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State Library

Spirits Turpentine.

Wilson Advance: It may turn out that the Governor has acted wisely in this matter, but with the lights of the present before us we must confess our inability to see how the greatest interests of the State are to be promoted by such hasty and precipitate steps.

Reidsville Weekly: Mr. I. W. Duham, of Winston, has gone to Yanceyville for the purpose of erecting a handsome monument to the remains of our late townsman, the lamented Judge Kerr. The monument is an obelisk and is said to be quite handsome and imposing.

Asheville Journal: The services at the Baptist Church continue with unusual interest. The church is crowded all the time, so much so that at times seats were obtained as late as the stability of the galleries. Over one hundred and fifty have processed during the services up to this date.

In this issue we give one side of the question of the sale of the Western North Carolina Railroad, and extracts from the Governor and the people of North Carolina upon the subject. This week we will give the other side—Sales Press. That is fair. "Turn on the light."

Fayetteville Banner: Wright Evans, the young mulatto known in town as "Tottie," who stole Mr. Thomas H. Sutton's horse and carriage last summer, was sentenced by Judge Evans, yesterday, to twenty years in the Penitentiary. For a couple of weeks our citizens have been luxuriating on bread—not imported either, but caught in the Cape Fear, near this town.

Reidsville Times: The Patriot is this week enthusiastically in favor of a sale of the Western North Carolina Railroad. Mr. Best from Mr. Bad, but something indelible within us suggests to go slow at the present time. The paper is well put out to the Yanks. It is fast coming to that.

Chatham Record: Near Kivett's Mill, in Harnett county, a hawk and a eagle got into a fight, and falling to ground were so injured upon killing each other that a negro took a stick and killed them both. The much discussed "no fence law" is now in practical operation in a portion of this county, so that we will STAR. And berth in these cases, bear in mind, can only be obtained of Mr. Pearce, who has been shrewd enough to buy up the entire supply in this county.

A Substitute for the Best Proposition: We have before us a printed copy of a bill drawn up by Mr. H. E. Scott, one of the Republican Representatives from this county, which he proposes to submit at the approaching extra session of the Legislature. We give it as a matter of news: SUBSTITUTION FOR THE BILL FOR THE SALE OF THE WESTERN NORTH CAROLINA RAILROAD.

The General Assembly of North Carolina do enact: Section 1. That the Governor, Treasurer, Secretary of State, and Attorney General of the State of North Carolina be, and they are hereby appointed Commissioners on the part of said State to sell, assign and transfer all of the interest of the State in and to the stock, property and franchises of the Western North Carolina Railroad Company, at public auction, to the highest bidder or bidders, for each, at a place to be designated by said Commissioners, after first having advertised the same for three months in one or more of the leading newspapers in the cities of Raleigh, New York, Philadelphia, Cincinnati, Baltimore, St. Louis, Chicago and Boston.

Section 2. That no bid shall be entertained by said Commissioners for a sum less than Five Hundred and Fifty Thousand Dollars (\$550,000).

Section 3. That the said Commissioners are hereby granted full and ample powers to make all and every stipulation with the highest bidder or bidders, for the transfer of the Western North Carolina Railroad, and everything appertaining thereto, and for the time of completion of said Road, and for the employment of the State's surplus funds, and for the payment of the bonded debt of said Road, and for every other condition which they may deem necessary for the protection of the interest of the State of North Carolina.

Section 4. That all laws and parts of laws in conflict with this Act are hereby repealed.

Section 5. This Act shall be in force from and after its ratification.

The Supreme Court on the Public Road Question: We see by the Raleigh papers that the Supreme Court, at its present session, has decided that magistrates have original jurisdiction in cases of misdemeanor in willfully neglecting to work the public roads, as provided under the act of 1879. The case before the Court was that of Craig, from New Hanover, and Chief Justice Smith delivered the opinion.

This is a matter of considerable interest to magistrates and the people generally, as it has been a mooted question for some time past.

The Duplin Canal—The Meeting Yesterday Afternoon: At a meeting of the stockholders of the Duplin Canal Company, resident in New Hanover, held at the Produce Exchange yesterday afternoon, Mr. B. G. Worth was called to the chair. The committee to solicit subscriptions then reported that ten per cent. of the stock subscribed to the enterprise had been paid in. Mr. Robert H. McCoy was appointed by the chair as a representative of the stockholders hereabouts in the meeting at Magnolia on Wednesday next, the 13th inst., being the object to insure a full representation of the stock held in this county in said meeting. Mr. McCoy will call on all the stockholders and get the proxy of such of them as do not expect to attend the meeting in question.

German brig Martha, Lange, from this port, for United Kingdom, with signals of distress flying, was fallen in with February 23, lat. 41 55, long. 31 57, by the British steamer Caledonia at Boston. Capt. Lange reported loss of galley, forecastle deck house, bulwarks, stove, foremast, mainmast, foretopgallant mast, and short of provisions, with which the steamer supplied them. They had encountered five successive hurricanes from February 1st to the 15th, the hulk having taken to the rigging on several occasions; had no boats; Capt. Allison, of the Caledonia, offered to supply them with a boat, but it was declined.

The German barque Pauline, Capt. Kruger, which cleared from this port for Stettin, Germany, on the 24th ult., but has since been lying at anchor below, got grounded while being towed down the river, and in the effort made to get her afloat she was strained somewhat, and has since sprung a leak. We learn that part of her cargo of rosin will be removed and an examination made, when it will be ascertained whether or not it will be necessary to come up, discharge the remainder of her cargo and go on the dry dock, or whether her repairs can be made where she lies. Her injuries are supposed to be slight.

Judge Fowle favors the sale of the Western North Carolina Railroad.

We judge from the following paragraph in his letter that he is not in favor, as Governor Jarvis is, of the Best bill as it now stands. Judge Fowle says:

"I am, therefore, in favor of selling the road upon the best terms the Legislature can obtain."

"In doing so special care should be taken that the guarantees are sufficient to compel the completion of the Ducktown line, so that the fertile and magnificent country through which it will run may be made acceptable to the world."

If he is in favor of the Best syndicate bill unamended and unchanged, let him say so.

If the papers that published the Governor's plea, Col. Saunders' letter on the tax oppression and other documents favoring the sale of the North Carolina Railroad upon the terms proposed in the Best bill, are willing for the people to have "light turned on," they will publish Col. McRae's, Major Hearne's, ex-Senator Dorton's and other papers on the other side. Some may do this, but others will not. The last thing they desire is for the "light to be turned on" that loosely-drawn Best document.

The Kinston Journal says the Inferior Court of Lenoir has been a success, and that "with a few exceptions" has been "conducted remarkably well." The Danbury Reporter says that so satisfactory has been the Inferior Court "it is but just to say that Stokes county, at least, could not afford to do without the institution." Thus far, of seven counties reporting, five are favorable to the success of the Inferior Court.

The clearest event of the political future is Tilden's re-nomination.—N. Y. Tribune, Bloody Shirt.

It is to be noted that the Stewart organs are all strongly in favor of Tilden's nomination. "Why is this thus?" Per contra, the Democratic papers are for Grant as the Republican candidate and by "a large majority." Possibly there are some who are so obtuse as not to understand the reason why.

Mr. Tilden is said to be no longer the favorite of the Wisconsin Democrats. Bayard is now master of the situation in that State, and nine-tenths are reported as favoring his claims.

"No better reason could have been given for the withdrawal of Mr. Finckh's nomination by Hayes than that it was a mistake. It was a mistake."—Baltimore American, Rep.

It was worse than a mistake—it was a crime.

Tom Keogh and J. W. Harden are the two Republican delegates from the Fifth District. They are instructed to go for Grant. Ike Young and S. Ellison were also instructed to go for Grant. This makes six Grant delegates out of ten chosen thus far.

The Kinston Journal ought to give that paragraph on Longstreet, taken from the STAR, another showing. It was badly damaged in the latter part.

Tom Scott, the Pennsylvania Railroad King, has given \$2,000 to Randolph Macon College, Va.

Greenbackers in Council: The Executive Committee of the Greenback party had a meeting at the Court-house yesterday, Captain F. M. Wooten in the chair.

There was some difficulty in getting a secretary. One Thomas Allen was first appointed, but when called upon to discharge the duty, it was found that he didn't know how to write. The choice finally fell upon A. A. Dudley, colored, whose education had not been quite so badly neglected.

Captain Wooten resigned the chairmanship of the Executive Committee, and T. M. Gardner, Esq., was elected in his place.

A committee of one from each ward in the city and township in the county was appointed to make arrangements for a mass meeting and to reorganize the various Greenback clubs in the county.

The officers of the Central Executive Committee, as now constituted, consist of T. M. Gardner, Chairman; Jesse J. Ives, Treasurer, and A. A. Dudley, Secretary.

Brief remarks were made by Messrs. Black, Gardner and others.

Reported Jail Delivery: Information was received here yesterday that H. Oglesby, charged with the killing of a Mr. Williams, at Laurinburg, a year or two ago, had broken out of jail at Wadesboro and escaped, together with the remainder of the prisoners. Another account has it that after the prisoners had all been gone for some time Oglesby came back, suffocated himself, and was returned to his old quarters. It will be remembered that the case of Oglesby was removed from Richmond to Anson county for trial.

Fit-bit for our railroad enthusiasts.

The last Charleston News and Courier says: "The reports that the Air-Line Railroad is about to become the owner of the Spartanburg and Union Railroad (carrying with it the control of the Spartanburg & Asheville Railroad) is cause for serious uneasiness."

"The Spartanburg & Asheville Railroad ought to be owned in this State, or in the interest of South Carolina ports. Cannot something be done in this direction?"

Charleston has numerous friends. But how is it with Wilmington?

Mr. Tilden is as deep in the mud as Mr. Bayard is in the mire. A Democratic Convention met at Albany, New York, in 1861. Mr. Tilden was a delegate. He and his friends laid a resolution before the Convention in which the right of the Government to coerce a sovereign State was most flatly denied. Here it is:

"Resolved, That the Constitution of the United States confers no power to enforce its laws upon a sovereign State in its political capacity. The coercive power of this Government is a coercion of laws, not of arms, and can only be made effectual over the States by the authorized civil agents of the Government for the execution of those laws. Where such agents no longer exist any attempt at a forcible execution of the laws through any other channel is nothing more nor less than war; and the Constitution vests no power in Congress to declare war against any portion of this Confederacy. If the Republican party will but do justice to the South, there will be no need of coercion."

It remains to be seen how much capital Tilden, his organ, the New York Sun, and his special fuglemen can make out of Senator Bayard's patriotic and wise utterances in 1861. If Bayard is to be condemned, how about Tilden? If Bayard's prospects are sacrificed by his peace talk, how about Uncle Samuel's deliverance on the subject of Federal coercion?

On the 3d inst. Modetsky, a Jew, attempted to assassinate the famous Russian General, Melnikoff. On the 4th he was tried, and on yesterday he was to be hanged. This is speedy justice. Neither Modetsky nor Melnikoff can complain in this instance of the law's delay. We often knew a white man from Virginia to steal certain articles on Monday night in this State. He fled, was overhauled thirty-six miles distant the next night, on Wednesday he was brought to the county-seat where the theft had been perpetrated, was tried on Thursday for the crime, that afternoon received thirty-nine lashes, was taken at once to Richmond, and on Friday night was in the penitentiary of Virginia. He had previously committed a robbery in that State for which he had been tried, convicted and sentenced, but he managed to make his escape while being taken to the penitentiary.

By the time Judges Rodman, Reade and Bynum, of the Republican party, and sundry legal gentlemen of the Democratic party, have subjected the Best Bill to a thorough analysis, it will be seen by those who proclaimed it to be the thing for North Carolina, that it is about as loosely drawn an instrument as was ever paraded with a flourish before the people. After it has been subjected to the necessary crucial tests it will be as ragged as an old Confederate flag that had been exposed to the shot and shell of the enemy on a dozen battle fields. The truth is it is such a poor instrument that no skilled conveyancer could have ever drawn it unless employed by the Northern fellows to make the legal gaps so wide that a train of cars could run through it. But there are editors and politicians who are fairly delighted with it.

Capt. Ashe, of the Raleigh Observer, addressed a note of inquiry to Mr. Best, of the Syndicate, and in reply Mr. B. wrote concerning "a gap" that the Captain "feared" had been left "open." Mr. B. was pleased to say:

"In case the Legislature should accept my offer for the State's interest in the Western North Carolina Railroad, and the State should afterward be compelled to resume possession thereof, I do not expect any profit by way of interest on the sum to be expended in completing the Point Rock branch (until the road is completed to Murphy). If any doubt or obscurity exists in this regard, it can easily be remedied by the Legislature, but I think this point has been clearly defined in the draft of the act embodying my proposition."

The Methodist Protestant paper at Greensboro, edited by our friend, Rev. J. L. Michaux, makes this point in regard to the proposed sale of the Western North Carolina, and the point is well taken:

"Without knowing much on the subject, we think it unfortunate that the agents for the sale of this road are to go into the negotiation with the voluntary confession that the property they wish to sell is worthless, even to themselves."

Revenue collections in the Fifth District for February, \$91,761.20.

REACTION.

There is a decided reaction going on against the Best bill. If any one doubts let him look over the North Carolina papers. We copy under the head of "State Contemporaries" and "Spirits Turpentine" some of the opinions. We have a dozen others unused. We notice among our exchanges received yesterday that the Wilson Advance has a strong leader against the Best Syndicate. Sell-out as prohibited in the present bill and endorsed by Gov. Jarvis. The Reidsville Times and Statesville American had something to say—and not favorable to the Best bill. We have not the slightest idea that the bill will pass unless there are important changes made and the State's interest is much better protected. The people of North Carolina are not out "in a jiffy." Enough scrutiny will be bestowed upon the bill to show that it will never do to pass it as it is. The following is taken from the Advance's editorial. Both of its editors are lawyers, and one of them, Mr. Lancaster, has had a long experience at the bar. We wish we had space for the entire article. It says:

"We regret that our conceptions of duty and the interest and pride which we feel in the welfare of North Carolina induce us to differ with the Governor in this matter. We believe that he has acted with too much haste, considering the importance of the result, and there will not be wanting those who will regard the action with suspicion and who will inquire why this haste to convene the Legislature to consider the proposition of Northern capitalists to buy the State's most valuable property in which they see millions for themselves, when nothing was ever said about convening the Legislature to remedy an oversight of its officers in failing to sign the school law which left thousands of poor children of the State without the means of acquiring an education. * * * * * In further justification of his course the Governor says that ten days will afford ample time for the decision of this question, and, after making a minute calculation, he concludes that the extra session will not cost to exceed \$18,000. Is the whole thing cut and dried? How does the Governor know but that the members of the Legislature may assemble, conclude to give their constituents a little more time to consider the railroad question, lay Mr. Best's proposition on the table, then return to their favorite theme, 'Retrenchment and Reform,' and spend twenty days in getting their officers straight on the school bill matter, in establishing criminal circuits, in cutting off some of the red tape around the Agricultural Department, &c."

Two biographies of Mr. Tilden are in course of preparation. He has one ready for the press. It gives a full history of his public career and his dealings with the Tweed ring and the Tammany people. John Kelly's set are also preparing a life, but from an altogether different stand-point. Neither book will be exactly fair and true, we dare believe. We learn that the Tammany biography makes Mr. Tilden anything else than a patriot, in fact, "much better qualified as a wrecker of financially embarrassed railroads than as a standard-bearer of a great party contending for the principles of Jefferson, Jackson, etc."

John Sherman's biography is out also. Whether or not Blaine and Conkling are to be immortalized also we are not informed. Grant's biographies are numerous. The good is told; the evil is suppressed.

Mrs. Betsey Henderson, of Boston, celebrated her one hundredth birthday last Sunday. The Rev. Dr. Miner, of whose church she is a member, preached a eulogistic discourse in the morning.—Exchange.

Centenarians are so scarce that when one is found really it is talked about in the newspapers and memorial sermons are preached upon it. In this century, in the North, there have been found thus far three persons who had attained to the very advanced age of a hundred years. It is to be remarked, however, but parenthetically and under the rose, that in the South and, particularly in North Carolina, people of a hundred years are so common as to excite no comment. There are at least a half dozen in every poor house.

The Bayard men are well satisfied with his war record. They say they will be able to show that Tilden went farther than Bayard did and was more of a secessionist, and that "as a matter of fact it was more largely due to Bayard's influence than to any other citizen of Delaware that no ordinance of secession was passed by that State." It is even hinted that income dispatches and railroad and other tax business will be ventilated freely by Democratic speakers. We give this for what it is worth.