Subscription Price.

The subscription price of the WERK LY STAR is as follows: Single Copy 1 year, postage paid, \$1.50 6 months, "

A CHANGE OF THE CONSTITU-TION PROPOSED.

The House Committee on the Elec toral Commission bas submitted long report proposing to amend the Constitution of the United States, It is proposed that instead of th present electoral system the people of the States shall vote directly. The machinery is to be retained, but an important change is made. It is prescribed that "the electoral votes and fractions thereof or each person voted for as President in any State shall be ascertained by multiplying his entire popular vote therein by the number of the State's electoral vote, and divide the product by the sum of all the votes cast in the State, and the quotient will be the required number." It is also provided how the returns shall be made. The report is elaborate and full of details. The necessity of a change in the mode of electing is entered into fully. It says the electoral system was adopted through a distrust of the people, and that it is not only "useless" but it is full of danger and difficulty. It is peculiarly open to treachery and fraud, and has brought the nation to the verge of anarchy and rulu. The effect has been to increase the relative power of the large States. It has happened that the vote of New York, cast solid by a general ticket, has decided the entire Presidential election by a few thousand majority. In the election of 1876, eleven contiguous States might have decided the election with an aggregate majority of not more than 1,000 votes, against an aggregate majority of half a million votes in twenty-seven other States. Where the parties in a State are nearly equal a successful fraud may carry the entire State, and settle the question for

There is no doubt that the more intelligent people are becoming disgusted with a system that has worked so much mischief. So odious is it held, the report says, that within sixty years a proposition has passed the Senate five times looking to a direct election by the people.

The report also favors a plurality election. If this rule were adopted there would hardly ever be a failure of election by a direct vote, and an election by the House of Representatives would be heard of but very rarely. It is possible under the present law that the House might elect the candidate who had received the least number of votes.

We are not prepared to favor or reject the proposed changes. The proposition to elect by a direct vote instead of by electors deserves to be fairly and patiently considered. That some kind of change is needed is apparent. Whether or not the remedy will be found in the plan recommended in the report of the committee is what we cannot now undertake to affirm. We incline decidedly to a change, and we do not now see any substantial reason why a direct vote is not preferable to the present sys-

As to the proposition to make a plurality elect, we doubt its expediency. It does look as if it should require a majority of the votes to elect. But let it be remembered that Lincoln was elected President and he never received a majority of the popular vote by many hundred thousands. It may happen often under our present system. Lincoln received | delegates will have to sleep out enough electoral votes to secure his doors.

tem.

VOL. XI.

in favor of this change.

HAILBOAD.

He then asks this question:

ead inevitably to repudiation?"

"Assuming this to be true, it assumes the

atter absence of every sentiment but love

of sordid dollars, and the proposition is too

comprehensive. Does not the conclusion

He then shows that for the \$3,300,

000 issued before the war to build

the Western North Carolina Railroad

a compromise has been effected, and

in lieu thereof the State now issues

four per cent. bonds to the amount of

\$1,320,000. The interest on these

bonds, due in thirty years, will be

\$1,584,000, which, added to the com-

promised debt, will aggregate \$2,904,

000. The same writer then com-

"Well may good old Dr. Worth stand

appalled at North Carolina investments in

railroads if this is a specimen of North

Carolina statesmanship and financiering."

by the very Legislature now to as-

The same writer then asks why Mr.

Best does not return the \$550,000 in

kind which has been expended by the

State since 1875 in labor and money?

He then asks another pertinent ques-

"Why don't Mr. Best assume and protect

the \$1,320,000 of bonds issued to build the

road? The road is there to represent and

show for it. It would be a very easy matter

for him to give the State \$1,320,000 of un-

foreclosable, non-saleable mortgage bonds

and they would hurt nobody; and it would

only mortgage 88 miles of the 330 miles of

railroad, and for convenience this might be

"If you all go on to touch the pockets o

the people' in this way, the next document

of Dr. Worth will be able to lament the fate

of his \$6,000,000 compromise of the State

debt, on which there are \$240,000 interest to

"Gov. Jarvis says the property which i

proposed to give Mr. Best is worth \$3,

000,000, just half of the State debt, and

"Has it occurred to anybody that if the

eading public men set the example of

throwing away the public property, the

We copy this as one of "the straws"

hat indicate the current of popular

If the advocates of the Best pro-

position expect to have it all their

way when the Legislature meets they

are probably doomed to a very sad

disappointment. The people love

money, hate taxes, but they are not

We copied a paragraph recently

relative to the Raleigh Minerva's

being the first paper published at

Raleigh, and that it was established

in 1812. We thought at the time it

was an error and intended to suggest

it. Mr. Edward J. Hale, in his last

"And the first paper established at Ra-

eigh was about thirteen years before 1812.

It was the Register, owned and edited by

Joseph Gales, Sr., father of the Joseph

Gales, Jr., of the National Intelligencer, and

Weston Raleigh Gales, who succeeded his

father. Mr. Gales was induced to go to the

infant State Capital about the year 1799, by

Macou, then in Congress from North Caro-

lina, who knew Mr. Gales as a reporter,

at Philadelphia. When I was a boy in the

Register office, fifteen or twenty years later,

I saw some of Mr. Macon's letters urging

his sten, expecting, as he had good reason,

that Mr. Gales would be a warm supporter

Mr. Gales, in connection with Jas.

Montgomery, the English poet, edited

views and opinions. He transferred

the name of his paper to Raleigh.

thropic Society written by Mrs.

hundred rooms at Cincinnati. If

Joseph Gales.

of the Jeffersonian Republican party, to

hich Mr. Macon belonged."

and the best one of his day, in the Congress

letter to Hale's Weekly, says:

earning 6 per cent. interest would pay all

but \$60,000 of the annual interest.

on the Ducktown end.

annually pay.

semble to sell out the road.

This was done only a year ago and

election without being the choice of

WILMINGTON, N. C., FRIDAY, MARCH 20, 1880.

WILMINGTON SLANDERED. ANOTHER OPINION. A correspondent of the Goldsboro

the people. The popular vote stood: Messenger, writing from Raleigh, gives some prevailing views with reference to the sale of the Western N. Out of 4,676,853 votes Lincoln re-C. Road. He says at Greensboro there ceived but 1,866,352. Yet with this a division of sentiment, because vote he became President and caused they fear that the sale "will involve a terrible war from the effects of the loss of any further appropriation for the Cape Fear and Yadkin Valwhich this country will never recoley, upon which they are beginning ver. So majorities do not govern under our present system, bot pluralito stake the future prospects of their city, which for several years has ties often do. It is proposed to allow been in a state of collapse." He then pluralities to govern in case of a direfers to the project to build a road rect vote. There may be much said from Wadesboro to Salisbury, and regards it as foolish. He gives this MORE CONCERNING THE W. N. C. remarkable reason why the connecting road should not be constructed: A writer in the Raleigh News takes "But that seems absurd in the highest as a text the following, which apdegree, when cotton absolutely leaves the peared as an editorial in that paper: line of the Carolina Central in the neighborhood of Cheraw to seek Charleston, on account of the filiberality of that road, and what they claim to be bad treatment in "When you touch the pockets of the people you touch them in a very vital and sensitive point, and the response is ordina-rily prompt and unmistakable."

Wilmington. "Is it true that on account of extra charges and bad regulation or imperfect grading that Wilmington is the poorest cotton market in the State? If not, then it should be promptly corrected, for such is the widespread belief. Your correspondent derives this information from parties living in the sections naturally belonging to the trade of Wilmsngton, and in no wise connected with this market, or in the habit of visiting it. It is claimed that the loss is from a cent to a cent and a half per pound, and if this is true, the remedy is with the leading merchants of the beautiful queen of the Cape Fear; if not true, her journals should show the error, and satisfactorily explain before this deep impression injures the market yet

The STAR has contradicted this false report more than once. It has mentioned that the prices of cotton in Charleston appeared higher than those in Wilmington, but that the appearance was deceptive. Charleston grades lower than Wilmington, and that accounts for the seeming higher prices.

The difference mentioned of from one cent to one cent and a half in the price of cotton between Charleston and Wilmington is absudly false.

We call the attention of the Board of Trade to the attempts made so industriously to injure Wilmington. They should take prompt and decided action to place our market in a proper light before the people of the State.

The STAR used to discuss sheep husbandry very frequently, but after the fiasco of the last Legislature on the subject we concluded not to waste any time over it. The truth is North Oarolina Solons fail to appreciate often the necessities of our people and what is best to improve their condition and to develop the resources of the State. Other States are teaching them lessons they might learn. In Texas sheep-raising is by odds the most profitable business. It cople may insist on throwing off the pubis not uncommon for a person to buy 1,000 sheep at \$2.50 a head, and get 5,000 pounds of wool, which fetches 25 cents per pound at home, besides 900 lambs, all in the first six months.

A Texas writer says: "A few years ago there were only brought to this market 150,000 to 200,000 pounds of nferior wool, ranging from coarse Mexican to a little improved, bringing from 12 in-ferior to 20 cents medium. This year the finer grades have brought as high as 35 and 45 cents per pound, and are excelled by none in the United States.

'I would certainly advise any one who desires to engage in a lucrative business with a small capital to come out to the broad prairies of Central Texas and engage in sheep-raising, and I will almost usrantee an independent fortune in a few

Sheep-raising can be made profitable in sections of North Carolina. But this cannot be done without proper legislation on the subject. As long as sheep are regarded as proper prey for predatory dogs there will be no progress.

If Governor Jarvis and his followers only knew how unpopular their advocacy of the Best sell-out in its present shape is with the thinking, honest voters who do not want office, they would be ashamed of the attitude they present. Whilst men differ in all this section of the State as to the wisdom of selling the road at all many of the wisest, best, truest men being opposed to the sale to any forthe Sheffield (England) Register. Mr. eign corporation, there is no differ-Gales was compelled to leave his ence of opinion, or but little on ancountry because of his republican other point and that of prime importance; hey are very nearly agreed that it ould be a great and crown-Mr. Montgomery changed the Shefing outrage to sell according to the field Register to the Sheffield Iris. Best bill as it stands. The politicians Tairty odd years ago there were two who favor that bill will find but few novels in the library of the Philanfriends on election day in this section.

How is this? Is Uncle Sammy in declining health, or is it simply the | States." The last news from Uncle Sammy | old story revamped? A correspon-Tilden is that he is working like a dent of the Charleston News and beaver. He has already secured five Courier writes that when he saw him last week "his hands shook with this thing goes on the anti-Tilden palsy, and his eyes wandered about in the vacant manner peculiar to old men very near their end."

We give elsewhere the views of Mr. Caldwell on the sale of the Western North Carolina Railroad. We find in the last Goldsboro Messenger a communication from a gentleman evidently intelligent, who presents some thoughts worthy of consideration by the legislators and by all who are interested in the welfare of the State. We have not space for the article, nor can we even condense the points made. We make room for one point of special importance in connection with the proposed sale. He says:

"The South Carolina Railroad has not long since, like some of its predecessors, passed into the hands of a receiver, and recently, to the surprise of many wise bondhelders, the shares of its capital stock commenced rising, and the explanation given was the second mortgage bondholders were trying to, and did effect, an arrangement by which they are to obtain the control of that line. Now that line connects by way of the Asheville and Spartanburg Railroad with Asheville, or they hope soon to do so.

"The line from Charleston, South Carolina, to Cincinnati, Ohio, is about 575 miles in length, and perhaps a little shorter than the line from the latter city to Baltimore. You may not know, but such is nevertheless the fact, the great Louisville & Nashville Railroad Company is, and has been for years, gradually extending a branch of its road towards, and soon through the 'Cumberland Gap.' That is, when their plans are all matured, and the Cincinnati Southern Railroad has made its connections with Knoxville, &c.

"With half an eye any one can now see and you can show your readers, what the purchasers of the State's Western North Carolina Railroad are after.

"A line from Cincinnati via Asheville by way of 'Cumberland Gap' to Charleston, South Carolina, is about the same distance that a line run by way of Western North Carolina Railroad, Hickory and Lincolnton connection would be to Wilmington-575 miles or thereabouts-(the distances are not now before me.) You are not surprised that Mr. Best wants the key.'

This writer does not lose sight of Wilmington, that has but few friends among the North Carolina papers. The Legislature of South Carolina in its recent session, in a railroad bill specially guarded the interests of Charleston, mentioning that city time and again. The press of that State advocates no policy that is calculated to injure the chief commercial city of the State. It is quite otherwise in this State. Papers in every direction write as if Wilmington were a positive eye-sore -a sort of material Mordecai sitting in the way of some ambitious Haman. This teaches our people the important lesson that their main reliance must be in their own enterprise, energy, pluck, go-a-headitiveness. But here is what the writer in the Messenger says for our town, and we thank him for the good

"The distance across the Blue Ridge to the sea is the shortest from St. Louis to Wilmington; the grades are the easiest that have been found across the ridge; the climate is always healthy. The cost of transportation is less from the same causes. iz: Shorter distances, easier grades, and

'All these advantages connected render your Western North Carolina Railway line most valuable to any owner, especially the French Broad line. The Ducktown branch should be built as a narrow guage local line to connect at Asheville! But the politicians are afraid to say so.'

He takes a view quite different from that held by Mr. Caldwell as to the relative importance of the Ducktown and Paint Rock routes.

'Does any one that knows the route adocate it as a great through line or profitable nvestment as against the route by the French Broad, or are they after votes? A very important difference, but not one that will pay taxes in the State Treasury."

The Raleigh Observer now demands \$400,000 in cash to be paid by Best and company. The writer in the Messenger demands more, and probably not a cent too much. He says:

"But; my dear sir, if you are going to sell the road, get at least \$1,000,000 first in cash besides all the bonds now put up. If you do not, you will have another special tax bond stampede-one that will hoist the Democratic party as with dynamite. Somebody will be hurt. You keep out of the way; it is my

A NORTH CAROLINIAN'S VIEW,

Mr. D. F. Caldwell, of Greensboro, is well informed as to the North Carolina system of railroad. He has been to Tennessee recently. Upon his return he was interviewed by the Patriot. He thinks the Ducktown branch is the most important, and that there is a conspiracy afoot to complete the Paint Rock line and defeat the Ducktown branch. He

Georgia Railroad own, as I have under-atood, the Morristown & Paint Rock Railroad, and I feel confident that they are in league with certain other roads to prevent the Ducktown road from being constructed to Chattanooga, so as to prevent the South-ern Cincinnati Railroad, which has just been completed to that place, from finding a direct line and outlet over our roads to our own ports and those in our sister

We quote farther: "When the W. R. R. reaches Chattanooga, if it ever does, Atlanta will be flanked and the shortest and most direct line from Cincinnati and the Valley of the Mississippi that can be had or is practicable, and this is the reason why the lines of road centering at Chattanooga are so jeal-ous of the Southern Cincinnati and anxious to defeat the completion of the Paint Rock | Sanders & Blackwood.

road, and defeat the more direct and im-Permanent Organization of the portant Ducktown branch." He expresses himself as confident

that the two roads will never be built by the State, and unless sold that it will stop at Asheville and finally pass into the hands of the East Tennessee & Georgia Railroad and the Baltimore, Ohio & Midland road. He thinks this would prove very disastrous to North Carolina interests. He is very much afraid of the "Barbour and Sibley project," and declares that it "contains more ills in it to the Old North State than ever emerged from Pandorass box." He advocates the sale of the road "at an early day." He "belongs to no ring," but he thinks the two roads ought to be built as soon as possible. We quote again:

"I see no more danger to sell out to Best and company on proper guarances than for the Legislature to pass a universal railroad charter and let Garrett, Barbour, Sibley & Company come within our borders and build a railroad just when and where they please, and for the avowed purpose of destroying our most important works of improvement and robbing our own towns and cities of their legitimate trade."

Through the courtesy of our friend Bonitz, of the Goldsboro Messenger, we are able to lay before the reader this morning a copy of two bills that Senator Dortch, of Wayne, will introduce in the Legislature concerning the sale of the Western North Carolina Railroad.

Opening the New Market.

Early yesterday evening the New Market was thrown open for the inspection of the public, and shortly after 7 o'clock its spacious interior was thronged with visitors who came to view the gas-lit structure in all its perfection; and completeness. A few of the stalls only were occupied, many of the proprietors being unable to make the trans- sured. tice given; but the suspended quarters of fat beef and sundry carcasses of plump porkers hanging on the hooks, betokened business on the morrow.

A band of music was in attendance to enliven the occasion, and the ladies of St. John's Church, who had engaged a stall for the occasion, dispensed refreshments and bouquets to the throng.

Mr. G. P. Lamb, who occupies a stand in the building, displayed a handsome collection of plants and flowers.

A constantly augmented crowd, of all classes and conditions, kept the place filled until a late hour, and withal there seemed to be but a universal expression of approval of the plan of the building, its appointments and convenience, and of gratification

Large Cargo-First Shipment of Cot-

ton to Russia. The Danish barque Elene, Capt. Dahl, which cleared from this port on the 11th inst., for Cronstadt, Russia, and was reported in our marine column yesterday morning, took out 2,020 bales of compressed upland cotton, weighing 953,711 pounds. The Elene is: 480 tons. It is claimed by the stevedore, Mr. Hans A. Kure, to be (according to tonnage) the largest cargo ever shipped from Wilmington, and 211 pounds more per registered ton than the best cargo ever shipped from Charleston. The pressing was done at the Wilmington Compress Company's establish-

By the way, we did not know at the time that it was the first cargo of cotton ever shipped from Wilmington to a Russian port, but since learn that such is the case. Messrs. Williams & Murchison were the

The New Steamer John Dawson-Trial Trip, &c.

The new steamer John Dawson, recently constructed for Capts. R. P. Paddison and David Sherman, and to be under command of the latter gentleman, made a trial trip down the river yesterday afternoon, having as passengers quite a party of guests who had been invited to participate in the short but pleasant excursion. Champagne had been provided for the occasion, and contributed its share to the general good feeling which prevailed. One and all pronounced the John Dawson a nice boat, while her speed more than equalled their expectations. She was handsomely decked with flags and streamers. Capts. Paddison and Sherman have our best wishes for success in their new venture.

The John Dawson will run between this city and Point Caswell.

Another Fireat Laurinburg.

A special telegram to the STAR, from our correspondent "Wanderer," informs us that the enterprising little town of Laurinburg was again visited by a destructive confiagration yesterday morning, about 2 o'clock, totally destroying the residence of Mr. F. Fountain and the Messrs. McKay Bros.' "In my own mind the East Tennessee & carriage and blacksmith shops. But for the fact that the wind was blowing in a proper direction, accompanied by plenty of rain, it is likely that all of the business bouses would have shared the fate of the buildings mentioned.

Not the First.

We find that our informant was mistaken as to the Dauish barque Elene taking out the first cargo of cotton from this port to Russia. Upon reference to the books at the Produce Exchange, when our attention was called to the matter, we ascertained that the German barque Melvina Schutt, Captain Kroger, of 839 tons, took out 1,493 bales to Reval, Russia, having been cleared from this port March 12th, 1878, by Messrs. NO. 21

Dupin Canal Company-Work to Commence at Once. In accordance with previous notice the subscribers to the capital stock of the Duplin Canal Company, in several counties, met at Magnolia on Wednesday morning last, at 11 o'clock, for the purpose of effecting a permanent organization and electing

Directors for the ensuing year. Thomas J. Carr, of Duplin, was called to the Chair, and Mr. John T. Bland, of Pender, appointed Secretary.

The Secretary then read the charter of the Company, which was accepted, after which the meeting proceeded to elect a Board of Directors, as follows: B. G. Worth, William Calder, R. H. McKoy, John W. Miller, S. H. Trimble, W. T. Bannerman and W. L. Young.

The By-Laws were read and accepted, after which the meeting discussed the advantages which would likely accrue to the State from the proposed canal being constructed along the eastern and northern edges of Angola Bay, for about thirteen miles, said lands being the property of the State, and the sense of the meeting was to the effect that the Legislature, at its approaching extra session, should be memorialized for moneyed aid to the enterprise is lieu of that afforded by the proposed convict labor, the Company deeming such labor impracticable.

Upon the adjournment of the meeting the newly elected directors met with Mr. W. T. Bannerman, of Pender, in the chair, and proceeded to elect the necessary officers of the company for the ensuing year, as follows:

B. G. Worth, President.

W. L. Young, Vice President and Super intendent.

J. H. Boatwright, Treasurer. David Farrier, of Duplin, Secretary, Col

lector and Paymaster. The Superintendent was instructed by the Directors to make the necessary arrangements for commencing work at once, so we may now consider the Duplin Canal as a fixed fact and its early completion as-

and much interest was manifested in the

Ald for the Oxford Orphan Asylum. In an article headed "Shall we Build," a the last number of the Orphan's Friend, Mr. Mills writes as follows:

"We go to press with seven score and fifteen orphans present, and nine others authorized to come. We occupy one large four-story brick bullding, and three two-story wooden buildings. All are full. Several heads of families have recently passed way, leaving dying requests that their children be sent to the Orphan Asylum. Many improvements are still needed on the premises, and we are preparing to make furniture so that the rooms may be more convenient and comfortable. It will be difficult to do these things and build at the same time. Yet how can we reject the applications of those in distress? We merely mention the subject that the friends of the orphans may think, talk and write their sentiments. In a short time action will be bsolutely necessary.

This appeal should strike every heart, and we know of no better way to manifest our sympathy for and approval of the orphans than by tendering our yoluntary subscriptions, or helping to sustain the Orphan's Friend, published by Mr. Mills in the interests of the Orphan Asylum; and we would here state that all contributions from Wilmington for the Orphan Asylum will be cheerfully forwarded by Mr. Wm. M. Poisson, if handed to him.

More Ald for Ireland.

The following letter from Rev. Roger Martin, of Shoe Heel, speaks for itself. Our sister county of Robeson has contributed liberally to the sufferers:

SHOE HEEL, N. C., March 10, 1880. DEAR SIR:-Enclosed please find draft for \$64.73, the amount of two collections for the benefit of the Irish sufferers. One in Centre Presbyterian Church,

February 29..... \$27.23 One in Shoe Heel Presbyterian Church, February 22......

Total..... \$64.73 Please give this money its proper direcion and acknowledge the receipt of same as above, designating the churches and their respective amounts. It is proper to add that these sums were contributed by the community generally, as well as churches, and the credit is due to the good Very respectfully, Yours, &c.

ROGER MARTIN. To Alex. Sprunt, Esq., Treasurer.

Death from a Spider Bite. Last Thursday, Jimmie Varnam, a little boy about 15 or 16 years old, while picking

up roots, &c., on the farm of Mr. Columbus Swain, in Brunswick county, was bitten by a very poisonous spider, of the black kind, having red spots on it, and died within twenty-four hours afterwards. He was bitten on the left wrist, near several large veing, and the poison was carried so rapidly through his system, and the pain so severe, is to almost paralyze his left leg before he could reach the bouse, which was only a short distance from the field. Every remedy that could be thought of was applied, but without relief to the sufferer. For about I the Methodist parsonage is book ten hours before he died he had very severe | thing like the intelligent aid of a live passpasms, in rapid succession, which conton. — Brevet Drs. J. G. Pennington tinued until the breath left the body. At and Geo. Lloyd, of Tarboro, and B. F. the time of interment, which was about Long, of Hamilton, have returned from twenty-four hours after he died, the body was very much swollen, and large black splotches had formed about the face and

Mr. J. B. Mercer, of New Supply, Bruns-wick county, from whom we have the above particulars, would be glad to know of some certain remedy for the bite of this dreadful

- The steamer D. Murchison, Capt. Garrason, from Fayetteville, came down on the freshet yesterday in quick time, making the run in 9 hours and 30 minutes, including stoppages. She arrived at her wharf in this city at 9.30 o'clock last night. Capt. Garrason reports the river as booming, with a rise of thirty feet at Fayetteville, and a prospect of more.

Spirits Turpentine

-- Winston Sentinel: Eight years ago, in February, the first pound of tobacco was sold in Winston, under the manage-ment of Maj. T. J. Brown, who was tirst to undertake the venture. The sale room was an old frame stable, on the Miller lot, just below the jail. The sales for one week alone, in the same month, this year, . amounted to 60,000 pounds. — S. T. Mickey, of Mt. Airy, is taking the lead in inventions. He comes out now with a new style apple and vegetable slicer, a peach, berry and grape crate, a barrel and vegetable crate, and also an improved tobacco

- Charlotte Observer: Seven fights came off yesterday and decided the main. The score now stands, North Carolina five, Georgia nine; so Georgia has only two more fights to win to carry off the main stakes. The report comes down from the mountains that "Mud Cut" has again arisen in its might to prevent the progress of trains on the Western North Carolina Railroad. -Night before last a young man from Georgia was struck in the bead with a pair of brass knuckles and a gash of considerable depth cut in his scalp. — Kesnich's band, of Richmond, Virginia, have been engaged to furnish music at the Chapel Hill commencement this year. They will receive for their services the snug little sum of \$500 and expenses.

- Washington Press: The Harden Manufacturing Company at Windsor, N. C., which has in operation the Clement Attachment, is said to be paying a dividend of 30 per cent. It puts forth seventy blocks of yarns daily. We are told by Mr. A. C Latham that as a field, on the point farm of the Messrs. Springers, at Oregon, was being plowed last week, some human bones were sised. This exciting the curiosity, of the owners, a search was made and to the surprise of all four skeletons, supposed to be those of Indians, were found, all buried in one grave and sitting in an upright position with their knees drawn to their chips, and of immense stature, the jawhone of one being large enough to cover the face of an ordinary man. The teeth were found to be in perfect condition, but considerably worn.

- Weldon News: The revival meetings at the Methodist church, which have been going on for a month past, were concluded Sunday night. The number of conversions is forty five, fifteen joining ther churches than the Methodist. -If the tram road is built from Scotland Neck to Riddle's Turnout, and trains are run regularly, the Wilmington & Weldon Railroad company will build a warehouse at Riddle's for the convenience of shippers. A large meeting was held in Jackson, Monday, to discuss the question of a railroad from that place to Garysburg. -We are pained to announce the death of Dr. Carstarpen, of Garysburg, which took place on Saturday morning, after an illness of some length. — Ex-Sheriff Snow, of Halifax county, died last Sunday morning. after a long illness.

- Goldsboro Mail: It was really amusing to hear a Nash county darkey give an account of the way Judge Avery put things through at Nash Court. When the Judge read out the sentence, "two years in the county jail," a man in the corner gave an audible grunt. "Take that man to jail, Sheriff," said His Honor, pointing to the grunter. "Good gracious!" muttered another. "Sheriff, take that man to jail," directing the officer to the man last men-"Great God," said a third. "Sheriff, take that man to jail," repeated the Judge. "I tell yer sar," said the excited darkey, "I hardly bring my bref in dat court house after dat; but when I got out and crossed de bridge over Stony creek, den you bet I just busted my boots a stamping and a jumping and a laffin'. He! he!! he!!!

- Greensboro Patriot: Greensboro ships blackbirds to New York. - Mr. John Hunt, of Friendship, one of our oldest citizens, we are sorry to say, died last Saturday, aged 75 years. - Mr. Mallet, a brakesman on the R. & D. Railroad, bad his arm badly crushed while counling cars at the depot on Saturday last. We learn he will have to submit to amputation, as gangrene has set in. - Wheat in Guilford, Randolph and Alamance counties is looking fine. - Large quantities of bacon are being brought into this market by the planters. — The executive committee. having in charge the preliminary arrangements for celebrating the Battle of Guilford Court House, held a meeting on Saturday evening last. The meeting was organized by the election of Cyrus P. Mendenhall, chairman, and R. T. Fulghum, secretary. The name of R. P. Dick was added to the

- Goldsboro Messenger: Raleigh papers seem to consider it a matter of fact that the sale of the Western N. C. Railroad will be made speedily upon the assembling of the Legislature. The matter appears to have been "cut and dried," so far as that may be possible. There is a rumor that a caucus has been determined on, and that this partisan machinery is relied upon to force the Best bill down the throats of the Democratic opposition. We truly hope that there is no foundation for this rumor. - A correspondent of the Reidsville Weekly, in advocating the sale of the W. N. C. Railroad, speaks of "Mr. Dortch's Gubernatorial aspirations" We repeat what we said some weeks ago, authoritatively, that Mr. Dortch has no such aspiration and will under no consideration suffer his name to go before the Convention. His opposition to the Best sell is based upon honest, conscientious motives, and not inspired by any personal consideration or office aspi-- Charlotte Press: There is some

alk of building a fine theatre in this city at an early day. — A little negro boy, four years old, left with three other younger children yesterday by its mother, on the property of Mr. J. M. Caldwell, six miles from this city, caught fire from the fireplace and was borribly burned. -- In the chicken main, North Carolina won three and Georgia four fights, and the score stands: North Carolina, 5; Georgia, The former has to whip six and the latter two battles to win the main, and it is almost more than probable that Georgia will carry the day. - The Ducktown prong of the Western North Carolina Railroad will run for a long distance through the three score and ten thousand acres of George W. Swepson's land in Macon, Jackson, Cherokee, etc. Hendersonville papers report that a committee of Air Line Railroad men have been examining the Spartanburg, Asheville, or McAden Railroad with intent to pur-

- Tarboro Southerner: Work on their first course of lectures. - About the last of Nash Court Sheriff Winstead. of Wilson county, brough in Wily Brant-ly, a negro, charged with beating to death his step-son, a twelve year old boy, named Crawford Eatman, while traveling together from Wilson at night. He was arraigned on Friday in the solemnly sonorous voice of Solicttor Galloway, his trial continued to next term and the prisoner remanded to jail. - Major Evans, the oldest man in Nash county, is said to be nearly 97 years of age. We have here in Craven Mr. Valentine Warren, who reached the age of 102 years on the 14th of last month, having been born on Valentine's day, 1778. He is still bright and hearty.— Newbernian. That's right, Seth; "never be beat" is a good motto. But you don't say whether he ever held Washington's cape while he sneezed.