THE SENTINEL.

LOCAL DEPARTMENT.

MONDAY, JANUARY 25, 1869.

DIGEST OF NEWS.

Shad have made their appearance in the Raleigh market.

The Editor of the *Old North State* has been shown, by Capt. Frank B. Ure, of Williamsport, Tenn., one of the finest specimens of cotton the editor has ever seen. The crop in that section, the past season, was unusually good.

The kitchen attached to the parsonage of the Presbyterian Church, in Salisbury, was destroyed by fire on Wednesday last.

Some unknown person shot a valuable milch cow, on Sunday night last, in Salisbury, the property of the Hon. Burton Craige.

The Charlotte *Times* has been enlarged, and its appearance materially improved. We wish our friend unbounded success.

The *Presbyterian*, Fayetteville, has also been enlarged and improved.

About 12 o'clock, on Saturday night last, says the Asheville *News*, the inmates of the Eagle Hotel were aroused by a negro girl, who discovered that a room in the third story, which was used for storing beds, bed-clothing, &c., was on fire. Fortunately, a tub of water was in the room of one of the boarders on that floor, which was quickly used and the flames arrested. A few moments delay would have laid the building in ashes.

The anniversary love-feast of the Young Men's Missionary Society, connected with the Moravian Church, was held in the Church, at Salem, on Saturday evening. The attendance was large, and the collection, at its close, proved that the members of that denomination are deeply interested in the spread of christianity among heathen nations.

Capt. Granger, of hotel notoriety, has taken charge of the Griswold House in Goldsboro'.—The Capt. in understands "keeping a hotel."

A case of wife-whipping, by a colored man, has just been brought before the criminal Court of Wilmington, over which Judge Cantwell presides. His Honor ruled that the practice of inflicting personal chastisement on a woman by a man under the pretext of "reasonable correction" or for punishment, was contrary to law, that the husband had no such right and the doctrine was exploded along with other kindred barbarisms.

Harry Clifton, Wm. Gatlin and Augustus Givens white, charged with robbing Larry O'Sullivan, on the streets of Newbern, about three months since, have been found guilty of highway robbery, in Judge Thomas' Court.

It is complained that the remains of dead horses are gathered and buried as soldiers in the national cemetery in East Tennessee by the government Agent employed to gather and bury the bodies of dead soldiers.

In a late trial in New York it was proved that some of the witnesses perjured themselves for fifteen dollars an oath.

The Petersburg *Index* advises its readers to cultivate the blackberry, as a matter of business. That paper says well; our people have realized thousands of dollars from the sale of this fruit.

It is positively stated that the Seaboard and Roanoke Railroad will soon change its terminus from Portsmouth to Norfolk—running from Suffolk to the latter place over the Norfolk and Petersburg Railroad. This change, if made, will be due to that wise legislation of Portsmouth which makes the Seaboard road pay a tax of ten cents on each passenger carried through that city.

A few nights since, says the Richmond *Examiner*, some thief or thieves, evidently well acquainted with the premises, got possession of the key of the safe in which the sacred vessels of St. Peter's Cathedral were kept, and stole therefrom two chalices, the cups and patenas of silver, one of the chalices gilded; a silver ciborum, gilded; three large silver vases for holding consecrated oil, and other less valuable articles from the safe. The thief or thieves went into the kitchen connected with the Bishop's residence, ate up all the cooked food they found, and carried off from it a quantity of clothing that had been hung up to dry. The two keys of the vestry room, in which the safe was placed, were left, but the safe key was carried off.

The Boston *Post* says that the "Georgia negroes who were expelled from the Legislature, are still hanging around Atlanta." All owing to Ku-klux Klan—the hanging, we suppose.

The theory that dogs are affected with hydrophobia only in hot weather, is pretty well destroyed by the fact that one thoroughly mad made his appearance on one of the streets of Cincinnati on Thursday last. He bit about twenty persons and some twelve or fifteen dogs before he was killed.

A mouse's nest, lined with fourteen dollars of greenbacks and fractionals, was found at a store in Green Bay, Wis., whereupon a local paper observes: "This is another strong argument for the resumption of specie payments, as even the lower animals are growing wasteful and extravagant under an inflation of paper currency."

A private soldier of the U. S. army, named Francis Gasson, at present stationed at Marion, Va., has lately fallen heir to $18 000 in gold.

"No d—d niggers admitted," say the Radical managers of the Inauguration Ball.

It is proposed in the N. Y. *Ledger*, that Clergymen be paid for attending funerals.

The average number of passengers on each train in England is said to be only seventy-three.

Ten thousand acres of timber are annually required to supply the British railways with sleepers.

The telegraph is a failure in Mexico. The people steal the wires as fast as they are put up.

The trade of Memphis, Tenn., has increased twenty millions during the past year.

MR. J. W. PRICE, travelling Agent for Hopkins & Co., Gas Generator, has presented us with a beautiful specimen Lamp of this new light, which, we are disposed to believe, is to take a prominent place among the great lights of modern invention. The Lamp generates its own gas, and by applying a blaze to the jet holes, it ignites as readily as the regular gas of our City Works. From the experiments made with the oil in our presence, we are willing to believe that the usual dangers attending the burning fluids, need not be apprehended from this Lamp. The light is mild, and yet sufficiently brilliant for all purposes—and the cleanliness of the whole establishment certainly adds to its worth.

Mr. Price is stopping at the Planters' Hotel, and will take pleasure in communicating all the particulars connected with this wonderful contrivance.

NEW ADVERTISEMENTS.—Pocket Book Lost; Edwin A. Smith.

Old Government Java Coffee, Fine Teas and Sugars; Douglas Ball.

Valuable Lots for sale in Oxford; R. W. Best.

Daniel Pratt, Jr., the great American traveler, is bound for Washington, addressing the citizens on the way, on the "Archipedan Motivity of Herculean Equibity."

From the Wilmington Journal, Jan. 20.

THE NORTH CAROLINA RAILROAD AND ITS MANAGEMENT.

The Raleigh *Standard* of the 16th inst., contains a communication written by somebody, and published over the signature of "W. A. Smith, President N. C. R. R. Co." The writer attempts a reply to our editorial by an attack upon Colonel Fremont, the able and energetic Superintendent of the Wilmington and Weldon Railroad. From our knowledge of that gentleman, he will take no notice of the scribbler. He is too much engrossed with his duties to waste time in such matters. Colonel Fremont is a hard working, practical railroad official, and is not dependent upon newspaper controversies to recommend himself to the officers and stockholders of the road.

We will, however, notice such parts of this silly article as deserves it. What small portion of the communication that is not personal, is taken up by a feeble attempt to prove that the North Carolina Railroad has been greatly benefited by the contract made with route North and South of it, which we published in full in a former article, and succeeds only so far to show very clearly that the contract hampers and cripples the management of that Company most seriously. By it the North Carolina Railroad is "*compelled* to charge the same rates" between Goldsboro and Raleigh per mile, as it charges for one hundred and seventy five miles between Raleigh and Charlotte, by which a clear profit of from seventy to ninety thousand dollars per annum would be realized, if the business was all done via Goldsboro instead of stopping at Raleigh. We quote the writer:—"To carry out the contract, we are compelled to charge the same to other roads as *we get per mile* from the Raleigh and Gaston Road. For example, if we get sixty five cents to carry the freight one hundred and seventy five miles, the distance from Charlotte to Raleigh, what should we get to carry it forty-eight miles? We must, according to contract, add on eighteen cents, which is no discrimination against the W. & W. Railroad."

If the individual who wrote this communication had been specially employed by President Smith to prove that the contract hampered the management of the North Carolina Railroad and prevent it from taking advantage of its central position, and making the most of its advantages, he could hardly have chosen more expressive language.

The writer says that the North Carolina Railroad Company, in direct and palpable violation of the contract, *honestly* and *truly* gets sixty-five cents for one hundred pounds on first class goods for hauling one hundred and seventy-five miles, while the Raleigh and Gaston Railroad only receives twenty cents for one hundred miles. As tute Smith!

Even if this be true, if the Raleigh and Gaston Railroad is only to receive twenty cents per hundred pounds, and the Wilmington and Weldon Railroad has proposed, through President Bridgers, to divide this twenty cents equally with the North Carolina Railroad giving that road ten cents per one hundred pounds for running cars already loaded to Goldsboro, *at a profit of* one and one-half cents according to Superintendent Anderson's calculations, it is clear that a net income greater by fourteen dollars per car load would accrue to the North Carolina Railroad by going to Goldsboro than by stopping at Raleigh. This profit the Company is denied by the terms of the contract. Verdant Smith! Astute Hawkins!!

Thus we see that the North Carolina Railroad Company has, by the action of its own officials, tied its own hands. The other contracting roads bind themselves to nothing they were not performing before the contract was made. President Johnson, of the Charlotte and South Carolina Railroad, as a matter of common sense, charged the same for freight going from Columbia to Charlotte as from Charlotte to Columbia. The contract binds him to do no more or less. And the writer says "the Raleigh & Gaston Road has to pay the same bonus that it paid before." What, then, has been gained by the contract to the North Carolina Railroad? What it has lost can be estimated in dollars and cents, as we have shown. It might have been as well for this writer to have let the people of North Carolina, and the Stockholders of the North Carolina Railroad in particular, know that but for the persistent negotiations of President Bridgers and Superintendent Fremont, the bonus paid by the Raleigh & Gaston Railroad, which he parades before the public with such manifest satisfaction, and assumes it to be the result of President Smith's superior sagacity and management, would never have been received by the North Carolina Railroad Company, nor the forty seven thousand dollars of nett increase in last year's receipts by running the freight trains to Goldsboro' have been made. The competition created by these efficient officers, which made these increased receips last year, and compels the payment of the large bonus the present year, has been destroyed by President Smith's stupidity and malignity.

The writer, in a few lines, tickles President Smith's egotistical ignorance, presents President Hawkins in a new role, and gratifies his own love of the ridiculous. He says: "Now, this twenty cents, recollect, does not come out of the shipper, but out of the earnings of the Raleigh & Gaston Railroad Company. If that was a State Road I would object to gouging so deep; but it belongs to individuals, and I therefore, for the benefit of the North Carolina Railroad Company and the State, take all I can get from them."

THE FUTURE OF THE SOUTH.—Lippincott's Magazine for the month of February contains among many articles of intrinsic merit, one upon "Southern Reconstruction," written by a most polished and forcible writer. We have room for but a single extract in our present issue: "The future of the South." The writer says:

"We believe that the South has a great future before it, in the development of its vast resources of mineral wealth, aided by its favorable location in regard to soil and climate; but we feel that its growth depends more upon the earnestness with which it seeks the fostering hand of our great national government than upon any application that can now be made of abstract theories of State Rights and local self government. We believe that its true reconstruction in all material respects is to be sought in a closer alliance with Northern energy and Northern capital, and that all natural union will be formed between the two in all the great enterprises that tend to the development of national wealth and commercial greatness, despite political antipathies and legislative assaults. But last of all, we believe that her richest treasure, her creative powers of mind and imagination, will yet be employed, in union with the more advanced intellect of the North, in the common work of thinking and writing for the benefit of our own country and of mankind. Political parties may hesitate to align themselves upon the basis of a common destiny; capital may shrink from free and liberal investment in new and needy fields; churches may not be willing to give the right hand of fellowship across the bloody lines traced by civil war; but literature, now, the students of nature and the explorers of the ultimate fields of thought, will meet on their distant voyages, and feel a grateful pride in hailing each other as the citizens of a common country, and the devotees of true science will reunite the several filaments that weave the web of our national life. How glorious may become that state of American society, in which the energy and zeal of higher latitudes shall be joined with the grace and ease of Southern sentiment, where truth and power shall be subordinate to love, and where all alike shall rejoice in the oblivion of a great national sorrow, we may not now be able fully to appreciate."

REMARKS OF MR. MALONE,

On the bill to separate the Eastern and Western Divisions of the Wilmington, Charlotte and Rutherford Railroad,

The Legislature in 1854-55 gave a charter to the Road, called, at that time, the Wilmington and Charlotte Railroad, the terminii being Wilmington and Charlotte. At the same session the capital stock was increased from $500,000 to $1,000,000, in order to extend the Road to a point at or near Rutherfordton. And, by an act passed the same session, the name of this corporation was changed to the name of the Wilmington, Charlotte and Rutherford Railroad, by which name it has continued until the present time.

In the Legislature of 1856-57 the charter of this Road was so amended as to make two divisions of said Road, but the control retained by the same Company—no attempt being made to organize two Boards of Directors, or anything of the kind.

I wish especially, call the attention of the House to a few of the leading principles, upon which this Company was governed, by virtue of the provisions of the charter, and the amendments thereto. In the first place, books were required to be opened, and at least one-third of the stock to be taken by individual subscription.—Then, in the second place, the Road was divided into sections of twenty five miles each, to be completed before the State came to the assistance of the Company. The original act simply authorized the State, on the completion of each section of twenty-five miles, to endorse the bonds of the Company for $200,000, which was eight thousand dollars per mile.

The Legislature of 1856-57 also provided for the exchange of bonds with the Company, instead of endorsing the bonds of the Company, believing that the bonds of the State would sell for a better price than the endorsed bonds of the Company. And by this same act it is provided that the State shall take a mortgage on the Road as indemnity for the State, and, also, providing (I believe) for the State to take possession of the Road whenever the Company failed to pay the interest on its bonds, as required by the act. And by subsequent Legislation, I believe, the capital stock was increased to three millions of dollars.

Again, by the act of 19th December, 1866, the right to the exchange of bonds was relinquished by the Company, and it was allowed to borrow money, by the negotiation of their bonds to the amount of $400,000, at which time the Company was required to pay the interest due the State.

And by the act of 1866, in section 4, the following provision appears:

Be it further enacted, That the said Wilmington, Charlotte and Rutherford Railroad Company shall have power to extend its Road by such route as may be deemed best to such point on the Tennessee line as the President and Directors may determine, and to that end shall have all the powers of condemnation of land for right of way and other purposes as are conferred by the charter of said Company."

And I believe by another act, probably of a late date, the Company has the right to cross the Western North Carolina Railroad at any point between the Newton Branch Railroad and Morganton. Under this legislation, the Company has continued its existence until the present time.

But I should not omit to mention the fact that, by an ordinance of the Convention, ratified 5th day of Feb., 1868, the Governor or President of the Convention was authorized to endorse the bonds of this Company to the amount of $1,000 000.

As to the amount of work done on this Road—the exact progress—the condition of its finances—the quantity of money used—the number of bonds endorsed or exchanged—the amount of interest due the State, and the liabilities of the State for this Company we know but little from any thing that appears here. I think it a source of regret that the Companies thus chartered by the State having such vast powers and privileges, should not heretofore have been required to make reports under oath to each session of the Legislature of all these facts. How can this House determine the amount necessary to insure the completion of this Road without knowing the amount on hand—the amount already expended—how, and for what purpose—the amount of work done—the exact termini of the same?

But from the other branch of this General Assembly comes a bill which I hold in my hand entitled a bill "To divide and separate the Eastern and Western Division of the Wilmington, Charlotte and Rutherford Railroad."

Mr. Speaker it is not the *division* of the Road which alone, prompts me to oppose this bill in its present shape, but it is the extraordinary provisions of the same. Why it is necessary to have two separate Roads—with two separate Boards of Directors and two Presidents, I cannot see. Could not one Company concentrate its resources and efforts, with more efficiency than two Companies, operating perhaps in antagonism to each other? And I submit that the danger of discrimination is not sufficient to authorize this large additional expense. Would it not be better for those affected thereby to even submit to a trifling discrimination in favor of the whole line, rather than submit to the burdens and troubles, incident to this attempt to disturb and change the vested rights, of the corporators of this Company."

I call the attention of the House to sections 1 and 10 from which it will appear that a separate and new Road is created, having a new name—going in a different direction—repealing many of the restrictions on the old Company. And by the 10th section all the rolling stock of every description, and all other property, including books and papers of the Western Division of said Road are required to be handed over to the new Road created by this act called the "Chimney Rock and Broad River Railroad Company."

Now can this be done under the laws and Constitution of the State—and the Constitution of the United States—which declares that "*No State can pass any law impairing the obligation of a contract.*"

Judge Kent, in his commentary, vol. 1, 413, (first edition): "A grant amounts to an extinguishment of the right of the grantor, and implies a contract not to resume that right. A grant from the State is as much protected by the operation of the provision of the Constitution, as a grant from one individual to another, and the State is as much inhibited from impairing its own contract to which it is a party as it is from impairing the obligation of a contract between individuals." This principle was fully and elaborately shown in the very celebrated case of Dartmouth College vs. Woodward, 4 Cranch 42.

It was there held that the charter granted by the British Crown to the Trustees of Dartmouth College, in 1769, was a contract within the meaning of the Constitution and protected by it, and that the College was a private charitable institution and not liable to the control of the Legislature. The founder of this College required the same to be controlled by Trustees as expressed in the charter. The Legislature of New Hampshire passed a law transferring the control of this College to the Executive of the State. The Supreme Court of the United States decided that the law was invalid—that the rights of the corporators could not be disturbed—although the charter had been granted prior to the Revolution. The opinion was delivered by Judge Story, whose legal ability has never been surpassed by any American Lawyer.

Now is not this case precisely in point. Can the Stockholders of the Wilmington, Charlotte & Rutherford Railroad be required to assist in building the Chimney Rock & Broad River Railroad? Can they have all their rights thus changed and affected by this Legislature? Surely not. If so, private rights would be without protection—no man would be willing to invest his capital in a great enterprise in which he was to have his rights impaired and even destroyed.

But if all this be not so, this House surely will not sustain this Bill. Look at Section 5 of this act which requires the Public Treasurer, on the ratification of this act, to subscribe, on the part of the State, to the capital stock of said Road the sum of $2,000,000, &c.

In section 6 the Public Treasurer is required to deliver these bonds of $2,000,000 in one thousand dollar bonds each, upon the organization of said Chimney Rock & Broad River Railroad Company.

Yes, $2,000,000 to pass into the hands of this Company, before a shovel full of dirt is thrown from the road-bed—yes, even before the Road is let to contract—they are not required to begin the road at any particular time—or to finish it at all! The act does say in section 13, they may make connection with the Western North Carolina Railroad at some point west of the Blue Ridge, but at what point, nobody knows. This Company is not required to report to this Legislature anything of the condition of the Road—progress of the same—use of money, or anything of the kind. Suppose we place in the hands of all corporations of the State $12,000,000 to be at their mercy and control, without safe-guards and restriction—without any premature statute to punish for negligence, waste, or embezzlement. What would become of the State of North Carolina? Already fainting and dying for the want of sustenance, these alluring schemes of glorious Railroads, are to hover over us with the gentle vampire fanning while it sucks the life blood of the people. No, I would not vote for such a loan bill, if the proposed Road run immediately by my own door. The passage of such a bill is no evidence that the Road will be built. On the contrary, it is *prima facie* evidence that it never will be built. The chief point in the bill is, the handing over to this Company the vast sum proposed without sufficient guarantees of its faithful application. I speak not of this Company particularly; the same objection would apply to any other Company.

Look again at Sections 15 and 18. In Section 15, it provides that if the Company accepts this act, then the Governor is to endorse bonds to the amount of $1,500,000 as authorized by the ordinance of the Convention on the 13th. day of Feb. 1868. This is intended for the Eastern Division.

So the neat little sums of $3,500,000 is to go into the control of this Company.

But Section 18, expressly provides that whether the Company accepts this act or not, the Act from Section 1, to 13, inclusive is to stand any how.

So right or wrong—acceptance by the Company, or non acceptance by the Company, the Great Chimney Rock and Broad River Railroad is to go on towering in its independent career across the frowning Blue Ridge.

Oh! let us stop and think of this scheme. Let members of this body carefully ponder their acts in the premises.

I am for Railroads, but cannot sustain every scheme however ruinous, simply because it is called a Railroad. These acts should be well guarded. We should know that we get the Road—then the people can afford to pay the taxes incident thereto, but without these assurances, away with all Railroad schemes.

At a late women's suffrage Convention Rev. Dr. Gray made the opening prayer, in which he referred to woman as "formed from the rib of man." At those words, Mrs. Lucretia Mott threw her head bolt upright above the pew, and afterwards declared that she did so because she would not by the position of her head in prayer acknowledge that woman was dependent upon man for even his rib—no—she wouldn't admit any such inequality—*she* wouldn't.

Lucretia was elected Presidentress of the meeting—an honor obtained by this plucky assertion of the full equality of the sexes.

VENI! VIDI!! VICI!!!

IT HAS NO EQUAL!

G. W. GAIL & AX'S

CELEBRATED

SCOTCH SNUFF,

IS PRONOUNCED BY ALL AMATEUR DIPPERS TO BE THE BEST SNUFF IN THE MARKET.

TRY IT! TRY IT!! TRY IT!!

And be convinced of the Fact.

Ask for it and take no other, and see that it has our name on it.

For sale, in Raleigh, by

W. H. JONES & Co., G. F. STRONACH,
W. G. STRONACH & Co., B. F. CHEATHAM & Bro.,
B. K. FARRELL, L. H. ADAMS,
HENRY FENDER.

NOTICE.—The high reputation that our Snuff has attained has induced certain manufacturers to imitate our trade mark. The quality of our Snuff does not lay in the trade mark, but the superior quality of Tobacco that is manufactured of.

G. W. GAIL & AX,
Jan. 8, 3m Baltimore.

CHANGE OF SCHEDULE.

RALEIGH & GASTON RAILROAD CO.,
SUPERINTENDENT'S OFFICE,
Raleigh, N. C., Jan. 23d, 1869.

On and after Jan. 23d, 1869, Trains will run on the Raleigh & Gaston Railroad, as follows:

Mail Train leaves Raleigh ..... 6,15 A. M.
Arrives at Weldon ..... 1,00 P. M.
Mail Train leaves Weldon ..... 10,15 A. M.
Arrives at Raleigh ..... 4,45 P. M.
Freight Train leaves Raleigh ..... 11,55 P. M.
" " arrives at Raleigh ..... 9,15 A. M.

The Mail Trains make close connections with all points North and South.

Jan. 23-tf A. S. ANDREWS, Superintendent.

TELEGRAPHIC.

Our Afternoon Dispatches.

CONGRESS.

WASHINGTON, Jan. 23, M.

The House is discussing Boutwell's manhood suffrage amendments.

The Senate, in endeavoring to get up manhood suffrage, found no quorum. The Senate seems loth to take it up. An effort is now pending to make it the special order for Tuesday.

MARKETS.

NEW YORK, Jan 23, M.

Gold 1,35¾. North Carolina's 65; new 62.

Cotton lower at 29¼.

Turpentine firm at 56. Rosin firm at 2.62½@2.65

LIVERPOOL, Jan. 23, M.

Cotton easier but not lower. Uplands 11¼@¼. Orleans 11¼@¼. Sales of 12,000 bales.

Our Midnight Dispatches.

FROM WASHINGTON.

WASHINGTON, Jan. 23, P. M.

Gen. Grant has returned.

A dispatch from Texas announces that a delegation of seven, who were elected by the Convention, are coming here to urge a division in that State.

J. H. Surratt is at Rio Janeiro.

CONGRESS.

WASHINGTON, Jan. 23, P. M.

SENATE.—The resolution donating Cannon for the Lincoln monument at Springfield passed.

The Judiciary Committee reported a bill declaring void the confiscation of property by the rebel States.

The Senate agreed to the House amendments to a joint resolution, for the removal of officers in Virginia and Texas, who cannot take the oath, and to a further amendment reported by Wilson extending provisions to Mississippi which goes back to the House for concurrence.

Sherman's Railroad Bill came up but was postponed.

The death of Hinds was announced from the House and the Senate adjourned.

HOUSE.—The entire day was devoted to the discussion of Boutwell's Bill for manhood suffrage and the enforcement of the fourteenth amendment.

FROM ALABAMA.

MONTGOMERY, Jan 23, P. M.

In a recent press dispatch from this city, it was stated, upon the authority of the Columbian *Guide*, that Circuit Judge Pelham had decided that the Alabama Legislature was not a legal body, and that Wm. H. Smith was not a legal Governor. The dispatch correctly represented the statement of the paper referred to, but the facts in the case are these:

"A vacancy in the office of Probate Judge of Shelby county, was reported to the Governor who was required by the Constitution to issue a commission to fill the vacancy. Afterwards a question arose as to whether there was really a vacancy. In determining this question Judge Pelham decided that if that vacancy had not occurred in the manner prescribed by law, the Governor's commission designating another man for the office, was null and void. The decision related in no way to the validity of either the Legislature or the Governor's office.

FOREIGN.

MADRID, Jan 23, P. M.

The Government is considering the abolition of the slave trade between the Colonies.

Transports with re-inforcements for Dulce are nearly ready to sail.

The next fleet will land at Santiago De Cuba.

HAVANA, Jan. 23, P. M.

Seditious cries occurred during the performance at the Villa Nueva Theatre. Cries of *viva cespedis!* Many of the audience commenced singing.

The Revolutionary Union formed and a riot ensued. Volunteers and police exchanged shots with the people. Many on both sides were wounded. Intense excitement. More riots are expected to-day.

MARKETS.

NEW YORK, Jan. 23, P. M.,

Cotton dull and decidedly lower—sales of 650 bales at 28½@29.

Spirits Turpentine 55@56. Rosin 2½@3.

WILMINGTON, Jan 23, P. M.

Spirits Turpentine advancing, 51½@53. Rosin steady at $3@6. Tar steady—prices unchanged. Cotton quiet. Turpentine unchanged.

MARRIED:

On Thursday, Jan. 21st, at the residence of the bride's father, G. H. Alford, Esq., by the Rev. Johnson Olive, Mr. CHAS. E. I. JONES to Miss ELIZABETH L. ALFORD, all of Wake County.

DIED:

Near Pittsboro', on the 13th inst., ABRAHAM PILKINTON, in the 57th year of his age. He was an honest man, and a worthy citizen.

OYSTER SHELL LIME,

IN UNLIMITED SUPPLY.

The BEST and CHEAPEST FERTILIZER ever offered to the public. $7,50 per ton of 2,000 lbs., including bags and drayage; or $5,00 per ton of 2 000 lbs., when bags are sent us to fill.

There will be no freight on empty bags sent us to fill and return.

PERUVIAN GUANO, and all standard Fertilizers, at lowest CASH prices. Send your orders to

J. B. HUNTER & CO.,
General Commission Merchants,
Jan. 20-2m Portsmouth, Va.

Valuable in LIFE as well as at DEATH

THE POLICIES ISSUED BY THE

Brooklyn Life Insurance Company

Bear an endorsement stating precisely in DOLLARS and CENTS, the surrender value of the same at any time, AFTER TWO ANNUAL PREMIUMS have been paid.

Thus a Policy in this Company is as good as a TREASURY NOTE.

REMEMBER

That the Policies of NO OTHER COMPANY bear such an endorsement, and that you can only secure the benefit of this

Latest and Greatest Improvement

In Life Insurance by taking a Policy in the

BROOKLYN LIFE INSURANCE Company, of New York City.

A. W. LAWRENCE,
Of Raleigh,
GENERAL AG'T FOR NORTH CAROLINA.
Dec 19-3m

S. P. HORTON,
Auction & Commission Merchant,
SMITHFIELD, N. C.,

SOLICITS CONSIGNMENTS OF FLOUR, Meal, Corn, Provisions, Agricultural Implements and Merchandise generally, either on sale or at Auction.

REFERENCES, REFERS TO

J. G. Williams, Pres State Bank, Raleigh.
L. E. Hearit, Dry Goods Merchant, "
W. H. Jones & Co., Grocers, "
Dunn, Todd & Co., Baltimore, Md.
L. E. Eldridge, Attorney at Law, Smithfield, N. C.
Jan 21-2w*

Classical and Mathematical School.

THE NEXT SESSION OF J. H. HORNER'S Classical and Mathematical School, Oxford, N. C., will begin the first Monday in January.
Jan. 15-3tawtf.

Notice.

APPLICATION will be made to the present Legislature for the privilege of erecting a Dam across Neuse River, at Watson's Falls, in Johnston County. dec 17-1w1w

Special Notices.

GUIDE TO MARRIAGE.

Young Men's Guide to Happy Marriage and Conjugal Felicity. The humane views of benevolent Physicians, on the Errors and Abuses incident to Youth and Early Manhood, sent in sealed letter envelopes, free of charge. Address HOWARD ASSOCIATION, Box P, Philadelphia, Pa.
Sept 24-dlwlm*

Western Lands and Securities.

IN ADDITION to Government, State and Railroad Bonds and Stocks, we buy and sell

Lands in Illinois, Wisconsin, Minnesota Iowa, Missouri, Kansas and Nebraska.

The highest price paid for LAND WARRANTS and ticks to LANDS SOLD FOR TAXES. We also purchase, at best rates, all DISCREDITED WESTERN COUNTY, CITY AND TOWN BONDS.

Correspondence solicited, and any information required, furnished without charge. Address

AUSTIN CORBIN & CO.,
Bankers, New York City.
Sept. 23-dwlwelm*

The Healing Pool.

AS POOR PILGRIM TO THE MAN OF THE CRIME OF SOLITUDE, and the Diseases and Abuses which create impediments to MARRIAGE, with sure means of Relief. Sent in sealed letter envelopes, free of charge. Address, Dr. J. SKILLIN HOUGHTON, Howard Association, Philadelphia, Pa.
Jan 21-tf

STATE NATIONAL BANK, RALEIGH, N. C.

JNO. G. WILLIAMS, President.
WM. E. ANDERSON, Cashier.
SAMUEL C. WHITE, Teller.

PRICE OF BANK NOTES:

Bank of N. C., (O. B.)	40
" Cape Fear	33
" Charlotte	33
" Lexington, (old)	10
" do Graham,	24
" Roxborough	60
" Wadesborough	30
" Thomasville	20
" Wilmington	31
" Commerce	16
" Washington	3
" Fayetteville	11
" Clarendon	4
" Yanceyville	3
Miners' and Planter's Bank	40
Farmers' Bank, Greensborough, new 20, old	30
Commercial Bank, Wilmington	30
Merchant's Bank, Newbern	60
Greensborough Mutual	6
Virginia Bank Notes, about	25
South Carolina "	22
Georgia "	23
Gold	130
Silver	127
Old Coupons	95
North Carolina Railroad Coupons	93
Old States	65
Exchange on New York	¼
R. & G. Railroad Stock	49
N. C. Rail Road	20
Ral. Gas Light	110
Ral. National Bank	100
State National Bank	100

Greensboro' Money Market.

BUYING RATES OF BANK NOTES, &c., BY

WILSON & SHOBER, BANKERS AND EXCHANGE BROKERS, SOUTH ELM STREET, GREENSBORO, N. C.

Bank of N. C.	40c
" Cape Fear	33
" Charlotte	30
" Wadesboro	27
" Wilmington	33
" Roxboro	60
" Thomasville	20
" Graham	25
" Lexington (old)	10
" " (new)	10
" Commerce	18
" Clarendon	4
" Fayetteville	10
" Washington	4
" Yanceyville	4
Merchants' Bank of Newbern	60
Farmers' Bank of Greensboro', (old)	30
" " (new.)	12
Miners' and Planters' Bank	40
Commercial Bank of Wilmington	30
Greensboro Mutual Ins. Co., (old)	5
Virginia Bank Notes average about	20
South Carolina "	15
Georgia "	25
N. C. Railroad Stock	15
N. C. R. R. Dividend Scrip	60

We buy and sell at liberal prices, Gold and Silver, North Carolina Bonds, United States Bonds and all other marketable stocks.

Orders for Bank notes by debtors and Stockholders of Banks will receive prompt attention.

Returns for express packages of Bank notes &c., will be made on the day received, by check on New York or Baltimore, or in currency, as desired.

Life and Fire Insurance Policies issued in good Companies, at best rates.
Dec 1-3m

Raleigh National Bank of N. C.

BOARD OF DIRECTORS:
CHARLES DEWEY, President.
W. H. WILLARD, GEO. W. SWEPSON,
W. J. HAWKINS, A. S. MERRIMON,
R. S. TUCKER, R. W. PULLEN,
P. A. WILEY, Cashier,
J. C. BLAKE, Teller.

Deals in Exchange, Sight Drafts, Gold and Silver Coin, Government and other Securities. Uncurrent Bank Notes bought and sold.

Quotations for North Carolina Bank Notes, from Raleigh National Bank of N. C., Jan. 16, 1869.

Bank of Cape Fear	33
" Charlotte	33
" Clarendon	5
" Commerce	16
" Fayetteville	10
" Lexington, (old)	5
" " (new.)	8
" Lexington, payable at Graham	23
" North Carolina	40
" Roxboro'	55
" Thomasville	20
" Wadesboro'	25
" Washington	3
" Yanceyville	3
" Wilmington	30
Commercial Bank, Wilmington	31
Farmer's Bank of North Carolina, (old)	30
" " " (new.)	25
Greensboro' Mutual Insurance Co.	6
Merchant's Bank, Newbern	60
Miner's & Planter's Bank	40

Jan. 18-tf

THOS. BRANCH & SONS, Petersburg, Va. | THOS. BRANCH & Co., Richmond, Va.
BRANCH SONS & CO., AND BRANCH, SCOTT & CO.,
AUGUSTA, Ga.,
Bankers and Commission Merchants.

Advances made on consignments of County Produce, and on shipments of Cotton to Sels York or Liverpool. Loans negotiated; Railroad, State and Corporation Bonds and stocks bought and sold; first-class negotiable paper always on hand, for sale. Gold, Silver and Bank Notes bought and sold.

We give below our present buying rates for Bank Notes of North Carolina.

Bank of North Carolina	47
" Cape Fear	35
" Charlotte	30
" Clarendon	4
" Commerce	18
" Fayetteville	12
" Lexington	10
" " Graham	24
" Roxboro'	60
" Thomasville	25
" Wadesboro'	31
" Washington	4
" Wilmington	37
" Yanceyville	4
Commercial Bank of Wilmington	37
Farmers Bank of Greensboro'	35
Greensboro' Mutual Insurance Co.	7
Merchants' Bank	61
Miners and Planters	44

FOR SALE.

2) Shares Raleigh & Gaston R. R. Stock
$500 N. C. R. R. 1st Mortgage Bonds, 8 per ct.
$000 Cumberland County, N. C., Bonds
1,000 " " Detached coupons.

WANTED.

25 Shares N. C. R. R. Stock.
Jan. 1, 1869-tf

PAGE & BUSBEE,
ATTORNEYS AT LAW,
FAYETTEVILLE STREET,
RALEIGH, N. C.
Jan 20-1w

PROVISION MARKET.

CORRECTED BY JORDAN WOMBLE, GROCER AND COMMISSION MERCHANT.

BACON	17@18
" BALT. & WESTERN	17@20
BEEF ON HOOF	7@9
" NETT	00@00
BUTTER	30@40
COTTON	00@25
CHICKENS, Spring	15@25
" Grown	30@40
CORN ...New	90@1 00
COFFEE	22@40
EGGS	25@30
FLOUR	10@11
FODDER, New	90@1 00
HERRINGS	8@10@10
HIDES, Green	Range per lb.
" Dry	14@16
HAY, pr. cwt.	80@00
LARD	22@25
MEAL—New	90@1 00
MOLASSES	50@55
NAILS	7@08
PEAS—Stock	80@0 00
" White	90@1 00
POTATOES—Irish, New	75@1 00
" Sweet	50@75
RAGS	4@5
SALT—Fine	3 75@4 00
" Ground	3 00@3 50
SUGAR	11@12
TALLOW	10@11
VINEGAR	35@70
ONIONS	75@1 00
SHEAF OATS	70@1 00
BEESWAX	20@25
MULLETS	8 00@9 00
BEVERS	75

REMARKS.

Cotton steadily advancing. Sold yesterday at 27¼.

MISCELLANEOUS.

THE CONNECTICUT MUTUAL LIFE INSURANCE CO.,

ACCUMULATED ASSETS OVER

$23,000,000.00.

ANNUAL INCOME,

$7,500,000.00.

Policies in Force Over 60,000.

FOR EVERY $100 OF LIABILITIES, IT HAS $154 OF ASSETS.

THIS COMPANY has proven to be the CHEAPEST, BEST AND MOST RELIABLE in the country, because it has the largest income, largest number of Policy holders, largest surplus of Assets over Liabilities, its dividends to policy-holders have been larger than any other Company, and ratio of expenses less; therefore being the cheapest and best Company for the insured.

The great clamor against the assessment of premium notes, or their deduction from the policy in case of death, does not apply to the Connecticut Mutual, for, judging the future by the past, the dividends will cancel the premium notes whether the party lives or dies.

The Connecticut Mutual Life Insurance has been doing a safe and increasing business for the last twenty-two years. It does not deem it necessary to make GRAND PROMISES of what they INTEND DOING, but will insure persons on any plan desired, and all its policies are non-forfeiting for a stated amount after two or three payments.

S. D. WAIT, General Agent,
Jan 18-dtwtf Raleigh, N. C.

THE