

W. E. PELL, Editor. SEATON GALLS, A. Saturday Evening, Feb. 16, 1867.

Notice to Subscribers. The time of a number of our subscribers has expired. They have failed to pay their bills...

Mr. Steven's Bill. We publish to-day the bill of Mr. Steven's on the Reconstruction committee, which is now pending before the Senate...

Our Rail Road Matters. We close to-day the articles of Gen. Barringer on the North Carolina Rail Road, in reply to Mr. Turner...

Liberty. That is a sweet word. We have no one so desirous to be free as the Southern people...

General Grant opposed to a Military Department in the South. The New York Times, of Wednesday, has the following important revelation...

THE BLACKS RECORD. The National Intelligencer, in referring to the purpose of the Stevens' military bill says...

THE HOUSE OF COMMONS. The House was called to order at 10 o'clock, A. M. REPORTS OF COMMITTEES. Mr. Jones, from the committee on Corporations, reported back favorably...

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NORTH CAROLINA LEGISLATURE

SENATE. The Senate was called to order at 10 o'clock, A. M. in the chair.

REPORTS OF COMMITTEES. Mr. Wiggins, from the committee on Finance, reported back favorably...

RESOLUTIONS AND BILLS. By Mr. Williams, of Vance, a resolution authorizing Charles Rydell, Sheriff of Vance, to collect arrears of taxes...

RESOLUTIONS AND BILLS. By Mr. Walker, a bill to incorporate the town of Columbia, in the County of York.

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For the Sentinel

The North Carolina Railroad. No. 3. It is said that the State Directors appointed by Gov. Holden were 'bought'...

Improvement, recommends, in a recent message to the General Assembly, substantially the policy here advocated. I am surprised to find that so few persons have read this able and important document.

The other is a letter from Col. William Johnston, well known as an eminently successful Railroad President. He now has charge of the C. & N. C. R. R. which is being reorganized...

He says: "I have thus hurriedly answered your interesting inquiry, without time to be as full and explicit as I would desire. Will be pleased to communicate with you at any time on these interesting subjects."

Two station agents had, in 1847, when Confederate money was greatly depreciated, managed in some way to hold back certain Company checks, payable in that currency...

Such is the history of the four million dollars in the hands of our ablest and best men, which by this system of mismanagement, they have not only failed to pay, but have lost.

As to fares and freight, the whole of it is a jumble of confusion, of favoritism and folly. I give a few instances of recent dates...

Don't the mass of the people, especially the honest and humble, suffer by this doubt and uncertainty? The truth is, freight on this Road, excepting a few leading articles, is a large proportion of the freight and telegraphing...

The secret is, about half of the travel, and a large proportion of the freight and telegraphing, is done by those that pay at the rate of 100 cents per ton, and those that pay at the rate of 50 cents per ton...

That this Road could be made to pay, there can be no doubt. I know nothing about operating Railroads. But I have had occasion, for years past, to watch the management of many of our Southern Roads, and I am thoroughly persuaded that had, with its numerous and constantly increasing connections and extensions, should not only pay, but pay well and pay now...

It is a fact, that with rare exceptions, private affairs are managed more successfully than public affairs. Just in proportion, as the State government interferes in the management of private enterprises of this kind, in the same proportion we expect abuse and mismanagement. Now power on earth, but the love and hope of private gain, that mighty principle of human action, can resist, overcome and conquer the tendencies of this corporation to demoralization and ruin.

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