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A FACT WORTH KNOWING.

The discussion involving the Constitution has always been unfairly done on the part of the North. The organs now are sure to misrepresent, either ignorantly or designedly, what has occurred in the contests between the North and the South. When they treat of grave matters of history they write as partisans bent on making a case, and in justifying the course of their leaders.

There is scarcely a day that we do not meet with some gross perversion of fact, or falsification of the historic record in connection with the party struggles of the past. At an early day, before the Constitution was framed, there was a sharp division among the leaders as to the true plan of a Government to be set up. Since the Constitution was adopted there have been two theories concerning its true interpretation. The Stalwarts of to-day are the consolidationists—the advocates of a strong, centralized Government. They call it a "Nation" now; it used to be the "Union."

Those who have examined the matter know how much stress Mr. Webster laid on the fact that the Convention of 1787 declared "that a National government ought to be established." Mr. Story, in his "Commentaries on the Constitution," lays like stress upon the same fact. They make all they can out of the fact, but they take good care not to let the whole truth in the matter be known. They are both unfair and dishonest, not to say downright dishonest, as a brief statement will show.

When the resolution they rely upon was passed there were but six States represented in the Convention. When the other States were represented what was done? Did the resolution stand that was adopted by a minority? It was reconsidered and rescinded. The full Convention would not agree to the resolution declaring our's a "Nation," but they called it "the government of the United States." In the Madison Papers, page 908, the facts are recorded. "Mr. Ellsworth, seconded by Mr. Gorham, moves to alter it, so as to run that the government of the United States ought to consist, &c. This alteration, he said, would drop the word National, and retain the proper title, THE UNITED STATES."

How was the vote on the proposed change? The Madison Papers, page 909, says this motion was unanimously adopted.

The term "National government," was, therefore, unanimously rejected. Long years afterwards two Massachusetts lawyers rely on the rejected resolution as the basis of their constitutional theory. Such dishonesty is contemptible.

From the time when Webster made his specious argument in which he paraded a garbled history of the adoption of the Constitution, and when Story most disingenuously and unfairly twisted the record to suit his own purposes and theories until the present, the advocates of a strong government have followed blindly in their wake. To-day they are favoring a system as pernicious as it is inimical to the great, complex, and ingenious instrument that was framed, adopted and tried successfully by the illustrious statesmen of the past. It is necessary to go back to first principles and to the laying of the very foundation stones of our great governmental edifice.

THE NORTH CAROLINA TRADE.

Wilmington, N. C., is about to follow the example set by Richmond and Norfolk, and invite its own people to visit its seaport, and its trading and business in their own city. We wonder that this plan had not been tried some years ago. It would certainly pay out much better than sitting with arms folded and blaming others for endeavoring to use the rich trade of that State to their own benefit. —*Norfolk Ledger.*

Wilmington is misrepresented. It does not complain because Norfolk and Richmond are so diligently striving to grow rich out of North Carolina. Not at all, Wilmington only complains when our own people discriminate against it. It has a right to complain when North Carolina railroads are used to build up foreign towns and cities by unjust, unfair, and unpatriotic discrimination against it.

As to "sitting with arms folded," if the *Ledger* will consult the official statistics it will find Wilmington progressing in its commerce quite as rapidly as Norfolk. The *Star* has recently published some instructive statistics concerning the commerce of Wilmington and the Virginia cities, which it would have been well if the *Ledger* had examined.

We hope Wilmington will follow the good "example set by Richmond and Norfolk, and invite" the people of North Carolina, and for that matter, of Virginia and South Carolina too, "to visit" our city. Our merchants can offer inducements equal to those of the Virginia towns, and in the matter of groceries can even do better than Norfolk can. We are afraid that "sitting with arms folded" may apply to the matter in question with more of truth than to the matter of commercial enterprise and activity. The invitation ought to be sent out, and the hospitalities of Wilmington should be found equal to the occasion.

As it is good reading, and is worth repeating, we reproduce a passage from a recent communication in the *Star* for the special benefit of the *Norfolk Ledger* and all papers and people who are in the habit of under-rating Wilmington as a commercial port:

"I find that of tonnage employed in the foreign export trade only, the following results in tons:

Port	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879
Norfolk	17,919	61,450	79,141	61,282	61,282	61,282	61,282	61,282	61,282	61,282
Richmond	13,197	23,483	27,799	14,603	14,603	14,603	14,603	14,603	14,603	14,603
Wilmington	23,356	70,238	97,887	75,631	75,631	75,631	75,631	75,631	75,631	75,631
Savannah	128,437	167,141	165,989	28,832	28,832	28,832	28,832	28,832	28,832	28,832

"And for the fourth quarter of the Custom House year, viz., April 1st to July 1st, 1879—

Port	American	Foreign	Total Tons
Norfolk and Portsmouth	4,049	5,886	9,935
Richmond	958	6,485	7,443
Wilmington	2,247	18,425	20,672
Charleston	3,151	17,386	20,537
Savannah	7,070	7,870	14,940

THE SCHOOL BILL.

The decision of the Supreme Court in the School Bill case will give satisfaction generally, we have no doubt. However much it is to be regretted that the bill was not signed in the usual way before the Legislature adjourned, it appeared to us improper that they should sign it after the Legislature adjourned. Has the President of the United States a right to sign a bill during the recess of Congress? Would a bill thus signed become a law? The Justices, owing to circumstances which they explained, had not prepared their opinion. The Chief Justice announced from the Bench what the unanimous decision of the Court was. They would not issue the mandamus asked for to compel the Speakers to sign the School Bill.

The *Star* gave its impressions at the time, and said that the Speakers should not undertake to sign the bill, in an irregular way, and after the Legislature had ceased to exist.

We are pleased at the position assumed by the highest Judiciary. They were unwilling, to quote the language of the *Raleigh News*, "to coerce a co-ordinate branch of the Government." In common with our contemporaries generally, we regret that a failure to sign the bill will be detrimental to the interests of thousands of the poor children of the State; but it would be an innovation upon long established usage, to put it mild, to sign a bill when there is no Legislature in session, and in order to remedy a neglect or omission. The Speakers will have to shoulder whatever responsibility may attach to the neglect to perform their duty at the proper time. We have no doubt of the wisdom and propriety of the decision of the Supreme Court.

SHORT NOTES ON MOORE'S HISTORY.

Page 124. Edward Jones, of Wilmington, Solicitor General, was the patron and foster-father of Johnston Blakeley, the distinguished naval officer.

Page 123. In mentioning the establishment of the University it would have been proper to mention the magnificent gift of twenty thousand acres of land made by ex-Gov. Smith, of Brunswick. Mr. Moore mentions elsewhere the princely gift of thirty thousand acres to the University by Gen. Thomas Person, of Granville.

Page 225. William R. King was a native of Sampson county, represented this District in Congress, removed to Alabama, was U. S. Senator from that State and Vice President of the United States. It is worth while to mention these particulars, for Mr. King was really one of North Carolina's most distinguished sons.

Page 223. Thomas H. Benton was born three miles from Hillsboro, Orange county, was educated at the University of North Carolina, and removed to Missouri.

Page 161. Captain William Moore was a native of Wilmington. An old and well informed resident of the city thinks it certain that Captain W. G. McNeil was a native also.

Page 179. Samuel R. Jockeylin, of Wilmington, was the great Equity lawyer of the State in his time. He was brilliant and full of humor and good nature.

Page 192. Edward B. Dudley, afterwards Governor, served but one term in Congress. He declined a reelection on the ground that Congress was no place for an honest man. This was in 1829. If Congress was corrupt then, how is it now?

As to the Cape Fear Forts the account of Mr. Moore is incorrect, as is well known here. Col. Tew and his command were never within two miles of the Forts, and had nothing to do with their capture. The facts are these: They were first captured—probably early in March, but of this we are not certain—by John J. Hedrick (afterwards Colonel), who was Second Chief of the Cape Fear Militia. He and his command occupied Fort Caswell for from five to seven days, when, by order of Gov. Ellis, through Col. John L. Cantwell, 30th Regiment N. C. Militia, it was evacuated.

Fort Caswell and Johnston were afterwards retaken by Col. John L. Cantwell, acting under the orders of the Governor. In his command were the following companies:

Cape Fear Light Artillery, John J. Hedrick, Captain; Wilmington Rifle Guards, O. P. Meares, Captain; Wilmington Light Infantry, W. L. DeRosset, Captain; German Volunteers, Captain Cornelissen. This was probably about April 10. The exact dates can be ascertained. Major Whiting, afterwards General, was in command at Wilmington in April and continued in command for some time.

Mr. Moore makes William S. Ashe represent this District in Congress from 1855 to 1859 inclusive. Mr. Ashe was in fact in Congress from 1849 to 1855; but he did not stand for re-election in 1854, having been elected President of the Wilmington & Weldon Railroad, which office he continued to fill until his death, which occurred in 1862. Our impression is, without examining, that Warren Winslow succeeded Mr. Ashe in 1855, and that he served until 1860. Mr. Moore blunders again in regard to Mr. Winslow, on page 239. He makes him President of the State Senate and succeed Gov. Bragg as Governor, "by virtue of his office," when that able gentleman was elected to the U. S. Senate, succeeding D. S. Reid. Mr. Winslow was a member at that time of the U. S. House and not of the N. C. Senate.

When Gov. David S. Reid (page 232) was elected U. S. Senator in 1854, he resigned as Governor. There was one month of his unexpired term remaining. It was then that Mr. Warren Winslow, as President of the State Senate, succeeded him. He was Governor of North Carolina for one month. Such, we apprehend, Mr. Moore will find to be the facts in the case, if he will examine into the matter. Some of these errors were pointed out some time ago by a writer in the *Raleigh Observer*. That writer said:

"Governor Bragg filled his entire two terms, and went out of office, and was suc-

ceeded by Governor Ellis on January 1, 1860. Governor Winslow was not then Speaker, nor a member of the Senate. Hon. Henry T. Clark, of Edgecombe, was Speaker in 1858-59 and also in 1860-61. Governor Winslow was from Cumberland, and the Senator from Cumberland in 1858-59 was John T. Gilmore, and in 1860-61 was Duncan Shaw. * * * Governor Bragg did succeed Governor Winslow on January 1st, 1860. I have seen no mention (though this may be accounted for by my not having thoroughly read it) of the Legislature of 1865-66, of which Hon. Samuel F. Phillips was elected Speaker of the House of Commons. By the way, Wheeler's Manual makes Mr. Phillips Speaker in 1867, whereas Hon. R. Y. McAden was then Speaker, and besides in 1867, Mr. Phillips was not even a member of the House."

This Legislature of 1865 elected some of the Judges, among them A. S. Merrimon. We note this because the History has so much to say about the Legislature, and the omission is singular.

There is an error on page 302. He makes Orange one of the counties declared to be in a state of insurrection under the operations of the Shoffner Bill. Orange was never so declared, as Mr. Moore will find upon inquiry.

He says Fort Fisher is 30 miles from Wilmington. It is not much more than 20—about 22.

Page 184. He says: "If Badger was the greatest lawyer North Carolina ever produced, Rufin was incontestably the profoundest of all her judges." Judge Rufin was not born in North Carolina, but in Virginia, we think.

On page 272 he writes as if he thought Gen. D. H. Hill was a native of the State. He was born in South Carolina.

He says 2,000 persons died of yellow fever in Wilmington. A physician, who went through the dread pestilence, informed us that about 1,100 died as far as could be ascertained.

Page 234. He makes the Know Nothing party the cause of the formation of the Republican party, if we understand him correctly. Is he correct in this? The Know Nothings were arrayed against citizens of foreign birth; the Republican party had its origin and inspiration mainly in opposition to slavery.

On page 233 he says the Presbyterian Church of the United States divided in 1855. The division did not occur until a later date, sometime during the war between the States.

He says there were "five millions of whites" in the South in 1860. Is not this an under-estimate? Probably six millions would be nearer the mark.

He gives his estimate of men freely. He says Andrew Jackson, for instance, was the greatest man ever born in North Carolina. In some sense he may have been, but surely not in genius, learning or intellectual power. Benton, Gaston, Badger, and many other men of mark were born in this old State.

On page 276 he says, and perhaps truly, of Gen. J. Johnston Pettigrew, that "North Carolina has never produced an abler or more admirable man." Jackson then, though "greater" was not "abler."

He says that Archibald Henderson was "the ablest man of all his distinguished family." This may be questioned. Chief Justice Henderson was not as fine a speaker, but he was probably a man of profounder intellect. The late Chief Justice Pearson, in a decision rendered since the war, has left his estimate of Judge Henderson. He said he had the greatest reflective powers of any Judge who ever sat on the bench in North Carolina, except John Haywood. We may mention an interesting fact in this connection. Archibald Henderson lived at Salisbury. He could have been elected to the Supreme Court Bench at the same time his brother Leonard was elected. But he declined, thinking one of the family was enough. This is stated upon the authority of the late Hon. Hugh Waddell.

These examples are not offered so much as blemishes as to show the readiness with which Mr. Moore pronounces judgment. There are many other opinions of men to which exception will be taken by many intelligent readers we have no doubt.

This is not a drinking county, but during the year ending June 30, 1879, there were produced or manufactured 71,892,617 gallons, an increase over the preceding year of 15,789,564 gallons. This was not enough by a great deal to supply the demand of the thirsty, so many millions of gallons of lager beer, besides wines, had to be made also.

Arrival of the John A. Griffin.

The schooner John A. Griffin, whose arrival has been so long and so anxiously looked for, came inside the bar late yesterday evening. She was sighted off the bar the evening before by the Smithville pilot, as stated in yesterday's *Star*, and her appearance was promptly reported. Until a late hour yesterday evening the tug at Smithville were busy towing vessels out to sea, owing to which fact, no doubt, the *Griffin* was unable to get up to Smithville until late in the evening.

Messrs. Davis and Dyer, the two young Wilmingtonians who were passengers on board of her, were landed at Smithville sound and well, heartily glad, no doubt, to once more set foot on land after what must have been a most eventful passage. They will, we learn, reach here this morning, as the *Griffin* was expected to leave her anchorage at 4 a. m. in charge of a tug for the city.

The *Griffin* left Delaware Breakwater on the 15th inst., and must have encountered the storm which swept the coast with such relentless fury on the 18th, and been driven far out of her course.

New Cotton. Two bales of new cotton were reported in the market this morning, one received by Messrs. Williams & Murchison, from Mr. W. M. Gibson, of Laurel Hill, Richmond county, and the other received by Messrs. E. Lilly & Bro., from Messrs. McKaskill & McLean, of Laurinburg. The latter bales reached here yesterday morning, its shipment from Laurinburg being reported in our telegraphic news of the day.

The bales shipped by M. M. Gibson, from Laurel Hill, however, is said to have reached here the evening previous by the freight train on the Carolina Central Railway. This bale was classed as middling cotton, weighed 438 pounds, and was sold for 12 1/2 cents per pound. The bale received by Messrs. Lilly & Bro. is classed as strict low middling, and will be shipped to New York for sale.

The first report of new cotton received in this city last season, we find by the *Star*, was on August 22d, 1878. On that day two bales of the new crop were received by Mr. E. P. Covington, raised by Messrs. Jephtha Gibson and C. W. Wright, of Laurel Hill, Richmond county, and were sold to Messrs. Kercher & Calder Bros., at 12 cents per pound.

The Fine Straw Industry. The new industry of getting and shipping pine tags, or pine straw, as they are commonly called, is gradually assuming proportions, the article being baled ready for shipment faster than freight room can be found for it in the New York steamers, to which place, we believe, all the shipments are made from here. Further South, from Pensacola, Fla., for instance, it is shipped to Western cities, in considerable quantities. In those places it undergoes a steaming process, by which the straw is converted into a fleecy fibre which is used for stuffing mattresses, cushions, &c.

The process is said to be patented, but this we do not think probable, as it has been known and used in Germany for years, where it is esteemed for certain medicinal virtues ascribed to the mattresses made of it.

BRUNSWICK COUNTY.

Proceedings of the County Board of Health—Powers and Duties of Quarantine Officers and County Superintendents, &c.

[Correspondence Morning Star.] SMITHVILLE, N. C., Aug. 26.

At a meeting of the County Board of Health of Brunswick county, held this day at Smithville, N. C., Mr. Rufus W. Hewitt was elected President, and Dr. F. W. Potter Superintendent of Health.

The following resolutions were then unanimously adopted: Whereas, section 9 of "An act supplemental to an act creating a State Board of Health," the duties of County Superintendents of Health are clearly defined, and they are directed, upon the appearance of any disease dangerous to the public health, to see that it is properly quarantined and isolated; and, whereas they are directed especially not to interfere with the quarantine of ports, but, on the contrary, to render aid to the power of the quarantine officers, upon request of the latter; and, whereas there appears to have arisen some doubt and apparent misconception of the powers and duties of County Superintendents of Health, by reason of the fact that persons and healthy ships seeking commercial relations with the State of North Carolina are deprived of their rights; now, therefore, Resolved, That the County Board of Health be and they are hereby authorized, in conformity with the law, to assist the Quarantine Officer, if requested to do so, in preventing the approach of any contagious disease, and if any such makes its appearance upon the land, to promptly quarantine and isolate it, so as to prevent danger to others, so far as possible.

Resolved, That the port of Wilmington consists of the waters of the Cape Fear from the Bar to that point above which is suitable and convenient for the navigation of ships, and that the State has provided a special law for promoting the public health, which is a duty to protect the citizens from danger approaching through the channel of navigable waters, and that we, as citizens of the State, desire to promote the growth and commercial prosperity of Wilmington, by establishing commercial intercourse with all the ports of the world, and we hereby declare it as our opinion that County Superintendents or County Boards of Health have no right to obstruct commerce or put any law or regulations for the government of ships, or establish any quarantine upon the waters of the Cape Fear, these acts being under the jurisdiction of a Quarantine Board, composed of physicians and experts, with ample process for the protection of our citizens.

Resolved, That the works for the improvement of the Cape Fear River and Bar, and the inland communication by means of the water with the great West must, when completed, tend to build up a great city, having special advantages for commerce with the West Indies and South America; that we, as citizens of North Carolina, desire to see steamships and other lines established between this port and the ports of those countries, and we therefore instruct the Superintendent of Health of Brunswick county, that he has no right under the law aforesaid to place any obstacle in the way of such commercial intercourse, but on the contrary to promote it, by a strict construction of the law, and by adherence to the rules and regulations of the National Board of Health, which are hereby adopted; so far as they are applicable to the government of County Boards and County Superintendents.

Resolved, That the proceeding of this meeting be forwarded to the Board of Health, with the request that they be published. F. W. POTTER, M. D., Superintendent of Health.

SCHOONER JOHN A. GRIFFIN.

Buffeted About by the Winds and the Waves, She Weathers the Storms and Reaches Port in Safety.

The schooner John A. Griffin, whose arrival we noted at the city yesterday morning, came up to the city yesterday morning, in tow of the *Alpha*. Quite a large concourse of citizens gathered at the wharf to extend a greeting to the two young Wilmingtonians, Messrs. Dyer and Davis, who were her passengers, among the number being a delegation from the Comus Club, of which they are both members.

Capt. Slover reports that he had a very rough passage and came very near losing the vessel and all on board of her in the hurricane on the 18th inst. The *Griffin* was about 25 or 30 miles southeast of Hog Island, on the Virginia coast, on the morning of the 18th inst. when she encountered the hurricane, which, at 8 30 o'clock, split the mainsail, foresail and forestaysail, while at the same time the main boom topping-lift broke, breaking both davits and damaging the boat. The vessel was let go before the wind, having bent storm-trysail, it blowing so hard, and such a heavy sea running, that it was thought imprudent to haul the vessel in the trough of the sea. At 1 1/2 P. M. the vessel was in ten fathoms water, with the sea breaking solid, and at 2 P. M. the lead showed eight and a half fathoms. At 3 30 P. M. the wind lulled to a dead calm, but a heavy sea struck the *Griffin*, which broke off the tiller even with the rudder. The gale lasted six hours, and left the vessel in a disabled condition, laboring heavily and having sprung a slight leak. They were two or three days getting the sails repaired and boom up and so fixed as to be able to proceed on the voyage.

The two passengers give graphic descriptions of their adventures. From a full account furnished us by one of them, we take the liberty of making the following extracts, regretting that the whole is too long for our columns:

"The Captain stood calm and steady at the wheel, while he gave his orders to the men, who quickly and willingly performed their duty. For five long hours they worked hard to save the vessel, making no provisions for their own safety; but onward she went, fast approaching the beach, where destruction was certain.

"The rain ceased and the dark clouds separated, so that it became light enough to see the huge breakers on the shoalhead, and then it was that all hope of safety was abandoned. But in a few minutes afterwards from the northwest there burst upon the almost wrecked vessel a hurricane, more terrific than the severe southeast storm just abated, and changed the vessel's course, carrying her fast towards the sea. Although this gale was a preserver, it was no less destructive, for, in changing the vessel's course the strain was too much for the wheel rope blocks, which broke from their fastenings, and at the same time the tiller was wrenching from the rudder and nearly carried away. It was then with great difficulty that she was kept out of the trough of the sea, and towards night, the tiller being finally carried away, a rude construction was fastened in its place, while the vessel tossed at the mercy of the billows, nearly capsizing her at every roll.

"At 8 o'clock the storm had ceased, and the vessel was hoisted. The car wheels in the cargo, which had begun to roll, were secured, and all was comparatively safe for the night.

"The next two days following were spent in mending sails and rigging, the sea being smooth and the weather calm. On Monday, August 24th, a favorable wind sprang from the northeast, and the vessel was again put under way for Wilmington. The wind ceased that night, just as Hatteras was reached, and commenced to blow from the southeast. It was with difficulty that this dangerous Cape was cleared.

"The following morning brought a light breeze from the southwest, the vessel 'beating' along very comfortably until Sunday night, August 24th, when the vessel began to leak very badly, and the wind, which had been increasing for two days, commenced blowing a gale. During the night several squalls struck her, and before day nearly all had to be taken in, and she was once more brought before the wind to sound under bare poles.

"For twenty-four hours she was blown before the wind, just escaping Hatteras shoals at 6 o'clock in the afternoon, and 'hauling up' a few miles north of Body Island Lighthouse.

"No great damage was done by this storm, and, as the leak was not increasing, Wilmington was once more the course, the captain, ever hopeful, cheerful and competent, deciding to 'never give up the ship.' About 12 o'clock she passed Body Island Lighthouse, with an increasing fair wind. At 7 o'clock in the evening Hatteras was passed, and at 8 o'clock the next day, Wednesday, August 27th, Frying Pan Shoals Lightship was rounded, and that evening, at 7 o'clock, she anchored outside of Cape Fear inlet, where she laid, with her colors up, anxiously awaiting a tug-boat, which came the next afternoon, at 6 o'clock, and towed her safely over the bar of Cape Fear River.

For Tarboro. Capt. W. H. James, of this city, goes to Tarboro, early in September next, as engineer in charge of the work of removing obstructions from the Tar and Pamlico rivers, a work which will probably occupy some five or six months. Many of these obstructions were put down by Captain James during the late war, under the Confederate government, and it is, perhaps, an odd coincidence that it should fall to his lot to remove them.

The Promise of the Fall Season.

With the advent of the Fall a brighter season seems dawning upon us. All the industries of the country appear to be inspired with new life; they are thriving everywhere. Our cotton crop promises to be the largest ever gathered, or, at least, greatly more than an average, and the grain crops throughout the country are simply immense. It would be strange, indeed, if, in this general welfare of the country, we should not participate. We look forward confidently to a busy fall and a happy season of advancement and prosperity.

Spirits Turpentine.

—Died, at his residence, in De Soto county, Miss., on the morning of the 18th inst., Benjamin H. Covington, formerly of Richmond county, N. C.

—J. N. Phillips, white, aged 63, was convicted of assault with intent to commit rape on his step-daughter, in Mecklenburg County, and sentenced to five years in the penitentiary. He was drunk at the time he made the assault.

—The Washington *Press* says of the proposed railroad from Wilson to Greenville: Forty thousand dollars has already been raised in Wilson county by private subscription, and, no doubt, that \$75,000 will soon be raised. It is proposed to give \$15,000 and Pitt \$50,000, making in all \$150,000, which will guarantee the completion of the road.

—Raleigh *Observer*: "The conspiracy trial has ended, resulting in the conviction of James and his three partners in crime. They will receive sentence to-day. —Deputy Sheriff J. R. Rich, of Buncombe county, yesterday, delivered to the authorities at the State penitentiary, Phillip Hays, white, convicted of larceny, and sentenced to one year's imprisonment.

—Raleigh *Visitor*: Thirty-two prisoners were sent up to the mountains yesterday from the penitentiary. —The Governor to-day appointed Alfred Hepler, of London, England, a Commissioner of Adairville for North Carolina.

—Statesville *Landmark*: Squire John F. McKee informs us that the Knob Mining Company have established communication with every part of the vast mine with the Bell Telephone. —We are informed that quite an extensive revival is being conducted at the Effing Creek Presbyterian church, in this county, by the venerable Rev. Mr. Nall, and that quite a number have professed religion under his preaching.

—Pittsboro *Record*: Rev. Wm. Long, of Graham, has been holding, for several days past, quite an interesting protracted meeting at Hank's chapel, three miles southeast of this place. —We regret to hear of the death of Mr. Alexander Durham, of this county. This is the gentleman who cut his thigh in getting over a fence about a month ago, as mentioned then by this paper, and from which injury he died on the 25th inst.

—Raleigh *News*: In the State Library there are three Bibles, printed respectively in