have been a glorious sight to see the cheerful alacrity with which the boats were hoisted up, to hear the stirring order 'up helm, fill away the star yards,' &c., and feel the gallant ship once more move majestically on her course, under a cloud of canvass, homeward bound. It is not too much to say that every man on board must have felt as happy as if he had just experienced religion.
Boston Atlas.

THE EFFECTS OF EATING HORSE MEAT.
There is a professor in Berlin who has been a hippophagist for the last ten years. About two months ago he woke up his wife in the middle of the night by neighing loudly. The wife expressed her surprise, and the surprise made the professor laugh; but such a laugh, it was a decided horse-laugh, that elicited a response from all the horses on a neighboring cab-stand. In the afternoon, his wife had the greatest difficulty in getting him past a seed shop, where a quantity of oats in the window was spread out for sale. Soon afterwards his hair (which is of a rich Auburn) began to grow to a tremendous length, and to assume the shape of a mane. His face, too became covered with hair, and he gave great amusement to the little boys of Berlin by appearing one day in the streets with a pair of blinkers. Various other changes gradually came over him. He would start as if he was frightened at the crack of a whip—the scream of a railway whistle would set him off galloping at full speed—while the sound of a trumpet would make him prick up his ears and distend his nostrils in a most equine manner. It was noticed also that his ears of late had grown considerably longer, pointing upwards to some height above his head. One night he was missed, and after considerable search he was found stretched at full length upon the straw in the stable. When his poor wife approached him, he began rearing and plunging in such a violent manner that it was only by putting on the kicking straps that he could be kept in the least still. Other curious symptoms soon declared themselves. He could not be induced to keep on his boots; and as it was found very uncomfortable to allow him to run about the drawing-room barefooted, he was removed and permitted to indulge in his eccentricities only out of the house. He would spend whole afternoons in the different stable-yards; his favorite associates were colts and omnibus conductors; his favorite haunts the offices of the *Zeitung* and the most fashionable beer-houses. Nothing pleased him so much as to sleep in a stall. After awhile his feet began to harden, and it was observed that a hard substance, not unlike a horse's hoof, was forming over them. The same peculiarity became soon observable on his hands. From this time forth he refused to walk upright; and one frosty morning he was found on all fours outside a farrier's shop, stretching out one of his feet, as if he were anxious to be shod. Since that period he has been put under the care of a veterinary surgeon who gives but faint hopes of his recovery.

THE ELECTRIC EEL.
Of the singular powers of this wonderful creature much has been written, and some things said which appear almost incredible. This fish abounds in the rivers of North Carolina, and many of its wonderful exploits are recounted and recorded there.
In the waters of Massachusetts Bay it is no seldom seen that the following circumstance occurs worth relating, and is in the mariner's own words. Captain Walker of Providence, recently, while running a schooner from that place to Boston, was overtaken by night off Cohasset Rock, and was running into Boston Channel in the evening. At about 8 o'clock, it being very dark, and his vessel moving slowly in, he dropped anchor to ascertain the depth of water and on slowly pulling in the line he felt something odd upon it, and thinking it might be a bit of kelp or rockweed, was about to throw it off, when it fastened upon his hands and coiled around his feet. He endeavored to shake off the eel when, suddenly bringing its tail around, it struck his arm with considerable force, and giving the worthy captain such a shock as sent him reeling on the deck. Recovering a little, he proceeded to seize the fish and cast it overboard, when he received a second shock from the life battery that caused him to call for aid, uttering a scream that must have been heard for miles. Determined not to be overcome by so paltry an object as a small eel, he proceeded once more to discharge his coilish, but was a third time repulsed, and with greater force than before, laying him prostrate at full length upon deck. His men immediately ran to the rescue, and bore the captain almost senseless aft, where medical aid could be administered. Never having heard of such wonderful power of the electrical eel, the greatest consternation prevailed, and the vessel rushing on in the thick darkness, they knew not where, the anchors were got out with much difficulty, and they waited impatiently the return of day, actually supposing some evil spirit had seized upon them, and that for the night they were to be the sports of their orgies.—*Yarmouth Register.*

POTATOES FROM SLIPS.
It may not be generally known that the common potato can be raised advantageously from the slip, after the manner of the sweet potato, and as easily. They are sprouted in hot beds, or heated manures, and transplanted in hills or drills, as fancy may direct, with the care of the other hot-bed plants. The advantages arising from this mode of culture are apparent, when we consider that the market can be supplied with a luxury of new potatoes from a month to six weeks earlier than by the old method, commanding a great price with quick sales, also leaving the land in fit state for a second crop, either of pickles or turneps, doubly compensating the industrious husbandman. It is said, by this mode of culture the root never makes its appearance. If this be true, as I have no reason to doubt, it will be well worth any extra pains we may take in rearing so invaluable an excellent. The potato is an susceptible of improvement in size and quality as any known vegetable, hence it should be the aim of all farmers who desire success, to use the best seed, the best manures, and in short, the best of every thing. With this last method, the word fail will be blotted from the farmer's vocabulary. Will some of the intelligent writers for the excellent 'Dialer Newspaper,' give a statement of the nutritious qualities of the different kinds of potatoes, from an analysis and oblige a constant reader?—*Dialer Newspaper.*

The last *Southern Literary Messenger* republicates a gem of true poetry from the pen of T. B. Aldrich, entitled, 'The Poem of a Little Life that was but three Aprils long.' We agree with the editor that if Mr. Aldrich writes no more, he will yet deserve to be ranked among the true poets of our day for this sweet conception. Every line and every word is replete with true poetry. It opens in this wise:
Have you not heard the Poet tell
How came the dainty babe Bell
In this world of ours?
The Gates of Heaven were left ajar;
With folded hands and dreamy eyes
She wandered out of Paradise.
She saw this planet, like a star,
Hung in the depth of purple even-
ing bridges, raining to and fro,
O'er which the white-winged seraphs go,
Bearing the holy bread to heaven;
She touched a bridge of flowers—these feet,
So light they did not bend the bells
Of the celestial asphodels!
They fell like dew upon the flowers!
And all the air grew strangely sweet!
And thus came dainty babe Bell
Into this world of ours.

The pleasure of reading such a production is worth the whole yearly price of the *Messenger*.

EXTRACT FROM A COLORED DISCOURSE.
'De whole, my frens, aw werry seldom found in any odder place den de Middletermain an Spangish Oshens. De whole an among de fishes wat de clefant an mong de beast—de biggest jawer ob dem all. A fisherman named Jon swallowed one once, but it overbloaded his stomach to dat degree dat in tree days he liff him up agin. It was too much for him. De whole aw de big fish; de codfish; aristocracy ob de sea, de same as de big boys aw de codfish aristocracy ob de land; but de former hab de wantage ob de bit ter, notwithstanding dey dewours a good deal, dey produces sumfin, but den de codfish aristocracy dewours ebery ting and produces nuttin.'

WIND SUCKING.—This detestable habit in horses may be cured, says a contributor to the *Ohio Cultivator*, by the following process:
Wind sucking is a habit, (like chewing tobacco) much easier acquired than forgotten. It can only be precised, however, under favorable circumstances—that is when there is some object on which the horse can rest his teeth, located about as high as his breast—such as a common manger, for instance. The best remedy, therefore, is to place the feeding trough as low as the ground or floor of the stable; and the hayrack as high as the horse can reach; and see that there is no object of an intermediate height for him to rest his teeth to suck wind. Care must also be taken that when out of the stable, he is not allowed to stand near a fence or stump, or any object of convenient height, for protruding this habit. In the course of a few months, say five or six, he will forget the trick.

'What have you done to farther human progress?' said a contentious philosopher one day to Jenkins. Jenkins' reply was clear and decisive:
'I've produced seven boys and two girls.'
The philosopher departed, and for the first time in his life—thought.

REVOLUTIONARY HISTORY OF NORTH CAROLINA.
BRITISH INVASION OF 1780-81.
BY GENERAL JOSEPH GRAHAM.

General Davidson orders out the Militia, in expectation of the advance of the enemy—Graham's troop of mounted men—Retreat of Morgan's force in two detachments across the Catawba—Davidson divides his force to guard the different ferries of the river—Hesselt at Rowan's Ferry—Arrest of those of Morgan and Col. Washington—Death of General Greene—Council and departure of those officers—Appearance of British van-guard on opposite shore—Davidson marches half his command to Cowan's Ford and takes position there—Passage of the river there by the enemy under General Cornwallis—Engagement—Death of Gen. Davidson—Cornwallis crosses at Beattie's Ford—Route of Tarleton's Troop—Davidson's Militia re-embarks on Rocky River—British pursue Morgan across the Trading Ford of the Yadkin—Skirmish with a Militia force near the River—Intercepted by the water and return to Salisbury.

At 10 o'clock Gen. Davidson was advised of the British army again advancing, beset on the next detachment which was detailed for duty from the counties under his command to rendezvous between Charlotte and the Catawba river. On the 19th, he received information of Tarleton's defeat at Cowpens. On the 21st a party of twenty Whigs who lived in the country South-east of the Cowpens (but had not been in the fight) brought into the camp twenty-eight prisoners, British stragglers, who he had taken most of whom were wounded—they were sent on eastward the same day. Gen. Davidson being advised of the rapid advance of the British army, and the Troops joining him, being all infantry, and Gen. Greene having appointed Col. Davidson to superintend the commissariat department, directed Adjutant Graham, who had now recovered of his wounds received in advance of Charlotte on the 26th September to raise a company of Cavalry, promising that those who furnished their own horses and equipments and served six weeks, should be considered as having served a tour of three months—the term of duty, required by law. In a few days he succeeded in raising a company of fifty-six, mostly enterprising young men, who had seen service, but found it difficult to procure arms. Only forty-five swords could be produced, and one half of them were made by the country Blacksmiths. Only fifteen had pistols, but they all had rifles. They carried the muzzle in a small box, fastened beside the right stirrup leather, and the butt ran through the stock belt, so that the lock came directly under the right arm. Those who had a pistol carried it by a strap about the size of a bridled rein, on the left side over the sword, which was belted higher than the modern mode of wearing them, so as not to entangle the legs when acting on foot. They had at all times, all their arms with them, whether on foot or on horseback, and could act as infantry or cavalry, and move individually or collectively as emergency might require. With those arms, and mounted generally on strong and durable horses, with a pair of saddle bags for the convenience of the rider, and a Warrier of pretender for his horse, they were ready for service, without Commissary, Quarter Master, or other staff.

After the battle of Cowpens, Lord Cornwallis was nearer the crossings on the Catawba than Gen. Morgan, and continuing to move up the country compelled Morgan to take a circuit around him. From the 24th of January until the 2nd of February, Cornwallis was within more than twenty miles from Morgan, and sometimes not half so far, and kept moving parallel to him; but never came into his trail until within sixteen miles of Salisbury on the 2nd of February.

On the 27th of January Cornwallis reached Rainsour's and encamped on the hill where the battle had been fought with the Tories on the 20th June preceding. Here he remained one day, either to ascertain in what direction to search for Gen. Morgan, or to afford his numerous friends an opportunity to join him.

Gen. Davidson finding the enemy approaching so near, divided those under his command in order to guard the different ferries on the Catawba. At Tuckasee ford on the road leading from Rainsour's to Charlotte he placed two hundred men under Col. Joe Williams, of Surry. At Tool's ford, seventy men under Capt. Potts, of Mecklenburg, at Cowan's ford twenty five men under Lt. Thos. Davidson of Mecklenburg. With his greatest force, and Graham's cavalry he took post at Beattie's ford on the road from Rainsour's to Salisbury—being twenty miles above Col. Williams. On the 31st the Cavalry were despatched over the river, and ascertained that the enemy were encamped, within four miles. Within two miles they discovered one hundred of the Cavalry, who followed them to the river but kept at a respectful distance. The dispositions that were being made caused them to fear an ambush. The same evening Gen. Morgan crossed the river at Sherrill's ford, ten miles higher up—and the next morning sent on the troops under his command with Col. Howard, directly towards Salisbury. He himself and Col. Washington came down to Beattie's ford, about two o'clock, and in ten minutes Gen. Greene and his aid Major Pierce arrived. He had been early informed of the movements of the British army and had first sent his troops in motion, then leaving them an hour command of General Huger on their march towards Salisbury, he had come to ascertain the situation of affairs, and give orders to the officers in this quarter. Gen. Morgan and Col. Washington met him at this place by appointment. They and Gen. Davidson retired with him out of camp, and seating themselves on a log had a conversation of about twenty minutes—they then mounted their horses, General Greene and aid

The counties then composing the brigade, commanded first by Rutherford and then by Davidson were the old Superior Court district of Salisbury and Morgan now composing the fourth and fifth Divisions of S. C. Militia, whose returns of effective men at the time (1821), exceed twenty thousand.

Gen. Morgan, as soon as his pursuers and prisoners were collected, marched over the Island Ford of Broad river, and up past Gilbertstown. Here he detached the greater part of his Militia and a part of Washington's Cavalry with the prisoners. The detachment took the Cane Creek road through the ledge of Mountains, which divides the heads of the South Fork from the main Catawba, and down that river past where Morganton now stands, and crossed at the Island Ford. At this Ford Washington's Cavalry left the prisoners with the Militia and joined Morgan on his march to the East.

The above note, by the writer, solves a question on which there has been some confusion, and contradictory statements, to wit whether Morgan crossed the Catawba at the Island Ford. It is here shown that the detachment of his force, with prisoners crossed at the former, but it will presently appear in the text, that he himself with his immediate command passed at Sherrill's Ford—Eps.

At Tuckasee and Tool's Fords, trees were felled in the road, and a ditch dug and parapet made. There were no such defenses at the other fords.

It is stated by the historians that the river was swollen so as to impede the passage of the British. The fact is, it was fordable from a week before, until two days after this time, though a little deeper than usual. The cause of the enemy's delay must have been the disposition by Gen. Davidson to guard the ferries.

Thos. Barrett, yet living.

took the road to Salisbury, Morgan and Washington, a way that led to the troops marching under Howard. About the time Gen. Greene had arrived, the British van-guard or about four or five hundred men appeared on the opposite hill beyond the river. Shortly after their arrival some principal officers, with a numerous staff, thought to be Lord Cornwallis, passed in front of them at different stations, halting, and apparently viewing us, with spy-glasses. In about one hour after Gen. Greene's departure, Gen. Davidson gave orders to the cavalry and about two hundred and fifty Infantry to march down the river to Cowan's ford four miles below Beattie's, leaving nearly the same number at that place under the command of Col. Farmer of Orange. On the march he stated to the commanding officer of the cavalry 'that though Gen. Greene had never seen the Catawba before, he appeared to know more about it than those who were misled on it'—and it was the General's opinion that the enemy were determined to cross the river; and he thought it probable that their cavalry would pass over some private ford in the night; and in the morning when the infantry attempted to force a passage, would attack those who resisted it in the rear; and as there was no other cavalry between Beattie's and Tuckasee he ordered that patrols who were best acquainted with the country, should keep passing up and down all night, and on discovering any party of the enemy to have gotten over, to give immediate information to him. These orders were carried into effect. The party arrived at the Ford about dusk in the evening and after encamping it was too dark to examine our position. At Cowan's ford the river is supposed to be about four hundred yards wide, of different depths, and rocky bottom. That called the Wagon Ford goes directly across the river; on coming out, on the eastern shore, the road turns down, and winds up the point of a ridge, in order to graduate the ascent until it comes to its proper direction. Above the coming out place a flat piece of ground, not much higher than the water, grown over with grass and herbaceous bushes and lambon briars, five and six yards wide, extends up the river, about sixty-one poles, to the mouth of a small branch and deep ravine. Outside of this bank rises thirty or forty feet, at an angle of thirty degrees elevation—then the rise is more gradual. That called the Horse Ford (as the present time much the most used) comes in on the West at the same place, with the Wagon Ford, goes obliquely down the river, about two-thirds of the way across, to the point of a large island, thence through the island, and across the other one-third, to the point of a rocky hill. Though longer, this way is much shallower and smoother than the Wagon Ford—and comes out about a quarter of a mile below it.

From the information received, Gen. Davidson supposed that if the enemy attempted to cross here, they would take the Horse Ford; accordingly he encamped on the hill which overlooks it. Lieut. Thos. Davidson's picket of twenty-five men remained at their station, about fifty steps above the Wagon Ford, on the flat piece of ground before described, near the water's edge.

On the same day as Cornwallis was marching to Beattie's Ford, about two miles from it at Col. Black's farm he left behind him, under the command of Brigadier Gen. O'Hara, twelve hundred infantry and Tarleton's cavalry, which in the night moved secretly down to Cowan's Ford, only three miles below. The next morning at dawn of day, 15th Feb. 1781, he had his columns formed, the infantry in front with fixed bayonets, muskets empty carried on the left shoulder at a slope, cartridge box on the same shoulder and each man had a stick, about the size of a hoop pole, eight feet long, which he kept setting on the bottom below him, to support him against the rapidity of the current, which was generally waist deep, and in some places more. The command of the front was committed to Col. Hall of the guards, who had for a guide Frederick Huger who lived within two miles of the place. They entered the river by sections of four, and took the Wagon Ford. The morning was cloudy and a fog hung over the water, so that Lt. Davidson's sentinel could not see them until they were near one hundred yards in the river. He instantly fired on them, which roused the guard who kept up the fire, but the enemy continued to advance. At the first alarm those under Gen. Davidson paraded at the Horse Ford, and Graham's cavalry was ordered to move up briskly, to assist the picket, but by the time they got there and tied their horses, and came up in line to the high bank above the Ford, in front of the column, it was within fifty yards of the eastern shore. They took steady and deliberate aim, and fired the effect was visible. The three first ranks looked toward us they halted. Col. Hall was the first man who appeared on horseback, behind about one hundred yards. He came pressing up their right flank on the lower side, and was distinctly heard giving orders, but we could not hear what they were. The column again got in motion, and kept on. One of the cavalry regiment reloaded, at Col. Hall; at the flash of the gun both horse and rider went under the water, and rose down the stream. It appeared that the horse had gone over the man. Two or three soldiers caught him, and raised him on the upper side. The enemy kept steadily on notwithstanding our fire was well maintained. As each section reached the shore, they dropped their setting poles, and brought their muskets and cartridge boxes to their proper places, fixed to the left, and moved on the narrow strip of low ground, to make room for the succeeding section, which moved on, in the same manner. By the time the front rank got twenty or thirty steps up the river, they had loaded their pieces and began to fire up the bank. The Americans received a few steps back when loading, and when ready to fire would advance to the summit of the hill, twenty-five or thirty steps from the enemy, as they deployed up the river bank. They had gained the Ford and just commenced firing when Gen. Davidson arrived from the Horse Ford with the infantry, and finding his cavalry on the ground he chose to occupy, Gen. Greene, with the opinion given by Gen. Davidson, that the enemy's cavalry would attack them in the rear, he ordered Graham's men to mount and go up the ridge, and form two hundred yards behind. As they moved off the infantry took their places, and the firing became brisk on both sides. The enemy moved steadily forward their fire increasing until their left reached the mouth of the branch upwards of thirty poles from the ford. The ravine was too steep to pass. The rest of their infantry and front of

of the British army again advancing, beset on the next detachment which was detailed for duty from the counties under his command to rendezvous between Charlotte and the Catawba river. On the 19th, he received information of Tarleton's defeat at Cowpens. On the 21st a party of twenty Whigs who lived in the country South-east of the Cowpens (but had not been in the fight) brought into the camp twenty-eight prisoners, British stragglers, who he had taken most of whom were wounded—they were sent on eastward the same day. Gen. Davidson being advised of the rapid advance of the British army, and the Troops joining him, being all infantry, and Gen. Greene having appointed Col. Davidson to superintend the commissariat department, directed Adjutant Graham, who had now recovered of his wounds received in advance of Charlotte on the 26th September to raise a company of Cavalry, promising that those who furnished their own horses and equipments and served six weeks, should be considered as having served a tour of three months—the term of duty, required by law. In a few days he succeeded in raising a company of fifty-six, mostly enterprising young men, who had seen service, but found it difficult to procure arms. Only forty-five swords could be produced, and one half of them were made by the country Blacksmiths. Only fifteen had pistols, but they all had rifles. They carried the muzzle in a small box, fastened beside the right stirrup leather, and the butt ran through the stock belt, so that the lock came directly under the right arm. Those who had a pistol carried it by a strap about the size of a bridled rein, on the left side over the sword, which was belted higher than the modern mode of wearing them, so as not to entangle the legs when acting on foot. They had at all times, all their arms with them, whether on foot or on horseback, and could act as infantry or cavalry, and move individually or collectively as emergency might require. With those arms, and mounted generally on strong and durable horses, with a pair of saddle bags for the convenience of the rider, and a Warrier of pretender for his horse, they were ready for service, without Commissary, Quarter Master, or other staff.

After the battle of Cowpens, Lord Cornwallis was nearer the crossings on the Catawba than Gen. Morgan, and continuing to move up the country compelled Morgan to take a circuit around him. From the 24th of January until the 2nd of February, Cornwallis was within more than twenty miles from Morgan, and sometimes not half so far, and kept moving parallel to him; but never came into his trail until within sixteen miles of Salisbury on the 2nd of February.

On the 27th of January Cornwallis reached Rainsour's and encamped on the hill where the battle had been fought with the Tories on the 20th June preceding. Here he remained one day, either to ascertain in what direction to search for Gen. Morgan, or to afford his numerous friends an opportunity to join him.

Gen. Davidson finding the enemy approaching so near, divided those under his command in order to guard the different ferries on the Catawba. At Tuckasee ford on the road leading from Rainsour's to Charlotte he placed two hundred men under Col. Joe Williams, of Surry. At Tool's ford, seventy men under Capt. Potts, of Mecklenburg, at Cowan's ford twenty five men under Lt. Thos. Davidson of Mecklenburg. With his greatest force, and Graham's cavalry he took post at Beattie's ford on the road from Rainsour's to Salisbury—being twenty miles above Col. Williams. On the 31st the Cavalry were despatched over the river, and ascertained that the enemy were encamped, within four miles. Within two miles they discovered one hundred of the Cavalry, who followed them to the river but kept at a respectful distance. The dispositions that were being made caused them to fear an ambush. The same evening Gen. Morgan crossed the river at Sherrill's ford, ten miles higher up—and the next morning sent on the troops under his command with Col. Howard, directly towards Salisbury. He himself and Col. Washington came down to Beattie's ford, about two o'clock, and in ten minutes Gen. Greene and his aid Major Pierce arrived. He had been early informed of the movements of the British army and had first sent his troops in motion, then leaving them an hour command of General Huger on their march towards Salisbury, he had come to ascertain the situation of affairs, and give orders to the officers in this quarter. Gen. Morgan and Col. Washington met him at this place by appointment. They and Gen. Davidson retired with him out of camp, and seating themselves on a log had a conversation of about twenty minutes—they then mounted their horses, General Greene and aid

The counties then composing the brigade, commanded first by Rutherford and then by Davidson were the old Superior Court district of Salisbury and Morgan now composing the fourth and fifth Divisions of S. C. Militia, whose returns of effective men at the time (1821), exceed twenty thousand.

Gen. Morgan, as soon as his pursuers and prisoners were collected, marched over the Island Ford of Broad river, and up past Gilbertstown. Here he detached the greater part of his Militia and a part of Washington's Cavalry with the prisoners. The detachment took the Cane Creek road through the ledge of Mountains, which divides the heads of the South Fork from the main Catawba, and down that river past where Morganton now stands, and crossed at the Island Ford. At this Ford Washington's Cavalry left the prisoners with the Militia and joined Morgan on his march to the East.

The above note, by the writer, solves a question on which there has been some confusion, and contradictory statements, to wit whether Morgan crossed the Catawba at the Island Ford. It is here shown that the detachment of his force, with prisoners crossed at the former, but it will presently appear in the text, that he himself with his immediate command passed at Sherrill's Ford—Eps.

At Tuckasee and Tool's Fords, trees were felled in the road, and a ditch dug and parapet made. There were no such defenses at the other fords.

It is stated by the historians that the river was swollen so as to impede the passage of the British. The fact is, it was fordable from a week before, until two days after this time, though a little deeper than usual. The cause of the enemy's delay must have been the disposition by Gen. Davidson to guard the ferries.

Thos. Barrett, yet living.