WM. E PELL, Editor.

TUESDAY, AUGUST 22, 1865.

OUR TERMS.

THE SENTINGL 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 - -

Our terms are invariably in advance. The scarcity of money however, obliges us to say to our friends, that responsible and prompt persons who desire the Sentinel need not delay sending us their names at once, who can send us the Cash in a short time. The money may be sent us by the Rail Road Conductors or the Express

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

HUMAN Society has 178 enigin in the necessities of man, and takes its type from the peculiar habitudes, idiosyncrasics and tastes of the race, and the peculiar form of government under which men live. It is not governed by mere chance or the whims and caprices of men, but is ander the regulation and restraints of fixed rules in the order of Providence.

Among all nations and peoples, whatever me be the peculiar characteristics of the race or of the form of government, there are certain general principles which exert a controlling influence Among all these will be found the high and low. the noble and ignoble, the rich and poor, the learned and the unlearned, the playe, the serie the peasant or the plebian, and the master, the employer and the patrician.

There are some who perform menial duties, who toll and strive, and those who enjoy leisure or control and manage the results of their labor. Now all these are essential elements of society are both natural and providential, and hence necessary to the well being of society; and each and all of these several classes are dependent upon each other for mutual comfort and happi-

American society though in many respects sui generis, nevertbeless retains all of those diverse yet essential characteristics. Though the Democratic element predominates here, to a greater extent than in any other nation, so that every citizen is in one sense the political equal of the other, yet this Democratic element is happily held in sheek by the rules of social existence, which are as fixed in this Republic, as in any other government on earth.

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? We understand this to be the meaning of those who prate so loudly against the aristocracy of wealth, or of position. They will not admit that they are levellers, that their doctrines or teachings are agrarian. Perhaps they are not. They may be morally much worse and may have their illustration in the hideona. pestiferous character of Haman, whose own high position was of no value to him, so long as he saw, doon the Jew, siding at the King's gate. Yet the teachings of those harpies who play upon the prejudices of the masses, with such taunts upon thelfew, as a "negro aristocracy," "cotton aristocracy," "rich, proud nabobs," "property holders," are agrarian, and tend far more to level, to bring down, than to elevate.

It is a libel upon American society to charge it in any of its phases, with the "aristocracy of wealth." There is no such thing really among us. Men of wealth have a certain kind of influence ence and power, but wealth alone makes no man a leader or, a lord over us. There must be something else to give the man power besides wealth It is equally untrue that the prestige of family position, constitutes an aristocracy. This alone is as impotent as wealth by itself, to give prominence to any one. The aristocracy of American society must have for its basis intelligence, virtue and enterprise. This alone gives high position among us, even without wealth and family prestige. If with this, wealth and family position are combined, they give perhaps greater prominence, but rob them of intelligence and virtue and they

utterly fall. 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. There is no impassable barrier, either in the laws of the land or the most stringent rules of society 40 be overcome. Every hill is difficult of ascent. New muscles and new en ergies must be brought into play to ascend it, and yet it may be done. Now shall the hill be levelled and made less difficult of ascent? or shall those new muscles and energies be put in motion? The standard of American society is low enough. Poor men, men who have no family prestige, iudeed, men apon whose families there are deep blots, find that road to intelligence, virtue, enterprise open to them, and all may travel it.

If we bring down the standard what stimulus is there to enterprise? If all distinctions in society are obliterated, what encouragement to reach higher than you are? If virtue and intelligence cease to exert a controlling inflience, what is to prevent utter demoralization and rain?

Nothing is truer, and it has its full illustration in American society, than that every man is the maker of his own fortune here, under the blessing of Providence. The most inveterate grumbler upon the minutes of the meeting, and that a copy against society cannot disprove this. Every boy of them be sent to Mr. Whitford.

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

These modern Haman's who carp and complain and fret and worry over society, are often the hest illustrations of our position. They decry an aristocracy and abuse property holders, and yet none. are more eager in persuit after and none set a higher value upon them. Those who complain prevent the necessity of frequent inquiries at the that the honors and empluments of society are not liberally bestowed upon the people, have their full share. The trouble is they do not get more than they merit. Many it is true get honors in this and all countries without merit. But they may get them. Whereas all persons of real merit are sure to get them if they seek them properly. Instead therefore of lowering the standard of American society, let it be raised. Let a higher standard of intelligence, of virtue and enterprise be set up, and then wealth and more family position without them, cannot claim the positions

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, when we hope to give our readers a beautiful arties of white paper. In the meantime let our friends be in heate, to send in the lists of subscribers, with as much cash as can be conveniently spared.

PROCEEDIOS OF THE ANNUAL MERTING OF THE STOCKHOOLERS OF THE ATLANTIC AND N. C. BAIL. ROAD, (865) Printed by J. B. Whitaker, Goldsbore'.

This is a very neat pumphlet from the pre Mr. Whitaker, and contains matter of interest to the friends of the Road. From the President's report it will be seen that the gross earnings of to their homes, or to the nearest point thereto the Road for the uine months immediately pre ceding the taking possession of it by the U. S' Army were \$355,998 88, the expenditures during the same time were \$186.357 39, its next receipts being \$169,671 49.

This 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, among whom John D. Whitford, its late President, bore a conspicuous part. His subsequent management of the Road, exhibited his energy and ability in a strong light, and places him among the forement of the Rail Road operators in the South, His closing remarks in his last report, show the success of the enterprise, Mr. W. says:

"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 not a solitary collision and not a passenger, either white or black, killed or seriously injured on any of our trains, up to the time of the surander to the U. States Government. This may be attributable to a straight Road, but there have been collisions on other Roads with not more curves than ours when taken throughout the line from Goldeboro to Morehead City, though for three years we have run all kinds of trains, sometimes as many as twenty in twenty-four hours from Goldshoro to Kinston, without the co-ourrence of an accident involving either life or property. Moreover, for one year before the war we operated the whole Hoad, and ran at an average speed of 27 nules an hour from Goldsboro' to Morehead City with the passenger trains, and eighteen miles with the freight trains, with out having to record an accident on the main life of the Road, and without losing mail connertion, and all this was done for a spm comparatively low, as you will see by instituting a com-Roads in the South. Wa have seen, too, out trains surrounded by hostile troops, and under the very fire of battle and then had them brought off in anfety. We have further seen them run on other Roads, conveying thousands of beings and tons of freight in every direction with unusual success. I therefore repeat that we are unees, some of whom have been in the service the road for many years, for their sleepless vigilance and constant efforts to serve you faithfully and honestly."

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

WHEREAS, The laborer is worthy of his hirethe faithful servant of his just reward :
Therefore Regolved, That in John D. Whitford, President of this Road, the Stockholders recognige an early and tried friend of the enterprise, without whose efforts it is most likely the Come pany 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 Sate.

Resolved, That to the foresight and intelligence of the previous Boards of Directors, the Stock-holders are indebted for Mr. Whitford's invalnable services.

Resolved, That the wisdom of the Directors in the selection of Mr. Whitfori as Chief Executive Officer of the Company, has been fully shown in his past successful management of the Road, and 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, a position waich he filled with honor to himself and with credit to his State, till compelled to relinquish it through stress of declining health,

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

And Whereas, God in his All-Wise Providence has seen fit to afflict our friend and Chief Officer. in a manner which to us seems most severe; and it appearing to us that the occasion will justify us in mingling our sympathies in his private affairs with our admiration for him as a public servant:

Resolved. That in Mr. Whitford's recent very severe domestic loss, he has our heartfelt sympa-

thies, and our true condolence. As God temperoth the wind to the shorn lamb, may he also strengthen the heart of our friend to bear this blos, and enable him to say in meekness and in truth: "Thy will be done."

Resolved, That these Resolutions be spread

Wounded Saidlers.

The following letter from three soldiers of the late Confederate army, wounded at Bentonsville, was forwarded to Col. Boyd of this city, who responded promptly to our note requesting a coly to the inquiries of the soldiers. The information It contains will be of service to many others, and office of the Chief Quarter Master it, this State. S BOLDICES LETTER

HIGH POINT, N. C. Aug 17th, 1765. WM. E. PELL, Esq.

Dear Sir-The undersigned respectfully to quest you to inform us through you paper, whethr our paroles will enable us to travel on the Raffrond, and whether the U.S. Quarter Master will furnish us transportation across the breaks in the Railroad between Charlotte and Augusta,

We were wounded at the buttle of Bentonsville, and are not yet able to get about. By answering the shove you will confer a great favor on

Your Ob't Servits

EDGAR FILL Mobile, Ala.

J. F. FOGG, Puluski, Tenn.

H. SULLIVAN, Lagrange, Ga.

COL. BOYD'S LETTER. HEADQ'RS DEPT., NORTH CAROLINA,) (Army of the Ohio,)
Office Chief Quarter Master

W. E. PELL, Esq., Ser.: 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. Prisoners of War who have been released from confinement by reason of their taking the out of allegi-ance to the United States, are entitled under orders from the War Department to transportation which it may be practicable to reach by the usual routes of water or railroad transportation.

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.

Very respectfully, your obedient serv't, JCF. BOYD, Col. & A. Q. M.

The Standard in noticing the propal to visit of

President Johnson to Richmond at an early day, extends to him an invitation to visit this city also. We cheerfully join in the invitation, as we doubt not all our citizens will be glad to welcome him again to his native city.

For the Sentinel.

What's the Matter t. Mr. Editor: It was given out on the street oon after the surrender, that Gov. Graham would find difficulty in getting pardon. This was the talk on the cars by man who had been to Raleigh. Now it's given out that no more petitions of members of Congress will be considered for while. Then it comes that Governor Graham's pardon has been refused. Then it is written from Ruleigh that Graham is a leading secoder and that Col. Russ said ugly things. None of the papers defended Gov. Graham, as they should have done, I think I can trace-the falsehood about Col. Russ and Gov. Graham to a political character in North Carolina. I think I know the purpose.

Who has been pardoned in North Carolina ? -Mr. Arrington, Mr. Bridgers, J. T. and J. M. Leach, members of Congress, the two former warmand original secteders, both for Convention to secede in February, 1861, when Gov. Graham and the great body of the people voted Convention wn. Out of the State, I see the members of Congress pardoned, and some of them since. heard that action for the present was an pended on the petition of members: George W. Jones, seceder from Tennessee) beaten at home for longress last election, and living a refugee in

pardoned .

Mr. Avery of the Memphis district is pardoned. General Wickham member from the Richmond district, and the hardest fighting rebel that Grant encountered—din'nt do half as much fighting as he wanted, because he was so often wounded, he was kept from the field.

Hill and H. V. Johnson, Senators from Georgia, are among the list.

I have heard that these two gentlemen last winter and apring, when Governor Graham was urging negotiation and peace, were for war to the

The Bruces from Kentucky are pardoned, they is put down in one paper for confiscation is announced in the next paper as pardoned. Now I name these things to show that the President has mercy for the greatest sinners, and I fully believe that (alse representations have been made to himwith regard to Gov. Graham.

disputes amid great events, that now pass before

Even in the Scott compaign, 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,

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 imperialist government or its backer, Louis Napoleon. There is not the slightest prebability of the United States, as a nation; interfering in the internal concerns of Mexico. The Army and Navy Journal uses the following language: Glory we have had enough of lately, and our people do not care to saah into useless wars. Moreover, co-ercion would rouse the temper of a high-spirited people, and turn away the currents of French sentiment now so strongly setting in our favor.— Napoleon, instead of being forced to leave Mexi-co, in obedience to his own feepis, might be forced by the same people to stay and to pick up the gauntlet we throw down for him.

DESTRUCTIVE FIRE .- A letter in the Macon Journal ates that Morris' warehouses in Georgetown, op-at site Eufaula, Alabama, was burned on Saturday ly 15, involving the destruction of fitteen hundred les of cotton. History of the Pitth and Last Attempt to Lay

The latest news from the Great Eastern informs us that, after laying twelve hundred miles of the cable, it parted in latitude 51 40 north and forgitude 38 west. The following facts embrace the history of the attempt to lay the cable, include ing the details of the difficulties encountered on the 24sh and 29th of July. THE FIRST DIFFICULTY AND HOW IT WAS REPARRED

The Great Eastern and Caroline, which were chartered by Glass, Effort & Co., and the Terri-ble and Sphyx, detailed by the English government, and composing the cable squadron, render-yoused at Valeatia on July 19th alt. On the 22d alt. the Caroline succeeded after one mishap, requiring the under running of the shore end, in laying that massive cable. On the 23d ult, the splice of the shore end and deep sea cables was made on board the Caroline and thrown overboard, the Great Eastern slowly steaming westward. On the morning of the 24th she was fairly under way, when a defect in the insulation was discovered, and the Great Eastern hove to, about eighty miles from shore, in order to repair it. The difficulty was repaired in a few hours, and proved to be as curious as serious, and is thus As the lengths of wire of one hundred or one

hundred and fifty miles were manufactured at Mesare, Giasa & Elliott's they were taken down in barges and coited away in the tanks on board the Great Eastern. Each as ait arrived was of course spliced up to that which had preceded it, and this was often done in the tanks themselves. 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 bits of wire out out being thrown away. It seems, however that one of these atons of wire, about two inches long, and as thick as a stout darning needle, fell on the cell unnoticed. The weight of the layers of cubic laid above this fragment pressed it firmly into the tarred hemp which forms the outside covering of the cable. To this it adhered. While in the tank it did no harm; but when this portion came to be paid out, the small diameter of the eight leading wheels which give access to the paying out machine, and the weight of the jockey pulleys over these. which keep the rope in its place, bent the stout iron wire so sharply that it passed between the hemp, pierced the getts percha through at least two or three of its four folds, and there remained In this state it was found, and instantly recognized as a piece of wire from a splice joint, A short length of cable was at once cut out, a new splice made, vigilantly tested, and gradually sunk. When on the bottom it was again retested for some hours and the signals were shown to be absolutely perfect.

THE ACCIDENT OF THE 29TH ULT. The ship again sped on her way, and all went well until the 29th ult, when insulation suddenly cessed, about the time that seven hundred miles were payed 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. It was repaired in twenty-four hours, and the Great Eastern again resumed her journey. On July 30th, at a quarter past four A. M., seven bundred and fifty miles were payed out, and on July 21st , the tenth day out, nine hundred miles, THE PARTING OF THE CABLE.

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 Heart's Content by the schooner First Fruit, whether it became necessary during the continuance of this unfavorable weather to cut the cable and buoy t, while the vessels laid by, awarting the return favorable weather, or whether the cable parted unexpectedly and is lost. The latest news would indicate the latter to be the case; and the buoy sa shown on our map simply locates the point at which the mishap occurred. THE BUOYS.

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 Eastern, each with a large flag, marked with the name of the cable, and numbered from one to five: These buoys were equal altogether to a weight of fifty tons, and capable of buoying up eleven miles of the cable. Attached to the buoys, and ready at all times to be attained to the cable, North Carolina for a year of two.

R. W. Walker Senator, and brother of Robt.

Walker, Davis' Secretary of War is among the pardoned.

Walker Senator among the pardoned. known, and thus secure it against danger for the time being; while the vessel, cut loose from it. could weather the storm without danger of straining the cable or endangering herself. This effort buoy was not to have been resorted to until the last extremity. There is reason yet to hope that the Great Eastern was compelled to cut the cable and bony it on the 2d inst., instead of losing it entirely. If such is the case, as soon as good weather sets in the Great Eastern will doubtless resume her labors, and begin to wind in the budy rope and raise the cable. This can be done at This can be done at the rate of about a quarter of a mile an hour, and seconded and came to Richmond without constituents. Mr. Jones of Petersburg, whose property be paid out. Should the cable be raised, the aplies can be made and the paying out process again communed -N. Y. Herald.

A party of five or six gentlemen were conversing together on one of the corners near the City Hall, when one of them, evidently from England, placing The President don't remember little political his hands in his pookets and assuming a very stunning air, gave vent to his feelings in the following

"Aw! blarst it, gentlemen, the fact is, you see. that, that hig ship with hall them flags, which havers body thought was the Great Heastern, turns houf to have been nothing more or less than a small fishing smark, with the red shirt of one of the fish-ermen hung up in the rigging to dry, and which hall those hapes hat Haspy hay mistook for the woyal ensign. "aw! ha, ha! Positively damme!"

Ex-PRESIDENT PIERCETO MR. DAVIS - NASEL-HLLE, TENNESSEE. August, 12 -The Press and Times of this city publishes a letter from ex Pressident Pierce to Jefferson Davis, dated July 6 1860, in which he says: "Without discovering the right of abstract power to secede, I have never believed that actual disruption of this Union can occur without blood, and if this dire calamity must come, the fighting will not be along the fisson and Dixon line merely. It will be within our own border in our streets; between two clases of our citizens to whom I have referred. Those who defy the law and scout at their constirutional obligations will, if we ever reason the arbitrament of arms, find occupation enough at

CEPTRAL BAPTIST ASSOCIATION .- This body will neet with the Saptist 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 setmon

TO the Members of the Approaching Co vention: I shall be a Candidate for the Princip Clerkship of the North Carolina State Convention which is called to meet in Paleigh on the 2nd day October next. Respectfully, Aug. 18-td JAMES H. MOORE

DISSOLUTION

PHE fem of Could to BURNITAM is third dissolved by mutual consect. C. W. BURNHAM

JOHN & WILLIAMS & CO., DEALERS IS GOLD AND SILVER COIN, BANK NOTE

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found elsewhere. He solicits the Wirelesale and Retail trade.

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Old Government JAVA COFFEE,
A. C. and CRUSSED - UGAK,
BABBYTT'S RESUY SOAP MAKER—get ale of this and actonish yourself at the quanti

of Soap it will make only so conts, WATER PAILS, - WELL BUCKATS and ROPE, COOKING STOVES, &c. D. T. CARBAWAY.

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GENERAL BUSINESS AGENCY.

B. GULICK

RALEIGH, N. C., ATTENS TO THE COLLECTION O Claims against the Quartermaster's and Come instry Departments of the United States. also, to it purchase and sale, on Commission, of STOCKS, BONDS, SPECIE, BANK NOTES AN REAL ESTATE.

Prompt attention given to all business placed in h

Office at the North Carolina Book Store, corner, Payettevitle Street and the Capitel Square, Aug (6-tf

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CONSIGNMENTS of Cotton, Naval Stores and T. CONSIGNMENTS of Outton, Naval Stores and To bacco, will have our prempt attention. Agents for Murray's line of Steamships to Na York, and sailing vessolo for Baltimore and Phili delphia.
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HOOP SKIRTS, LADIES' FURNISHING GOODS Chemizotts, Skirts, plain and Embr idered, and a most every article needed in a Lady's wardrobs New styles and very desirable.

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