

THE SENTINEL.



JOSIAH TURNER, JR., EDITOR.

SATURDAY, OCTOBER 30, 1869.

LEASE OF THE N. C. RAIL ROAD.

We have heretofore considered and discussed the lease of the North Carolina Rail Road to the Raleigh & Gaston Road, only as a question of fraud. The Treasurer, in his report to the Stockholders in June last, puts down the cash receipt of the Road for 10 months and 13 days, at \$1,203,479.89, expenditures for the same time, \$1,170,663.35, "leaving" says the Treasurer, "a net income, over and above the ordinary and extraordinary operating expenses and repairs of the road, \$257,006.55," an amount more than sufficient to pay a dividend of 6 per cent on the Capital Stock of the Company. The President, Treasurer, and Superintendent, are all committed to a 6 per cent. dividend, next year. The President, at the Salisbury meeting, in a speech which pleased all Democrats and Conservatives, and displease only Seawage and Carpet-baggers, promised a "six per cent, dividend or no" would forfeit his car, and agree to be dismissed the service of the Company."

We are informed that the receipts of the Company for the last two months is \$10,000 greater than the same two months of last year; and yet from one end of the line to the other, the crops have been, in many places, a failure. But all this only tends to show the fraud, by reason of the inadequacy of the price, and our purpose was to discuss the lease, in a legal point of view.

It is lawful for the Raleigh & Gaston Road to take the lease? Is it not a forfeit of their charter to do so? Soon after the completion of the Raleigh & Gaston Road, in 1840, that corporation ran a stage line from this city to Greensboro, in opposition to Murray and Spencer, who were mail contractors. The corporation intended to break down the line of Murray and Spencer; Murray and Spencer, sued out an injunction against the Company, alleging that they had violated their charter; that they had no authority to drive horses, but engines. The injunction was in the name of the Attorney General who dismissed the suit, before it was adjudicated by the Court. The Raleigh & Gaston Road, stopped their stage line, and fell into their legitimate business.

Since writing the above a Stockholder of the Raleigh & Gaston Road informs us, that the amended charter of the Raleigh & Gaston Road allows that corporation to lease any road adjacent to it; and the lease is no violation of its charter. Some years ago Mr. Frank Rivers, of Virginia, under an execution sale, bought that portion of the Seaboard and Roanoke Road, running through the county of Northampton.

There was a suit against the Petersburg Road. That road violated its charter in its lease or contract with Mr. Rivers. The purpose of the Petersburg Road, was to put down the competition of the Seaboard and Roanoke Road. One purpose of the Raleigh and Gaston will be to put down the competition of the Wilmington and Weldon and the Piedmont Roads. All the Roads of the State will be subordinated to the Raleigh and Gaston. This little Road has a capital of one million only; it wishes to swallow the North Carolina Road with a capital of four millions.

In the winter 1864, when many had despaired of the success of the Confederacy, the propriety of the Legislature of Virginia calling on Congress to make peace was freely discussed. Wightman said, "The idea of a three-dollar man instructing an eight dollar man was preposterous." The idea of a one-million corporation running a four-million corporation we think equally preposterous. The State owns a chain of Roads from the Sea shore to the Mountains—why break the chain by selling or lessening the middle link? Why put it in the hands of speculators to fleece the State?

HEAVY STEALING.—It seems perfectly natural for "carpet-bag" and scalawag office-holders, to form, "rings" and go to stealing, whenever an opportunity offers.

A few days ago, we had the announcement of a discovery of a "ring" of revenue stamp counterfeitors, composed of ex officers and present incumbents of the revenue service at Richmond, Va. We are all familiar with the "Railroad Ring" rascality of this State and Florida, the Penitentiary "Ring" swindle, &c. Now we learn from the Wilmington Journal, that an officer of the Customs at Wilmington has been detected in a "ring" transaction of stealing the stores from the Cuban steamer, now under seizure by the United States, at that port, while in charge of the vessel, by appointment of the Deputy Marshal. He had removed several thousand dollars worth of the ship's supplies, when he was detected by the police, and is now under arrest.

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The officer is Joseph A. Depony, a name that does not sound sufficiently familiar to warrant the conclusion that he is a native.

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JUDICIAL DESPOTISM.

The despotism of Judge Watts at the last term of Granville Court, as exhibited in the case of the State against Bragg and White, has not been made public. These two defendants were indicted for horse-stealing. The Jury rendered a verdict of not guilty. Thereupon the Judge ordered White to stand up, and after informing him that he had been acquitted, said he would bind him over to keep the peace towards Basil and all good citizens. This was an unusual procedure to White, no complaint was made that he, White had threatened to break the peace or otherwise violate the law. White gave the bond and went his way rejoicing, but amazed at such judicial arraignment and despotism.

The Judge then ordered Bragg, the other defendant to stand up, and after informing him that he "had been acquitted," said, the Court requires bond of you in the sum of \$10,000, that you make your appearance here on Thursday next to answer to the charge of murder. Bragg was not so fortunate as White, he could not give bail, and in default thereof, went to jail, where he remained from Friday until the next Thursday.

On that day, His Honor directed the Sheriff to bring Bragg into Court. Instead of ordering the Sheriff to prepare a bill against Bragg for the murder of Colgrave, or the Hinton prisoners, he announced to him that he had expected witnesses against him, but as they had not come, he was discharged as to the murder, but he should remain as to the charge of being a fugitive from justice.

ASPINWELL.—The only article, we believe, contributed to the Fair by the ancient town of Aspinwell, was a spirit barrel, made by A. Barker, and which took the first premium in its class. It was an excellent specimen of that branch of manufacture.

THE PREMIUM FAIR.—The fine bale of cotton exhibited by Lucien Saunders, Esq., by the way, we learn it was Mrs. Lucien Saunders' bale, was picked by one of the "Gullies girls," and was, we think, the most beautiful specimen of "upland" cotton we ever saw.

SHRIMP.—DRIED FRUIT.—Mr. E. A. Vogler, of Salem, contributed a number of articles the most prominent of which were a case of shoes, manufactured at his establishment in Salem, and a variety of the dried fruits of that section of the State. Among the shoes were various styles of Ladies' boots, gaiters and busks, men's cap boots, ties and brogues, which, for quality and finish are not excelled by any establishment in the Union. His dried fruits, also, attracted general attention. This branch of business is assuming much importance in the country around Salem, and the income from it this year, in the county of Forsyth is (we write from memory) somewhere in the neighborhood of one hundred thousand dollars.

FISH VEGETABLES.—We noticed a number of very fine vegetables from the garden of G. W. Mordecai, Esq., Mr. A. J. Bolyn, gardener. The gardens of the Insane Asylum, under the management of Mr. Tighe, also contributed very fine specimens in this class.

A bystander observed of the boots that, "they were so heavy, he didn't think he could raise one of them." We have no doubt he has a very poor garden.

THE CUBA AT WILMINGTON.—The U. S. Commissioner is still engaged in the examination of the case of the Cuban vessel, "Cuba" at Wilmington; in the meantime, the U. S. Government of Washington has settled the affair to their own satisfaction, unloaded and dismantled the vessel, and have now disposed of the crew, as we learn from the Journal, from which we clip the following:

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THE LATE STATE FAIR.

WASHING MACHINES.—We find among our notes, a reference to Kendall's Washing machines, two sets of which were on exhibition. The inventor, Mr. Kendall, of Randolph county, is a man of first-rate common sense and much mechanical genius, and we think he is the best invention of the kind we have yet seen. Mr. W. E. Edwards of Greensborough, is the general Agent for Mr. Kendall, in our State, County, or individual rights.

THE ATMOSPHERIC FLOOR COOLER.—This is a recent invention of R. V. J. A. McMadden, the inventor of the celebrated Snow Machine. Its design is to cool the snow, white bolting, and to clear the bolting cloth, during sway with the necessity of the old "beaters" which kept up such a clatter in the laundry closet, and other the week past off easily. This "Atmospheric Cooler" costed the premium.

Mr. McMadden had two sets of machines on exhibition, but did not enter them for a premium, as they have no competitor in this country.

THE QUEEN CITY WREINGER.—This article exhibited by Straub & Co., of the "Lauderdale Foundry," Cincinnati, attracted the attention of the ladies, and was much praised for the advantages it was said to possess over other wringers.

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