

Desiring to manifest our thanks for the generous liberality extended to our efforts to maintain a first class newspaper in this city, in some practical and adequate manner, we have concluded that this could best be done by such an increase in the size of our sheet as will enable us to do full justice to our subscribers, while accommodating our advertising patrons. We, therefore, present The Daily Journal to our readers, today, very much enlarged and improved.

Our friends will bear us witness that we seldom make allusions to ourselves in these columns. We have been content to deserve and receive the favor of our friends and make the best return we could by giving them a paper, containing the most important and latest news of the day, and our own views of all questions of public interest urged with candor, impartiality, dignity and honesty. When we resumed the publication of the Journal, something over a year ago, we felt as well assured of the support of a people for our paper, which, for more than twenty years had been honestly devoted to what was believed to be their best interests as we are to-day, when encouraged by that support, we add largely to our labors, our responsibilities and our expenses. We expected, so soon as means and mail facilities would enable them to do so, our old friends would rally to our support, while we determined to attach new ones to us, by our efforts to furnish a desirable paper. In this we have not been disappointed. The confidence we felt in the generosity and steadfastness of our friends was well placed. They have, with few exceptions, and these mostly from necessity, not only met us with good wishes, but extended to us more substantial expressions of favor, which have been not only gratifying to us personally, but we have regarded it as manifesting their confidence in our efforts as editors, to give them a paper worthy their patronage.

What the Journal has been, it will continue to be. We shall do all in our power to urge upon our people their duties as citizens under the present condition of political affairs, with an eye single to their welfare and the good of the common country.

Believing that the prosperity of the State depends upon the advancement of our Agricultural interests more than all else, we shall especially devote ourselves to this subject. And among the most important questions affecting this branch of industry, we shall not only encourage immigration, but urge upon our people the propriety and necessity of taking charge of, and educating the freedman, and not giving up this important, and, we believe, vital matter to strangers, who feel no interest in them and are too frequently hostile to us.

We shall devote ourselves to the manufacturing interests of the State, now in its infancy, believing that with return of prosperity, this branch of industry will go hand in hand with our advancement and will prove the pioneer of future wealth and strength.

Closely allied to these, and upon which they are greatly dependent, is the completion of our unfinished works of internal improvement. To complete the great lines of Railroad, now in course of construction, intended to connect the interior with the seaboard, and develop the great wealth of the State, is the first and most important subject with which we must grapple; for these accomplished, the recuperation of North Carolina is certain and rapid, and the relief to the people, so eagerly demanded and so absolutely necessary, will be assured upon an honorable and lasting basis. We shall therefore zealously advocate such indirect aid on the part of the State as will not add to the taxes of the people or increase the indebtedness of the State, but by exchanging one interest for another, enable these works to be completed, and by increasing very largely the value of the taxable property of the State, decrease the burdens of the people.

Our labors and responsibilities so largely added to by the enlargement of our paper very cheerfully and willingly assume—and for the additional expenses we rely upon the increase of business and patronage which we trust we shall merit and receive. We can only promise that we shall spare no effort to make The Journal worthy the patronage of the intelligent and liberal public who have so long given it their support.—Daily Journal, 13th.

Extension of the Western Railroad. In our last issue we published a very interesting and important communication from a leading citizen of this State upon the importance to our city of the extension of the Fayetteville and Western Railroad from Egypt, in Chatham county, to which place it is now completed, to intersect the North Carolina Railroad at some point, with the views of the writer in favor of Greensboro' as the best point. To-day we publish the proceedings of the Convention recently held in Guilford county in the interest of this road, which disclose the plans by which the friends of the work desire and hope to raise the necessary funds for its completion; and by request, give also the letter of the Fayetteville News' correspondent, "Guilford," in advocating Greensboro' as the Western terminus of the proposed extension.

We are as fully convinced of the importance of the extension of this Road as the intelligent correspondent, whose letter we publish, and have fully endorsed the plan for doing this, embraced in the action of the recent Convention. We are satisfied that it will be greatly to the future advantage of the State to make the exchange therein proposed, and shall urge it by all means in our power.

We must confess, however, we have never given the subject of the Western terminus the consideration its importance demands. Our object has been to see the Road pushed forward to intersect the North Carolina Railroad at the most advantageous and available point. We are fully impressed

with the necessity of locating the Road before the work can be commenced in earnest. So long as the Western terminus is unsettled, there must be more or less indisposition on the part of any of the proposed points to enter with spirit into this matter. And as the State will be asked for indirect aid, the Road should be located, without surrendering any advantages to be attained by the extension, so as not to interfere with Roads already completed, or in course of construction, in which the State is greatly interested. These considerations, with the length and cost of the work, and the country to be developed, and an eye to future extensions, should the ability of the Company and the demands of the country justify, are the great questions to be considered in fixing upon the Western terminus. We are favorably impressed with the views of Guilford, and as this matter should be definitely fixed before the President and Directors of the Road go before the Legislature with the proposition they propose to submit, we hope that the attention of others should be called to this question, and the merits of other points fully discussed.

Intimidation of Southern Legislatures. The Wilmington Journal is mistaken in supposing that we desire to "intimidate the Southern Legislatures" into the adoption of the Howard amendment. We have no hope that it will be adopted. A large majority of the members of these bodies are solemnly pledged against it. They could not vote for it now, they would not if they should vote for it, in the face of their solemn pledges, they would at once forfeit the respect and confidence of all honorable persons. No, the Southern States, under the lead of disaffected and ambitious leaders, are going to do as they please now, as they did in 1861. The consequences of such action cannot fail to be disastrous. All we ask is, that it be understood and borne in mind that we are not parties in this new folly. We seek to "intimidate" no one.

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orable gentleman, a firm and consistent Union man throughout the entire war, and who never voted for or sanctioned secession or urged our people to take up arms), "is indeed placing a very low estimate on Southern character. The soldier who gallantly fought under the lead of his General, and who would have sacrificed his own life at any time, for the protection of his commander, is required to dishonor and disgrace him in peace.—"The son is required to vote the infamy of his father. The people are asked to repudiate and disgrace those whom they have, through life, honored and glorified in honoring. Every Southern State is required to expel from her councils, her Legislature, and from all public offices, her wisest, best and most experienced public servants. Was ever such a position before submitted to an intelligent, virtuous and Christian people?—"How any honorable man, who reflects on this section of the proposed amendment, and sees its bearing and consequences, can expect or counsel its adoption, is, to my mind, incomprehensible. That any Southern man should vote for it or favor its adoption is a confession of his own dishonor and infamy. Such a man would willingly betray his country, his own household and his God."

Commercial Future of Wilmington. We have frequently referred to the importance to Wilmington of the early completion of the lines of railroad, now partly constructed, which will connect our city with the interior, the one terminating here, and the other at Fayetteville. We have been again favored with a letter from a leading citizen of our State, with some timely and wholesome reflections upon this subject, directed especially to the business men and property-owners of this place, to which we call special attention.

The facts and figures therein contained, show that our merchants are rather contented to do their business with certain districts of country, and are making no effort to extend the field of operation into territory where business is transacted and purchases made at a port more remote, and in a neighboring State. Certainly, with the advantages of sixty-five miles of railroad transportation, as between this city and Norfolk, we should be able, with proper efforts by our merchants and arrangements by our railroads, to at least compete with that port for the trade along the North Carolina and the Western North Carolina railroads.

But the letter of our correspondent shows beyond question the duty of Wilmington in regard to the completion of the two roads, which will bring her in close connection with the interior, and that no time is to be lost thinking over these matters.—We cannot expect to rise from our present prostration by lying supinely upon our backs and grieving over our sad fate. Commerce cannot be brought to our port, or population seek our city, without making the effort ourselves to compel the one, which will assure the other. Nor can trade long be forced out of its natural channels, and if we desire to reap the advantages of a situation which puts us so much nearer a rich interior, than ports North and South of us, we must put forth the efforts necessary to extend our arms to embrace this great region of country. So little really is to be done to connect Wilmington with Charlotte and Lincolnton, and with Greensboro', that it is not speedily accomplished we will most properly be the greatest sufferers.

Both of these lines of railroads have prospects of an early completion, but neither can be attained without united and persevering efforts, and we fear there is not sufficient interest felt and manifested in our community. Certainly our people cannot have considered the great importance of these measures upon our future welfare.—We know that the entire trade, out-going and in-coming, of the whole central and Western central part of the State, as far West as Morganton, on the Western North Carolina railroad, and Lincolnton, on the Wilmington, Charlotte and Rutherford Railroad, seeks an outlet and inlet at Norfolk, thereby going almost as far again by land, as it would to come to this city, were the unfinished roads completed. Wilmington would not only be the port for all this country, but would also be the selling market of most of the rich products of that section as well as the purchasing market for their groceries, agricultural implements and fertilizers, and many other articles of daily consumption, and we do not think our correspondent over-steps the mark in predicting for our city a population and importance greater than that of any of her seaboard rivals between Baltimore and New Orleans.

But to accomplish this, the people of Wilmington must make the proper exertion. The first matter for consideration is to present these subjects properly to the Legislature of the State, and we think our city should in some public and formal manner give their aid to the railroad authorities in urging upon that body the great importance of these works and making known the feeling in this city. We must assist those who are helping us. If we are but true to ourselves and display in the future the far-sightedness and liberality which in the past has made our city what it is, Wilmington will attain an importance and wealth little dreamed of at present.

Hillsboro' Military Academy—Gratuitous Scholarships. The operations of the Hillsboro' Military Academy have been resumed, under the superintendency of General R. E. Colston, with very flattering prospects. General Colston was for many years a professor at the Virginia Military Academy, and more recently a distinguished and valued officer of the Army of Northern Virginia.

Associated with him are Capt. Wm. A. Obenchain and Major Daniel Trueheart, both graduates of the Virginia Military Academy, with the honors of the institution. Our citizens will recognize in Capt. Obenchain, an officer who served with distinction upon the staff of the lamented General Whiting, and of whom General Lee thus wrote:—"He had immediate charge of the con-

struction of the defenses between the "New Market and Williamsburg road, and was conspicuous for energy and skill.—"For his efficiency and meritorious conduct, he was promoted captain of engineers, and continued in that capacity during the winter of '64-'65, and won the "approbation of his commanding officers." Major Trueheart won an enviable reputation in the artillery service during the war.

The Faculty of this Academy, desirous of affording, as far as lies in their power, to some of their late companions in arms, the advantage of instruction, and of extending the system of scientific and military education in the State of their adoption, have offered gratuitous scholarships to one young man from each Congressional District in this State. In making this liberal and timely announcement they say:—"Many States, both at the South and in the North, expend large sums in endowments and gratuities for the establishment and support of Military schools, and consider it highly repaid by the privilege of appointing a certain number of indigent and meritorious young men as State Cadets or beneficiaries. These States Cadets in return for the education thus afforded to them, bind themselves to teach for a limited time after graduation in their State, which is thus compensated by the creation of Native Teachers and the diffusion of Scientific and Military knowledge among its citizens. It is to the Graduates of such a school, that a State looks for Engineers and Architects to conduct her great public works, for Scientists to improve her Agriculture, Industry and Agricultural resources, and officers to command her troops.

ington, the authorities of the Wilmington and Weldon Railroad, and carriers by water, shippers, &c., ought to make common cause with each other, and making their efforts to furnish facilities therefor, cheap and expeditious, to reach the markets of the north, make joint, liberal and continued exertions to inform the public mind in the up-country, and to turn the current of trade.

This is one remedy for the existing state of things. Another is to open as soon as road to Rutherfordton will be of immense service to your city; and in the meantime, you can reach the N. C. road by another avenue, and one which can be opened sooner than that to Rutherfordton. From Charlotte to Wilmington, via the Western and Coaled road, if terminating at Greensboro', is about 270 miles, 100 of which would be by water; and this route would give you a decided advantage over every other coast city.

The link from Egypt to Greensboro', is but 50 miles at most; and there is a way by which it all might be put under contract within four months.

If the State can be induced to raise its mortgage on the road from Fayetteville to Egypt, and take its debt in stock, a new mortgage could be executed, and to private capitalists, and funds at once raised to finish the road to its natural termination.—The State will not grant this favor if the route is to terminate above Greensboro'; it can be made to yield it by a united effort in behalf of Greensboro'. By this means, and a liberal subscription in Greensboro' and Wilmington, this whole route might be graded in one year, and entirely finished in less than two; and with it, and the one to Rutherfordton, it would be in the power of our people to reach the great seacoast city between New Orleans and Baltimore. People of Wilmington! You see your advantages, will you let them slip from you? None is the time to work; trade is making its channels, dealers are falling into habits of waiting for you, and you are in danger, God, in your own hands; let a wise and energetic policy prevail, and your fortune is made.

TESTIMONY OF ISRAEL F. KEITH, BROTHER OF THE DECEASED. I was present on the morning of the 14th inst., upon the premises of Wiley P. Keith, who was in the act of knocking down a fence between his premises and those of Nicholas Carr. Carr then came out on the piazza in front of his own dwelling, and requested Wiley P. Keith not to knock down the fence, threatening that if he continued to do so, that he, Carr, would shoot him. Wiley P. Keith then replied that he was on his own premises, and would do as he pleased. Carr then went back into his house, and came out bearing a pistol in his hand, and advanced towards Keith in a threatening attitude, whereupon Keith stepped forward, and shot Carr between the eyes. Wiley P. Keith, having in his hands an axe with which he had been engaged in knocking down the fence, seeing Carr approaching, desisted from his work, and holding the axe in his hands apparently ready to strike, requested Carr to go back on his own premises. At this moment I saw Carr stagger as if struck by a blow, and saw blood upon his face, but did not see Keith strike the blow. Carr recovered himself, and walked around, still keeping, as much as possible, between them, in accordance with Carr's movements. I released my hold of the axe, still keeping my eyes on Carr, who soon fired, and the ball from his pistol entering the head of Keith, caused his instantaneous death. I was between them at that time, but not sufficiently so to cover the body of Keith from Carr's fire. The spot where the action occurred was from between six and ten feet from Carr's house.

After the investigation had proceeded thus far, a motion was made by the counsel for the State to postpone a further investigation until 3 o'clock P. M., which was granted.

At 3 P. M., the investigation was continued, and the above witness re-asserted what he deposed in the morning with this difference, however: Before the defendant staggered he snapped the pistol at the deceased, it falling to the ground. When the pistol snapped, the deceased and the defendant were about three paces apart. [In reply to question by counsel for defense, I did not say this morning that the deceased had the axe raised as the defendant was retreating towards his own premises.]

TESTIMONY OF MISS FANNIE P. KEITH, WIFE OF THE DECEASED. On the morning of the 14th inst., as I was going to my gate, I saw the defendant with a pistol in his hand pointed at the deceased. I cried out and endeavored to run between them, but was unable to do so before the deceased was shot—defendant then waived his pistol three times at me. At the time deceased was shot Israel F. Keith was standing near the defendant and deceased.

The examination here closed, and arguments were made by Messrs. Jno. L. Holmes and B. S. French on the part of the prosecution, and Messrs. M. London and Geo. Davis in behalf of the defendant. The arguments were very forcible on both sides and of considerable length. The Court decided to admit the defendant to bail in the sum of \$1,500 for his appearance at the next term of the Superior Court.

An inquest was held on the body during the day by Judge Crownor P. W. Manning, at the conclusion of which a verdict was rendered by the jury to the effect: "That the deceased came to his death from a gun-shot wound inflicted by Nicholas Carr."

CROPS IN YORKVILLE.—The Yorkville Enquirer says:—"It is gratifying to know that since the harvesting has begun the corn crop of the District is found to have made a better yield than could possibly have been expected from appearances early in the fall. Many fields apparently worthless have, upon examination, responded in a generous quantity of rubbins. The turnip crop was never more prolific. A large quantity of ground was seeded during the fall, and the seasons have been favorable to their growth. Potatoes are also yielding abundantly.

An exchange recording the fall of a person into the river, says: "It is a wonder he escaped with his life." Prentice says: "Wouldn't it have been a still greater wonder if he had escaped without it?"

Charles L. Golden, of Chicago, died of cholera on the 10th inst., and his wife of consumption on the same day.

From the Fayetteville News. Messrs. Editors:—There seems to be a strong desire in the Fayetteville Herald to release its mortgage upon the State and authorize the President and Directors of said road to mortgage the same to some one or more capitalists, for a sufficient amount to extend and complete it to some point on the North Carolina road; and in doing so, to submit that no other thing but a sheer act of justice to a liberal people, who have contributed freely to every other work of internal improvement, should determine will require no additional appropriation of money; will impose no additional tax of burden on the people, but will enable the Company to save the towns, and individual subscribers who have invested largely from their scanty means in the stock of the State in a good condition of the road, and secure, with such subscriptions as can be had, the completion of a great work of internal improvement.

Before you can commence, in earnest, in the work of completing the important road which starts at your city, the question as to its Western terminus should be settled. Locate the road—then we can all go to work to build it.

Three places are spoken of as claimants for the Western end, to-wit: Salisbury, High Point and Greensboro'. Allow me to offer reasons in favor of the last named.

1st. It will be the shortest and most the cheapest route. From Mathew's Cross Roads to Greensboro' there is a dry ridge road, and the expense of bridging would be very inconsiderable. If you go South of this you fall upon a very broken country, with immense hollows or throughs, where the grading would be very expensive; and this is especially true of the Southern route which would pass over one of the most rough and rocky regions of the State.

The Salisbury route is liable to an objection often made to other roads in the State, to-wit, of being too near to a parallel line. The upper end of this road would be but 40 miles from the Wilmington, Charlotte and Rutherfordton road, and would be gained by it, for when the road referred to is completed it will drain the country as far South of it as Salisbury; at least it will get all the produce, that is likely to go to Wilmington, by either road. But if the Fayetteville road terminates at Salisbury, it will get all the produce that comes to the N. C. Road between Salisbury and Greensboro'—and this is a very important consideration.

High Point is one of the most important depots on the N. C. Road, and it is obvious that a road from Fayetteville to Greensboro' will intersect the N. C. Road from above, and would be almost certain of that which is poured in at High Point, and now goes to Richmond.

From Greensboro' to Fayetteville the distance is fully a third less than to Richmond, and heavy freights would be sent over the route to Wilmington at a less expense than to Richmond via Danville.

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The Danville road comes to Greensboro', and would greatly benefit that from Fayetteville. All the travel from the region of the latter would take this route to Greensboro', and from there to the road went to Salisbury. This connection would, also, insure a heavy business to Fayetteville and Wilmington in tobacco—and would open up a wider market for Deep River coal, for the coal on Deep River will not sooner be opened.

If it can be run from Greensboro' via Salem and Mt. Airy, to the Virginia and Tennessee road, and will be a straight line, on one of the oldest and most important thoroughfares in the United States, from the line of the coal and iron stock region of Virginia to the coast of North Carolina, and passing over a region of our own State, of great resources, near the famous Pilot Mountain and nearly midway between other routes to the mountains.

Greensboro' is perhaps, the best location in the State for manufactories, and the building of the Coal Fields road to this place will probably open up a heavy trade in the coal and iron of Deep River.

The inward freights on this route will be greater than any other, for in addition to the country which the road would supply with goods from the North, were it to pursue any of the routes named, the termination at Greensboro', would insure the carrying trade (inward) for Fort-Lytle, Stokes, Surry, Guilford and Stanley counties.

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Greensboro' is perhaps, the best location in the State for manufactories, and the building of the Coal Fields road to this place will probably open up a heavy trade in the coal and iron of Deep River.

The inward freights on this route will be greater than any other, for in addition to the country which the road would supply with goods from the North, were it to pursue any of the routes named, the termination at Greensboro', would insure the carrying trade (inward) for Fort-Lytle, Stokes, Surry, Guilford and Stanley counties.

From the Washington Union, Nov. 10. We perceive from the Chronicle that Forney, true to his instincts, is attempting to influence the public mind by selling upon the Loyal Leaguers, as they are termed, to organize themselves and come to Washington for the purpose of protecting and vindicating the power of Congress over the constitutional rights of the President, which is nothing more than a revolutionary scheme, which must be met with decision and firmness. If Forney & Co. are determined to persist in the course they have marked out, it is the bounden duty of the friends of the President to accept the issue thus presented, and prepare themselves for the struggle.

If the time has arrived when the legislative department of the Government is to absorb the co-ordinate branches, the time has also arrived when it should be resisted at the point of the bayonet. We are in favor of the constitutional rights of every department of the Government, which can only be maintained by each acting within the prescribed limits of the Constitution. When Congress shall transcend these limits for the purpose of absorbing the powers of the President, it is a revolutionary act, and is justified in calling to his aid the whole military power of the country, which would be responded to from North to South, East to West; and when this formidable array of fighting material shall present themselves in vindication of the Constitution, and the Grand Army of Loyal Leaguers, as they style themselves, whose loyalty consists in plundering the public treasury, skulking from the army when their services were needed, and now exhorting the country to revolution, will ever present themselves in battle with us. They will be for the Constitution—not for plunder! For the independence of the three-co-ordinate branches of the Government, and against either one absorbing the functions of the other.

If the programme presented by Forney & Co. is to be true, and legitimate ground upon which the Radical Congress intends to plant itself, we say to the friends of the President let us accept the issue, and at once organize for the struggle. Let our friends in every hamlet and village organize themselves at once, and be ready for the conflict. Let the words which be the Constitution—the independence of the President in the execution of his constitutional rights—and an united country upon terms of equality and justice, and present themselves also in Washington, where these Loyal Leaguers will be for the opportunity of looking upon the material with whom they will have to look horns if they attempt to absorb the constitutional powers of this Government. The impeachment of the President is a sine qua non for war, and the friends of the President accept the issue.

FROM GEORGIA. The Legislature Rejects the Constitutional Amendment. MILLEDGEVILLE, GA., Nov. 9. The Legislature has rejected the Constitutional amendment. The resolution of rejection reads as follows: "Resolved, That the Legislature of Georgia declines to ratify the amendment adding a fourth article to the Constitution of the United States."

A motion was made in the Senate to postpone the consideration of the resolution to some future day, but it was amended to the sense adopting of the above resolution, and the Senate voted, yeas 40, nays none, the full Senate voting in. In the House the resolution was yeas 131, nays 2. The nays were Ellington, of Gilmer county, and Humphreys, of Fannin county. The committee, on reporting this resolution, accompanied the report with a lengthy preamble, the substance of which is as follows: "First, That States of the United States alone are authorized to consider constitutional amendments.

Second, That such amendments must be proposed by two-thirds of Congress, or by the Legislature of two-thirds of the States.

Third, That Georgia was one of the original States, and must always have continued such unless she reserved the right to secede or give the federal government the right to eject her.

The report addresses the legislation of Congress, the proclamation of the President, and the issue made during the war by the government of the United States to prove it was held by that government that no State could secede, and was only interrupted in the practical relations of States through the suppression of the rebellion was to restore the relations fully, and the constitution then became the supreme law of the land. The argument then goes on to declare that Georgia and other States are integral parts of Congress and no constitutional Congress can be convened while such irregular portions are forcibly excluded. It says that the adoption of the emancipation amendment is no precedent for the adoption of this, the Southern States having at that time no delegation to be received into Congress, as now, when deemed an admission. The argument concludes by saying that as the amendment in question was not proposed by two-thirds of a constitutional Congress, the committee recommended the adoption of the resolution above given.

VISIT TO EX-PRÉSIDENT.—REV. CHARLES MINNIGREDE, D. D., rector of St. Paul's church, Richmond, and wife, returned to Norfolk, the guests of Tazewell Taylor, Esq., paid a visit to Jefferson Davis and family, at Fortress Monroe, on Thursday, and spent the day. Mr. and Mrs. Davis were communicants of St. Paul's during their residence in Richmond.