

The Semi-Weekly Sentinel.

VOL. 3.

THE SENTINEL.

DIGEST OF NEWS.

Alfred Rutherford, Captain Co. D., 44th U. S. Colored Troops, brevet Brigadier General, Sub-Commissioner of the Freedmen's Bureau, and Commissioner of Indian Affairs for New Hanover County, is now being prepared for the Postmastership of Wilmington.

The Goldsboro' Messenger continues to receive messages by the negro troops in Goldsboro'. It is now.

Since the arrival of the negro troops among us, we have had nothing but quietude and peace, while the negroes have done their duty and deserve the pay off. Furthermore causes to give a virtue, sometimes, and the community are getting tired of gross insults and outrages that they would bring upon them by a lawless negro soldier.

Col. J. D. Whistler has received from the Port of Whitford, Ind. & Co., of Fredericksburg, and removed to New York. Successes, Colonel!

There was a paper wedged (third anniversary) in a Northern, a few evenings since. Presents, consisting of books, stationery, pictures, and other appropriate articles, were freely bestowed.

Colonel D. Pierson, American York and Geo. B. Wills, all colored, were nominated by the Radicals, at a late Republican meeting in that city, as Trustees of the Newbern Academy. They have voted in a card, most commendably, declining to serve, on the ground that the Institution is a school for white children only, thereby rebuking the sealawards who nominated them.

The two Pacific Roads are only 30 miles apart, and distance both Companies are building on night and day. The two roads will probably meet in April.

Efforts are being made for the calling of a national Tobacco Convention to be held in Lynchburg, to take steps to relieve the tobacco trade of the present tax.

The Louisville Democrat says that the Hon. John C. Breckinridge is expected to return to Kentucky in a few days.

Whitman, Colo. Grant's management never seem in one of the largest hotels in Washington has been already engaged, and the proprietors were compelled to refuse at least two hundred other applicants.

A Cleveland negro has prosecuted the three men of the leading bank in this city for not showing him the civil right of inspecting in their banking with white folks.

A strong effort, which is likely to prove successful, is now being made for the release of Dr. D. from imprisonment at the Dry Tortugas.

The troubles with the negroes on the hogback road, the, continue unabated. Another plantation has been destroyed, the owner's house burned and the crops destroyed. The negroes are well armed and in large force, and seem determined to resist the authorities.

The Fifth Avenue Hotel, New York, rents for \$10 per annum. The St. Nicholas rents for \$20. The New York Hotel is the third in the list and the Metropolitan is the fourth.

In 1863 the negroes owned very little real estate in New York city, preferring to invest in inferior properties. Now they are the chief owners of the land upon which the metropolis is constructed. There are scarcely a dozen or more even or street the upper part of New York where they do not hold the best sites. They pay the very largest prices for them, too.

PENITENTIARY.

On the 30th of January, 1867, Governor Worth sent a message to the General Assembly, touching the condition of the State's interest in the Cape Fear and Deep River works. He recited that the interests of the Company were sold in 1859 and purchased by Gov. Ellis for the State, in pursuance of the act of 1859, at the sum of \$300,000; but in compliance with the provisions of said act, which appropriated \$100,000 "to complete the works," Guy Ellis, in his regular message of 1860, said that he appointed a Commission, as he was required to do by said act, and that "many useful repairs have been made, under the direction of this Commission, and the river is now open for navigation, with a minimum depth of five feet of water from Fayetteville to the Gulf in the midst of the Coalfields, a distance of eighty-one miles. The navigation is temporarily suspended in consequence of an accident occasioned by a recent freshet, to which these works will be more or less subject, until substantially rebuilt. A report from the Commission giving a detailed account of their operations, will be laid before you at an early day, for which occasion I will reserve such suggestions relative to this improvement, as may deem necessary to its maintenance."

The war was just about to break out at the date of this message, and it is probable that such report and suggestions were never made. Gov. Worth says, "If this report from the Commission, with the proposed augmentation of the Governor, was ever made, or any subsequent report by said Commission, I have been unable to find it."

Gov. Worth further says that it was understood that "in 1864 a new corporation had been created by the General Assembly under the name of the Deep River Transportation Company, and that the steam-boats, tools and other property of the Navigation Company had been transferred to this Transportation Company, in consideration of the undertaking of this latter Company to keep up the navigation, and to transportation on the upper portions of the river." Col. J. M. Heck was the chief actor for this Transportation Company.

The records of the Commission and papers on file do not satisfactorily show whether this transfer had been made, but Governor Worth's investigations resulted in ascertaining that such transfer had been attempted to be made, but that the writings were informal and void, and consequently the title of the State in the property and franchises of the C. F. & D. R. Navigation Company was good.

Gov. Worth further says, "so far as the present Commissioners have been able to ascertain, our only property owned by the Company at present, are a pump in Wadesboro' and a small steamboat, the

bullock of the boats having become unseaworthy. These engines are landed and under shelter near Beaufort Falls. The Board of Commissioners have not a dollar of money under their control. They can do nothing to complete the navigation and they do not deem themselves authorized to sell the engines and machinery of the two boats—or the pump, which they believe would bring a very, incon siderable sum, if sold."

In this message Gov. Worth represents that "the foundations of all the dams on these works are firm and sound; and that all apprehensions, at one time entertained, that they would be undermined, by water over them, has passed away."

These messages of Gov. Ellis and Gov. Worth contain the latest and most authentic information before the public, in relation to this matter.

In this same message of Gov. Worth, which exhibits internal evidence of research to remove the cloud from the title of the State, occasioned by the supposed transfer of the State's interest to the Deep River Transportation Company, and consideration as to what was best to be done to turn to account the large amount of capital available—the expenditures making Lockville an eligible site for the Penitentiary, and this without any benefit to the State over to perfect the navigation of these rivers.

It is said that the State pays \$8,000 for 25 acres of land on which to locate the Penitentiary, not including the water power, and \$100,000 for 8,000 acres of poor land, some of which is some 15 miles distant from the site of the Penitentiary.

In the evolution of the Penitentiary there, the first step is to be taken by the Executive to remove the disabilities described in the fourteenth amendment intended as penalties, and if so, does not the President's pardon obliterate or remove the penalty?

In answer to this, it is claimed by some that notwithstanding the recently adopted fourteenth amendment, which provides for removal of disabilities by a two-thirds vote in Congress, the President

will be observed by all candid persons that in point of magnitude, the above is a very respectable number. It might have been greater, perhaps, without producing any general dissatisfaction; it might have been somewhat less, without endangering the reputation of the city as the great divorce center. But, as it stands, it must be regarded as a very creditable exhibit of the industry of this society who make the industry of this country.

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