

THE DAILY SENTINEL.

WM. E. PELL, Editor.

TUESDAY, AUGUST 22, 1865.

OUR TERMS.

THE SENTINEL is issued every morning (Sunday excepted) at the following rates: From the present to the 1st of January \$4.00 For one month 1.00 Two months 2.00

OUR FRIENDS TO WHOM the Sentinel has been sent, in town or country, will please inform us at once whether they desire it or not.

HUMAN SOCIETY HAS ITS ORIGIN in the necessities of man, and takes its type from the peculiar habits, idiosyncrasies and tastes of the race, and the peculiar form of government under which man lives.

Among all nations and peoples, whatever may be the peculiar characteristics of the race or of the form of government, there are certain general principles which exert a controlling influence.

There are some who perform menial duties, who toil and strive, and those who enjoy leisure or comfort and manage the results of their labor.

American society though in many respects sui generis, nevertheless retains all of those diverse yet essential characteristics.

Is this a misfortune? Is it an error that must be corrected in American society? While the government is Democratic enough, is society too aristocratic?

It is a libel upon American society to charge it in any of its phases, with the "aristocracy of wealth."

The road to preferment to position and influence in American society, is wide open to every one. The poorest boy or girl that walks our streets, may aspire to the highest position and may gain it.

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or girl in the land may look up, may reach the highest position among us.

These modern Hamans who carp and complain and fret and worry over society, are often the best illustrations of our position.

We regret that we are still compelled to issue the Sentinel on such poor paper. We are glad to learn that the Forest Mills will be at work in a few days.

PROCEEDINGS OF THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE ATLANTIC AND N. C. RAIL ROAD, 1865.

This is a very neat pamphlet from the press of Mr. Whitaker, and contains matter of interest to the friends of the Road.

The Road, the construction of which met with strong opposition at first, may be said to owe its existence to the energy and enterprise of the young men of Eastern North Carolina.

Since the opening of the Road, or from the first day the first train ran upon it, which was on the 15th day of March, 1856, there has been no solitary collision and not a passenger, either white or black, killed or seriously injured.

Who has been pardoned in North Carolina? Mr. Arrington, Mr. Bridges, J. T. and J. M. Lenoir, members of Congress, the two former warm and original seceders, both for Convention to secede in February, 1861, when Gov. Graham and the great body of the people voted Convention down.

The following resolutions passed by the stockholders, are highly complimentary to Mr. Whitford and well deserved:

Resolved, That in John D. Whitford, President of this Road, the Stockholders recognize an early and tried friend of the enterprise, without whose efforts it is most likely the Company would not have been.

Resolved, That to his industry and skill, the work is indebted for the position it has occupied, and now occupies, in the great system of Internal Improvement of the State.

Resolved, That the foresight and intelligence of the previous Boards of Directors, the Stockholders are indebted for Mr. Whitford's invaluable services.

Resolved, That the wisdom of the Directors in the selection of Mr. Whitford as Chief Executive Officer of the Company, has been fully shown in his past successful management of the Road, and has been in a marked manner endorsed by the action of the late Confederate authorities, in assigning to him the position of leading manager of the Rail Road system of the State.

Resolved, That the thanks of the Stockholders of this Company are hereby tendered to John D. Whitford, President, for his untiring industry, marked skill, and the faithful performance of his duty.

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Wounded Soldiers. The following letter from three soldiers of the late Confederate army, wounded at Bentonville, was forwarded to Col. Boyd of this city, who responded promptly to our note requesting a reply to the inquiries of the soldiers.

HIGH POINT, N. C. Aug. 17th, 1865. WM. E. PELL, Esq.

Dear Sir—The undersigned respectfully request you to inform us through your paper, whether our paroles will enable us to travel on the Railroad, and whether the U. S. Quartermaster will furnish us transportation across the breaks in the Railroad between Charlotte and Augusta, Ga.

We were wounded at the battle of Bentonville, and are not yet able to get about. By answering the above you will confer a great favor on Your Obedt Servts.

EDGAR HILL, Mobile, Ala. J. F. FOGG, Pulaski, Tenn. H. SULLIVAN, Lagrange, Ga.

COL. BOYD'S LETTER. HEADQUARTERS DEPT. NORTH CAROLINA, (Army of the Ohio), Office Chief Quarter Master, RALEIGH, N. C., August 19th, 1865.

W. E. PELL, Esq. Sir: In reply to your inquiry in relation to transportation for paroled soldiers of the late Confederate army, you are informed that paroled soldiers who have not been in confinement and released on taking the oath of allegiance to the United States, are not entitled to transportation at the expense of the Government.

Persons applying for transportation under this authority will be required to present a written statement from the commanding officer of the prison in which they were confined, that they were released on the condition specified, and that they are entitled to transportation to their homes. It must also appear that the line over which transportation is required, is on the direct route from the place of confinement to their homes.

The Standard in noticing the propable visit of President Johnson to Richmond at an early day, extends to him an invitation to visit this city also.

For the Sentinel. Mr. Editor: It was given out on the streets soon after the surrender, that Gov. Graham would find difficulty in getting pardon.

Now it is given out that no more petitions of members of Congress will be considered for a while. Then it comes that Governor Graham's pardon has been refused.

Who has been pardoned in North Carolina? Mr. Arrington, Mr. Bridges, J. T. and J. M. Lenoir, members of Congress, the two former warm and original seceders, both for Convention to secede in February, 1861, when Gov. Graham and the great body of the people voted Convention down.

General Wickham member from the Richmond district and the hardest fighting rebel that Grant encountered—didn't do half as much fighting as he wanted, because he was so often wounded, he was kept from the field.

The Brucers from Kentucky are pardoned, they seceded and came to Richmond without constituents. Mr. Jones of Petersburg, whose property is put down in one paper for confiscation is announced in the next paper as pardoned.

Peace with Mexico.—A correspondent writes: I have learned from a source entitled to credit, that the President and Cabinet have no fears of an imbroglio between this country and the Mexican imperial government or its backer, Louis Napoleon.

Even in the Scott campaign, he is said to have spoken well of Gov. Graham except on the negro question. The Governor was not sound enough on the negro question for the President. He thought him an abolitionist, but that you know was all political. Yours, X.

DESTRUCTIVE FIRE.—A letter in the Macon Journal states that Morris' warehouses in Georgetown, opposite Eufaula, Alabama, was burned on Saturday, 15th, involving the destruction of fifteen hundred lbs of cotton.

CELESTIAL BAPTIST ASSOCIATION.—This body will meet with the Baptist church at Franklinton on Thursday before the 2nd Sabbath in October next. Rev. W. T. Brooks to preach the introductory, and Prof. Wm. Royal to preach the Missionary sermon.

History of the Fifth and Last Attempt to Lay the Cable. The latest news from the Great Eastern indicates that after laying twelve hundred miles of the cable, it parted in latitude 51 40 north and longitude 35 west.

THE FIRST DIFFICULTY AND HOW IT WAS REPAIRED. The Great Eastern and Caroline, which were chartered by Glass, Elliot & Co., and the Terrible and Sphinx, detailed by the English government, and composing the cable squadron, rendezvoused at Valentia on July 19th ult.

The operation of splicing not only means joining the conductor, but also joining the outside wires, the junction of the latter being made at different lengths—the bit of wire cut out being thrown away. It seems, however that one of these atoms of wire, about two inches long, and as thick as a stout darning needle, fell on the coil unnoticed.

The ship again opened on her way, and all went well until the 29th ult, when insulation suddenly ceased, about the time that seven hundred miles were paid out. The cause of this defect has not yet been explained, and doubtless will not be until the work is resumed and the cable safely laid.

THE ACCIDENT OF THE 29TH ULT. The ship again opened on her way, and all went well until the 29th ult, when insulation suddenly ceased, about the time that seven hundred miles were paid out.

All was then going on well, but on the 2d instant the vessel encountered a stiff breeze. It is not positive from the news brought to Harter's Content by the schooner First Fruit, whether it became necessary during the continuance of this unfavorable weather to cut the cable and buoy it, while the vessels lay by, awaiting the return of favorable weather, or whether the cable parted unexpectedly and is lost.

Such an emergency as the necessity for cutting the cable had been anticipated by the projectors of the cable, and provision made for it. Several large buoys were made and placed on the Great Eastern, each with a large flag, marked with the name of the cable, and numbered from one to five.

PRINTS, assorted styles and beautiful. Lace Goods, Embroideries, Irish Linens, Embroidered Muslin Curtains, Ladies and Gents. Hosiery.

HOOP SKIRTS, LADIES' FURNISHING GOODS, Chemizets, Skirts, plain and Embroidered, and almost every article needed in a Lady's wardrobe.

PERFUMERY AND SOAPS. KEEP COOL AND COMFORTABLE.

Linen Clothing. OF EVERY DESCRIPTION AT WHOLESALE AND RETAIL.

GENTLEMEN'S SUMMER CLOTHING ever shipped to North Carolina, which was purchased directly from the manufacturers, and he is therefore able to sell them at Rates as Low as New York Prices.

THE MEMBERS OF THE APPROACHING CONVENTION: I shall be a Candidate for the Presidency of the North Carolina State Convention, which is called to meet in Raleigh on the 2nd day of October next. Respectfully, Aug. 18-65. JAMES H. MOORE.

DISSOLUTION. THE FIRM OF GIBSON & BURNHAM is dissolved by mutual consent. M. COHN, C. W. BURNHAM. JOHN G. WILLIAMS & CO., GOLD AND SILVER COIN, BANK NOTES, NORTHERN EXCHANGE BONDS.

HAT BUSINESS. No. 115 Sycamore St., PETERSBURG, VA. and having received a NEW STOCK OF GOODS is prepared to sell on as reasonable terms as may be found elsewhere.

MR. JOHN WOODHOUSE will be pleased to see his old friends and customers. AT 44 FAYETTEVILLE STREET, RALEIGH, N. C. SWEDEN AND ENGLISH IRON.

GENERAL BUSINESS AGENCY. W. B. GULICK, RALEIGH, N. C. WILL ATTEND TO THE COLLECTION OF Claims against the Quartermaster's and Commissary Departments of the United States.

HUGHES & DILL, COMMISSION AND SHIPPING MERCHANTS, NEW BERTH, N. C. CONSIGNMENTS of Cotton, Naval Stores and Tobacco, will have our prompt attention.

NEW GOODS! NEW GOODS!! NEW GOODS!!! JUST RECEIVED AT GOLDSTEIN & WILSON'S. J. C. PALMER'S OLD STAND. PRINTS, assorted styles and beautiful.

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