## Subscription Price.

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RAILBOADS AND SELFISHNESS. It is really amusing to see how friendly certain North Carolina papers are to Wilmington during excursion times and other occasions when the interests of our city are in no way involved. It is all lovely then. How the gushing rhetoric streams along the types. What a delightful place is that "beautiful little City by the Sea," and so on and so on ad nauseam. But only let clouds lower. Let there be moneyed combinations to injure, if not destroy, the only seaport of importance in North Carolina-let the time come when we need friends-when we need a manifestation of genuine State pride and an unflinching advocacy of a North Carolina policy, and then Wilmington has but few friends, and all the flourishes turn out to have been merely rhetorical and nothing else. When we protest against unjust, unpatriotic, unwise legislation we are charged with selfishness, and it is declared that Wilmington doss not and cannot offer the advantages of rival ports in other States. This is not true in the first place, as a matter of fact, and, if true, it is made so by the fact that North Carolinians would rather build up the markets of other States than their own. There is really no such thing as State pride in North Carolina. We have been tributary to other States all our lives, and will continue so to be, we fear, as long as the present generation lasts. When papers in North Carolina use their influence to build up Charleston, Norfolk and Baltimore at the expense of the only seaport in the State, what else can be expected than that railroad schemes will be adopted the only purpose of which is to break down those already constructed, and to make us for all time a mere strip of land lying between States over which conduits are built for the en-

riching of other sections. We wish our Wilmington people to see how well the Cape Fear section is appreciated in some portions of the State-what strong friends Wilmington has in the Charlotte Observer. and to that end we make some extracts from its issue of the 29th:

"The opposition to this bill, and the only opposition which it has encountered or is likely to encounter, comes from Wilmington and its friends and from the Carolina Central Railroad. It is claimed that this proposed line will divert business from Wilmington and carry it to Norfolk and Portsmouth. This is the whole head, front and bowels of the opposition, which is entirely and confessedly selfish. Wilmington claims the right to control the shipping of the products of Western North Carolina, on what ground? Not that she is able to offer the facilities which other ports afford but because she is a North Carolina city She says, practically, 'we cannot compete with Norfolk and Portsmouth when on the same footing with them, netwithstanding we are nearer to Charlotte than these cities: it is true the people of Charlotte and of the west can get their products and their goods through with more expedition by way of Norfolk than by Wilmington, but still this is a North Carolina city, and the balance of the State should be made to pay tribute to it. Let us, therefore, go up to Raleigh and use our influence with the Legislature to funnel the State so that trade can find no other shipping and entry port, and what boots it if the balance of the State

does languish so long as we expand?'
'They may put the case differently to the Legislature, but this is just what it amounts to. The General Assembly is asked to de-prive a great section of privileges and ad-vantages which are offered it without money and without price, simply because the business of this section belongs to Wilamington, and to give it a living chance to communicate with the markets of the world is an infringement upon chartered rights."

We do not think that this is a fair, although it is an adroit statement of the case. We can but admire the skill with which the Observer makes the worse appear the better reason. It certainly draws an ugly picture of our people, and we pronounce it a caricature. In its zeal to glorify the

WILMINGTON, N. C., FRIDAY, FEBRUARY 7, 1879.

A PLAN TO REDUCE and PAY OFF FINALLY THE STATE DEST.

Norfolk as to the time required in groceries cheaper than Baltimore or Norfelk. We can offer still farther advantages as we grow stronger. We can offer as many and as great facilities to the West as can Norfolk or Charleston. Wilmington, therefore, protests against any and all legislation that puts her at a disadother States.

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We repeat, Wilmington claims that she can offer and does offer as good inducements to Western North Carolina as Norfolk offers, that a road has already been constructed at a large expense connecting Charlotte with Wilmington, that she is a North Carolina city, and that she has a right to expect from the State government a true parental watch-care--a genuine fostering spirit, and not a system of rule and legislation that will retard her growth, if not cause her streets to be covered with grass and her marts to become desolate. She insists that the true North Carolina policy is to help develop home resources, to protect and foster home interests, and to do nothing whatever that shall destroy those great lines of transportation and travel that already exist.

Wilmington asks the Legislature of North Carolina to give her people at least an equal chance with those of written in letters of brass-Down other States. The Western people have already outlets to the North and South. It is now asked that a road shall be constructed that will give the finishing blow to some hundred and ninety miles of railway, and all that a foreign corporation may carry out its ambitious schemes, the end of which will be to impoverish or greatly injure North Carolina and enrich sections beyond.

But will not such a scheme be characteristic of North Carolina? Is it not true that we would rather see Norfolk, Richmond, Charleston great and prosperous than to see Wilmington or Morehead growing or widening in its operations? North Carolina has been so long a hewer of wood and a drawer of water for other peoples that we suppose it must continue to be so to the end.

The Charlotte Observer, in its zeal to injure Wilmington, and to aid the managers of the "Little Ambition," as Joe Turner was wont to call the Raleigh & Augusta road, says further of our people:

"We are astounded by the position taken upon this question by some of our Wil-mington friends. They seem to have entirely lost sight of the remainder of the State. The idea of asking a Legislature to refuse a railroad company the right to extend its line through a rich country, with its own money, is not only selfish and unpatriotic in the extreme, but monstrous. Their position upon this question cannot be defended upon grounds of philanthropy or business principles. They are playing the part of the dog in the manger. They cannot offer us the advantages which other ports would, and they are not willing that hose other ports should be put in a position to do what they thus confess they cannot do. Their argument falls to the ground by

"We shall hear much, when this bill comes up for discussion, about the 'North Carolina system,' and keeping trade at ome. We are just irreverent enough to take no stock in this antediluvian system."

How does the Observer know that the proposed road will be built "with its own money?" We have not the slightest idea that the road to Hamlet from Raleigh was built "with its own money." We have no doubt that at least a half million of dollars was expended in its construction, much of which belonged to women and children all over North Carolina -in Wilmington, in Raleigh, in Hillsborough, in Oxford, and indeed in a hundred places. That road ought to be made to disgorge. The Legislature ought to take the matter in hand, and show for all time that a railroad ring cannot take the money of the women and children of North Carolina who have been greatly reduced in circumstances, to build up railroad lines for foreign corporators who have no interest in the welfare of North Carolina beyond their own

selfish schemes. The Observer is pleased to assume all along that Wilmington cannot offer the advantages of other ports, and that, therefore, it is highly proper in advantages of foreign ports it does North Carolina legislators to do all injustice to our own. Wilmington they can to put her farther in the either road.

does not wish its own interests to be | rear, and to make it only a question protected and advanced at the ex- of time as to her final and complete pense of other sections of the State. | decadence. We might retort with Wilmington says, here is a seaport propriety that the Observer is as upon which hundreds of thousands of | selfish in its own arguments in favor dollars have been expended in deep- of "Little Ambition" as it charges ening the channel and making it ac- our people with being. Its whole cessible to ships of large tonnage. We | burden is that the road ought to be have slready a large and growing built because it would benefit its own commerce. We are much nearer to section. It forgets that in enriching the West Indies than Charleston or Itself it may bring rum or disaster upon its neighbors. It cannot be making the trip. We offer certain shown that the people of its section would suffer a great and serious loss if the schemes of "Little Ambition' are nipped by judicious legislation. It cannot be shown that trade with Wilmington would not prove as advantageous every way to the people of Western North Carolina as 1 would to have a new outlet to Norvantage and that favors ports in folk. On the other had, it can be shown that to build the new road proposed by "Little Ambition" would result in injuring very seriously a long line of railway already constructed, as well as a large section of country, and the chief commercial city in the State.

> With the lesson before us we are tempted to say that we hope never again to read in a North Carolina paper anything about State pride, or a North Carolina policy, or building up our great material interests. It is the veriest humbuggery and claptrap it seems. It is all sound and fury, signifying nothing. It is wind, wind only, nothing but wind. The real thing to do is to join the popular chorus in singing the praises of foreign towns, foreign corporations, foreign enterprises, foreign manipulators. Let us all bow down and worship the Great Golden Calf now WITH STATE ENTEPPRISES-UP WITH FOREIGN SCHEMES AND JOBBERIES.

Whilst it might have been too much to expect Charlotte not to favor the scheme of "Little Ambition," it was not too much to expect it not to be blind to the interests of other sections equally important with its

If the present Legislature charters a road from Concord, via Monroe, or through Union between Monroe and Charlotte to Columbia, we wonder if the Observer would advocate it with the same vigor and heat it does the scheme of "Little Ambition?" We trow not. It would then find out that it does make a difference whose

Raleigh, as we learn, in favor of the new scheme. We learn there are in fact two schemes which "Little Ambition" has in hand. Possibly the Observer does not understand that one of these projects may not be so very beneficial to Charlotte after all.

One proposition is to build a road from Hamlet, N. C., to Bennettsville, S. C., with the right to cross the Carolina Central and the Wilmington, Columbia & Augusta Road, with the fixed purpose of extending the road to the North Eastern Rail road. This will give the Raleigh & Augusta a direct line from the South to Norfolk, leaving Charlotte out in

The Robinsons, who control the 'Little Ambitton" and Raleigh & Gaston, that makes heaps of money but gives no dividends, also control the Seaboard & Roanoke to Norfolk, and the Bay Line to Baltimore. They also control the Richmond & Fredericksburg road. They will not run in connection with the Richmond & Danville road if they can get either or both of these new schemes carried out. Of course they will force all freights to go over their lines, as they

cannot go the other way. Our Wilmington delegation at Raeigh are not selfish as charged. They are fighting both schemes. They insist that the Bennettsville road will seriously injure Charlotte, as ,would be the case inevitably. A road North between Charlotte and Wilmington would very seriously injure the former, because the party who controls the new road controls also the line beyond Richmond, Va., and would not connect with the only other outlet Charlotte has. Wilmington would be injured but Charlotte much more. It will give the new road an air line from Augusta to

We had other points to urge, but our space is up. We may recur to the matter as necessity may require. We close with the declaration that the Legislature will do a bad thing for North Carolina if it charters

The conference between a sub-committee of the Virginia Legislature and the bondholders adjourned without results. No propositions were made nor indicated by the creditors. Whether this is ominous er not we are not informed. It is a good sign at least when debters and creditors get together and talk over the matter. We hope good will come of it. Our own State debt is at least at tracting the attention of the press

The larger part of our exchanges, we believe, have had some something to say about it, and all are agreed that the Legislature should make honest effort to effect settlement by compromise. Our esteemed contemporary, the Goldsboro Mail, in its last issue, of fers its own plan for a settlement. It proposes that a sinking fund off\$300,000 annually be created. to be used in cancelling such outstanding bonds as may be voluntarily offered at market value. The Mail believes that by this means "the Treasurer would settle up the whole debt of the State fairly, honorably, and to the satisfaction of all honest people, both of taxpayers and bond-

Without indorsing this suggestion, for we doubt its practical value, we have this to say. Any honest, wellmeant plan is better than no plan. Our Legislatures in the past have dawdled so long and done so little that the creditors do Lot believe that our people have resolved to make a sincere effort to pay their indebtedness, in part or in whole. Something should be done to remove this impression and to restore confidence between the debtors and cieditors.

It strikes us that the proposition of the Mail will meet with this difficulty. As soon as it is known that the State has provided an annual sinking fund of \$300,000, the market value of bonds will at once be enhanced, and it may turn out that the price paid may be excessive, or more than we can afford to pay. It strikes us, therefore, that a compromise is better, and will work out more satis-

facturily to all concerned. The Mail says, in addition, that an economical administration of the Government-abolishing all unnecessarv offices-will leave a balance of \$100,000 in the Treasury with the present rate of taxation. It also wisely, as we think, favors the adoption of the Moffett Register, and There is a strong lobby at work in | thinks it will make \$200,000 at the lowest calculation. This is a very moderate estimate if the law is enforced. It ought to raise \$500,000 at the lowest figures, and will if properly enforced.

The Mail concludes:

"Our plan, in a nut shell, is to purchase our own bonds as their market value, and to raise the money to do so cut down ex-penses; have our officers to live on small salaries while our people are made to bear heavy burdens of taxation, all mutually suffering for the ultimate good of all."

A well known colored legislator, Syphax by name, has written a letter to Senator Windom, in which he strongly opposes that Senator's resotion in regard to the migration of the colored people. Syphax clearly sees through the whole movement, and does not like it. He understands Mr. Windom perfectly. We quote one paragraph:

"Your measure refers to Congressional districts in which it is alleged the colored people are denied the right of suffrage. Now there is no material trouble in any section in which the whites are in the majority, but in such as have majerities of co-lored men. So the effect would be to get rid of this problem by removing American citizens from their native homes in order that undisputed control shall pass into the hands of the whites. Let such a request come from Southern Senators, if they desire it, who are interested in this matter, if interested at all, and Lot from a Senator from Minnesota. Who able to state that it is less possible for the white people of the South to live on preper terms with the colored people of their section, when the cobweb of confusion shall be swept away, than it is for them to live on such terms with the people of the North? Have time and opportunity justified such a judg-

Are they afraid of the people? The people-the tax payers -of North Carolina are with them. Nay, they demand that the expenses and salaries shall be lopped. Then go to work at once and do the lopping. Do not wait on the lobby any longer. Of course all present office-holders and their friends, and all expectant Barkises will din your ears, but act, men of the Legislature, and act at

victs to the penitentiary, all for stealing.

The Charlotte papers are piping sweetly about free railroads and broad schemes of policy. They no doubt think Charlotte will get a benefit. It matters not how much the injury visited upo 1 others so they can get a big lift, tauc.ed or actual. The whole railroad system of our State must be made to shape itself henceforth for the benefit of Charlotte and the regions beyond North Carolina. And this is the golden age when a new policy was to be adopted and a grand North Carolina system of internal improvements was to be set in motion. But it is to be only a continuation of the old policy, baptized with some new name, which makes North Carolina a mere feeder of other sections. It is really an ex-

outside. If the present Legislature undertakes to carry out the plans of the raiload schemers, and to thus destroy old and important lines of railroads as well as to injure the only commercial city in the State, and all this to benefit a few clamorous foreigners who have no real interest in North Carolina beyond what they can make out of her, then it will pave the way to some astonishing results in 1880 in the Cape Fear section. Our people will not agree to have their interests slaughtered in the house of their friends. If jobberies and plots succeed then a profound silence will follow, and that silence will be omi-

ternal policy-for all the good goes

Bisbee, the present Florida member, will keep his seat. The Democratic sub-committee on Elections have reported favorable to him in the contested case. That is right. If the people elected him he ought to hold his seat.

The Hamlet Connection.

In spite of the weakness of the flesh where it was least expected, a manly voice in behalf of Wilmington is heard at Raleigh. The News of that city, in it's issue vesterday merning proclaims that our protest against the Ham'et (or Sanford) connection is rasonable. It says:

"The General L sembly are earnestly petitioned by the pre 1 and people of the chief city of North Cerolina to refuse the Raleigh & Augusta Air Line permission to

extend that road to Charlotte. "They say and say truly that such per mission once grants will be used to establish a trade channel in every phase of its make-up inimical to their most vital interests. Their city i just now developing an important commerce with Europ -s commerce having for ts chief support the freights of the Carolina Central Railroad The building, in great part, of this highway is the reincipal return by the State to the Cape wear people for their uniform liberality of half a century towards al other sections.

"It seems but plain justice to protect them in the exclusive and unchallenged enjoyment of this. Neither native nor alien Ahabs should be flattered with a gleam of hope that the vineyard of our generous Naboth can be coveted with suc-

"That Norfolk would get much trade at the expense of Wilmington, if this charter is granted, will hardly be denied, and we are unadvi: 3d of any advantages, which are likely to follow the grant, that wor'd serve as a set-off to this certain loss.'

The Rallroad Excitement. Under this caption the Raleigh Observer of yesterday says: "The Treasurer's private office was filled yes erday evening until there was scare) standing room by the crowd of interested parties and lookers on in the railroad war. The committee on Internal Improvements sat patiently and listened to the arguments of Major Winder, Major R. S. Tucker and E. R. Stamps, Esq., in favor of the extension of the R. & A. A. L. R. R. to Charlotte, and of Major C. M. Stedman and D. R. Murchison in opposition to granting a charter for such extension. The speeches were interesting, and those of Mr. Stamps and Major Stedman (the only ones that we heard) of a high order of ability. Major Stedman speaks with peculiar force and earnestness.'

The Pentlentiary—The New Hanever Representation.

This county, while its people are not particularly immoral, is well represented in the State prison. The "roll of honor" of that institution shows that New Hanover ranks as ore of the five counties which sent the largest delegations. The count of noses runneth thus : Wake 27, New Hanover 23, Edgecombe 21, Rowan 24, Wilson 23. Seven are sentenced for life, three for 20 years, and five for 10. The result in the whole State, for larceny 367 are sentenced, Why do the legislators delay in 46 for larceny and receiving stolen goods, the matter of cutting down the sala- 18 for manslaughter, 6 for murder, and 9 ries? Are they afraid to do right? for assault with intent to rape. Our county is third best in the list for num-

- Sheriff A. H. Paddison, of Pender, has settled the taxes due by his county to the State. He paid in for public taxes \$1,846 62 and special taxes to the amount of \$1,678 33-in all \$3,522 95. Well done.

> A Word for Wilmington. [Raleigh News.]

If the pros and cons were even our vote should be cast for Wilmington. That fine old town ought not to be refused a reasonable request at the hands of any representative body of Wilson has just sent four con-North Carolinians, and such we believe the present Assembly to be. Washington Post.

Spirits Turpentine.

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Plea for Wilmington from th

[Correspondence of the News. ]

the railroad maps; South Carolina

more, Pennsylvania her Philadelphia,

chusetts her Boston, Alabama her

Mobile, Georgia her Savannah, Vir-

ginia her Norfolk and Richmond, and

so on through many more.

North Carolina has her Wilming-

ton, but does her railroads radiate to

the mountains from the main com-

mercial centre? No. If we had a

more important seaport where the

most of the citizens could resort to

as is usual with a real metropolis,

would not our people be better ac-

quainted? Would not there be more

unanimity and concert of action,

more homogenity-more State pride

and prosperity? How many North

Carolinians go to Wilmington to buy

goods--ave even groceries and tropi-

oal fruits? Every true North Caro-

linian, if he will reflect a little, will

see that these things ought not to be

many months ago at the pros-

pect of tapping by rail our western

ransmontane section at Asheville.

Why should not Wilmington rejoice

at the prospect of tapping the nearest

mountain section to her? Would it

not look fair since the long way of

the State has one road from the

mountains to the sea that the short

way should have one too? I was

glad our patriotic Governor recom-

mended State aid to the Fayetteville

& Greensboro Railroad. This through

the Cape Fear, would for the present

be a step towards recognizing more

fully than we have heretofore done

the fact that we have a commercial

metropolis. But to make this a pay-

ing road to the State, and thus lower

the first named object, it should by

all means be extended further north,

near Danbury, Stokes county, be-

cause it would utilize and develop

the great mining interest of that

section-highly favored by nature,

but hitherto much neglected by man.

Here are to be found inexhaustible

mines of iron, coal and lime which if

developed by means of a railroad

would in return make it yield rich

dividends to the State in the way of

freight and travel; for be it known

that these mountain counties are ex-

ceedingly romantic and attractive,

not only as affording delightful sum-

mer and winter homes, but especially

attractive to the summer tourist, who

needs the cool, invigorating moun-

tain air and health-giving waters,

which are no doubt designed by the

great Designer for the invalid of the

low country. Let them have a short

and cheap Narrow Guage to get to

these places. But this road should

not only penetrate Stokes county, but,

to ensure its success as a dividend

paying road beyond a possibility of

doubt, it should be extended to the

village of Mount Airy, near the

Blue Ridge, not simply because

this town has a very extensive

back country never in the na-

ture of things to be much if at all

penetrated by any similar roads,

which might direct trade to the

detriment of the scheme under con-

sideration, but also because this

grand back country must necessarily

come to this railroad at Mt. Airy.

And why so? The dirt roads, many

in number running through the

mountain gaps, all converge to this

point, and they are remarkably good

roads considering they are not

graded. The citizens in the adja-

cent counties of Virginia will come

south, because it is so difficult to go

north to the Virginia & Tennessee

Road. Horses, cattle, hogs, bacon,

lard, hay, rye, oats, apples, buck-wheat, iron ore, coal, lime, corn,

wheat, tobacco, &c., would swell the

business of this road. Would the

Virginia & Tennessee Railroad lose

something? Of course it would.

But Virginia is pulling for the trade

of the Dan and Coalfields, and why

Which One Owns Us?

[Raleigh News.]

between Norfolk and Charlotte, so

far os western freights are concerned,

if the R. & A. Air Line get leave to

It is well enough to have two lines

of travel to the West, but this we at

present enjoy. It is fallacious to re-

is promised in the light of a blessing.

We have the miserable and unman-

ly satisfaction to know that our sub-

jection to Richmond is in part paid

for in the lease of the N. C. R. R.,

which yields a quarter of a million

but perhaps not so low as this.

Raleigh will only be a way station

not pay back in equally good coin?

Charleston rejoiced not

MOUNT AIRY, N. C., Jan. 28.

- Judge Kerr's health is still

- Dr. Tippo S. Brownlow, a venerable and highly esteemed citizen of Warrenton, is dead, aged 85 years.

-- The Wilson Advance is in error. Col. Saunders was editor of the Wilmington Journal-now defunct-and not the

- The Raleigh Observer says there are not enough lawyers in the Lower House of the General Assembly to made a judiciary committee of lawyers.

Reasoning from analogy and the -Shelby Aurora: There has been success of other States it will seem over 4,500 bales of cotton shipped from the that the rallroads ought to converge depot at this place this season. This 's au increase of 1,500 bales over last season. to a common centre, and that centre -Raleigh News: "Retrenchment should be the best seaport. Look at

h-l," said a profane solon, "and applea selling in this city at twenty-five cents per

has her Charleston, Louisiana her dozen. In my county twenty-five cents would buy a wagon load. Retrechment New Orleans, Maryland her Baltimeans the removal of the capitol beyond New York her New York, Massa-— Salisbury Watchman: Messrs. N. S. Higgins, S. M. Woodward, Joseph Cope and E. H. Cope, all of Pennsylvania,

have purchased the O'Neal & Sayder gold mine for \$6,000; also the Trexler hills, and are pushing ahead energentically, erecting stamp mills and other machine, y to extract the precious metal. -- Polkton Argus: We advise our friends in all the townships to hold meetings at once and send up the names of good men to the Legislature for Magistrates-With the powers of the Justices of the

Peace enlarged it will be highly important that men of stability and intelligence are selected. The majority of our Magistrates are lamentably ignorant of law. - Raleigh News: The late rains flooded Tar river. It was a foot higher than the water mark of 1867. - Mr. Hobgood, President of the Paleigh Female Seminary, tells us that for Eve months no physician has been called in to attend a

case of sickness among the large number of pupils at his school. This speaks well for the health of the institution and of Raleigh. - Clinton Chronicle: Mr. Robt. Ball, a soldier of the war of 1812, died at his residence in this vicinity on Saturday last, after a protracted illness. He was about eighty years of age. - Mr. Thos. Vernon, who lives on Sandy Creek, near Ringold depot, while walking on the track of the Richmond & Danville Railroad a few days ago, slipped and fell, which so stunned him that two trains ran over his

head while he was down, and, strange to say, he was not killed. - Chatham Record: We regret to learn that, on last Saturday night, the store of Mr. E. D. Patterson, of this county, had his store broken into and robbed of about \$100 worth of goods. --- We are pleased to learn that strong hopes are entertained of inducing Mr. E. J. Hale, Sr., to take charge of the Fayetteville Gazette, which recently suspended publication. Such an acquisition to the journalism of the taxes and more fully carry out | the State would be welcomed with peculiar

gratification. Raleigh News: A gentleman reported yesterday that on Haw River persons were destroying great numbers of fish by the explosion of charges of dynamite in the river. -- The committee of three, appointed by the Legislature to investigate the W. N. C. R. R., leaves tomorrow evening. They stop at Salisbury, Statesville, Hickory, Morganton and the head of the road. - The following named members of the Board have been appointed as an Executive committee of the University: The Governor, ex-officio-Chairman of the committee; Hon. P. C. Cameron, G. V. Strong, W. L. Saunders, R. H. Battle, J. S. Carr, E. Grissom and A. L. Lewis.

- Raleigh Observer: Wake pays more than twenty-five times as much tax as some of her sister counties. She paid this year \$6,196 41 for the support of the Deaf and Damb and Blind and Insane Asylums, and \$4,130 94 for the erection of the penitentiary and support of convicts. The total tax paid, both special and public, was \$25,388.09. — The real black minstrels gave a creditable performance at Metropolitan Hall last evening, which was witnessed by a large crowd, among them many legislators. - A Martin street runaway, yesterday afternoon, came near slaying a brace of legislators, and their friends near by thought there would be two vacant chairs in the House to-day.

- Winston Sentinel: On Town Fork, about fourteen miles north of Winston, the robins have established an immense roost in the reed brakes along that stream, and every night thousands of these birds gather there, and the neighbors go with bags and gather them in with their hands in such quantities as they desire. -Joshua Rights, the oldest citizen of Winston, died at his residence on last Sune day night. Mr. Rights was born in Salem on the 20th of April, 1793, in a house that stood on the corner where the Salem Bank is now located. - The growth of the business in Winston may be gathered from the fact that five years ago the salary of the Postmaster at this place hardly reached \$390. Now the office is a third rate office with a salary of \$1,300.

- Charlotte Observer: It is known to most of the readers of the Observer that the borse upon which Stonewall Jackson was riding when he received the wounds which resulted in his death is now in the possession of his brother-in-law, Mr. Joseph Morrison, who lived at the old Morrison homestead in Lincoln county, firteen or twenty miles from this city. Mr. Morrison rode him down yesterday, and Mr. Van Ness, the enterprising photographer, got a first rate picture of him. The gallant old sorrell shows the effect of age, but is still able to travel and do enough service to pay for the expense of keeping him. — It is stated on good authority that the Simpson gold mine, situated about ten miles east of the city, has been purchased by a Northern company, who propose to operate it.

- Tarboro Southerner: A little colored boy, son of Jim Armstrong, of Rocky Mount, was killed by having a large limb cut down on him on Saturday. On the day before a little son of Ned Parker, celored, fell from a stringer of the bridge across Tar river at the Falls and came near being drowned. He floated to a raft and was rescued. — The colored cook on Rocky Mount, left her crawling child in the cabin alone with the fire. The clothing gard the increased competition which of the child ignited and burned it to death. Richmond is now building up at our expense by reason of the switch-off at Greensboro and our, representatives

Another victim to criminal negligence.

The Trustee of J. B. Coffield offered his large eight room residence in Tarboro for sale on Monday and did not get a bid are asked to build up Norfolk by allowing a foreign line to enter Char-lotte.

There is a mortgage of \$2,600 on it.

\$6,000 was offered for the place a few years ago. That's shrinkage for you! Taxes are bound to be reduced,

The galling bands must now be loose Or th' people's heads by the sheriff'il be neosed In execution—they making the duced-

Est cry for retrenchment.
-Rocky Mount items: We were shown a few days since by Mr. T. J. Reamy a model of an improvement on the street car. Mr. R. will take it to Baltimore in a dollars a year. Norfolk would have us don our hat without getting the car. Mr. R. will take it to Baltimore in a short time to have it tested. —A negro boy was killed near this place on last Friday by the falling of a tree. —Whitaker waits: The dwelling house and kitchen of Virgil Walter, a worthy colored man, were entirely consumed by fire one night last week. —A tinsmith could find steady employment here, as could also a good shoemaker. —Farm hands are commanding from \$6.25 to \$7.00 per month; demanding.\$10. customary shilling. We are fallen, - Let salaries and fees be reduced. Let the officeholder receive a fair,