

TERMS OF SUBSCRIPTION.	
Half, twelve months.	\$10.00
—six	8.00
—three	2.00
—one	1.00
Half-Yearly, twelve months.	2.50
—six	1.50
—three	.50
Weekly, twelve months.	6.00
—six	3.00
—three	1.00
Monthly, twelve months.	5.00
—six	2.50
—three	.75
Bi-monthly, twelve months.	4.00
—six	2.00
—three	.67

THE SENTINEL.



JOSIAH TURNER, JR., EDITOR.

FRIDAY, SEPTEMBER 5, 1862.

THE RAILROAD RING.

When the other day we made hasty reference to the proposed branch Road of the Western North Carolina Railroad, leading from Catawba Station to the line beds of Catawba county, we were not aware of the importance of the suggestion we then made. It turns out to be a matter of some moment, and for an intelligent account of it, we refer our readers to the communication in another column, over the signature of "Burke." Let the people read it and see how their money is appropriated and lawfully embezzled, with a view to private ends. We are and have always been the advocates of a liberal system of Railroads, and especially the advocate of the Western North Carolina Railroad, but this "line bed road" caps the climax of Railroad enterprise by the State. It is a criminal mockery of public enterprise, and we are sure the Western people are not aware of it, nor do they approve it.

We are astonished at the absurdity of the project; and we are not less so at the extraordinary and unfeared action of the Board of Directors, in letting the proposed road to contract. No notice of the letting is given; the contract is let to a favorite of interested parties at the Engineer's estimate, and against the protest of the Directors elected by the private Stockholders—all the Stockholders appointed by Govt. Holden voting for the letting. No wonder the Governor and his friends desire to exclude ex-Governor Vance and Judge Morrison and Dr. McDowell from the Board of Directors! No wonder the Standard shouts at the triumph of the Governor and the "Railroad Ring." Can't any one, with half an eye, see the workings of the "Radical Railroad Ring"! It is aptly called! Hurrah for the Governor! Hurrah for public honesty!

Will not some public spirited citizen put a stop to this beautiful little scheme of the "Ring" by appropriate application to the Courts? We trust so. And we trust the immediate true friends of the great project of the Western North Carolina Railroad will turn down such efforts to squander and misapply money that ought to be used to tunnel the great mountain over and through which the road must pass before it reaches the Valley of the Mississippi.

"The Standard thinks the Standard is preparing to turn! To what it thinks we are in turn, we cannot imagine."—Standard of Thursday.

To the popular side, whichever and wherever that may be, To Grant or from Grant, as policy may dictate; to carpet-baggers or against carpet-baggers, is the one or the other course still give more promise of the Governor's success in his Senatorial aspirations. We rather think the indications at present are, that the Standard is whetting the toe of its heel for the seat of honor of carpet-baggers. The Star says the turn is to be towards its own party, and that it has a great bankrolling for a pitiful in its old mud-puddle. The Times thinks it has turned against "justice and honor," those strong gripes which its party has upon the people, and has been doing "a good turn" for some who have settled "about our State Capital to suck the life blood from the State," and that it has turned its indignation on the Times for "showing up the swindle."

Our own opinion is, that the Standard has made its preparations to turn again for the popular side, as the present attitude of the administration in regard to general amnesty, &c., should be condemned by the people. It may be that it is getting ready to turn from its own recently constructed platform, to ease its relations to the administration and the public prints should require it. There is nothing which may it may turn.

It wriggles in, and wriggles out.

And leaves the people still in doubt.

Whether the snake that makes the tree is coming out or going back.

M. T. NAMED.—The announcement by which it is said that the President is again off for the South, reminds us of a remark of the General, a few days ago, in characterizing the President and his Cabinet as "the precipitate administration." We had not heard of any of them going down to Alabama, but from the term "Filibuster" used by the Standard, we suppose some of them have wandered off to that island realm of the South.

The principal civil, military and naval officers of the government have been invited to attend the cabinet meeting, and the Mexican Congress expresses the earnest desire that every member of the cabinet will accept the invitation, and that this last shall be the purpose of the month. We are only willing, but are anxious to secure the signatures, to receive practically no invitation, and to invite to a reception in all industrial enterprises.

"We speak what we know," it says; "we see that they will receive a cordial welcome from all classes of our people."

The editor of the British (Tenn.) News informed us that the important Confederate Regiments placed in the vaults of a Montreal bank not two years ago. He quoted many of Mr. Lincoln's statements.

For the Sentinel.

MR. EDITOR.—In your paper of Tuesday last, you inquire what has been done with the appropriation of \$80,000 to construct a branch railroad from the Western North Carolina Railroad, at a point near Catawba Station to the line beds of Mr. Powell and Mott, in Catawba county. The enquiry is opportune and pertinent, and as the matter is of practical importance to the public as well as to two or three gentlemen personally interested, I propose to say a word or two about it.

The passage of the first section of the Act of Assembly, rendered the 29th day of January, 1862, making appropriation for the construction of the Western North Carolina Railroad, that of the appropriation made, even not exceeding \$80,000 shall be expended in building such a branch as the one mentioned, and not another word is said about it. Is it not queer to create and provide for a Railroad in the process of a section of an act?

Now I confess at the first place, that the construction of the proposed branch road, by the State, is a gross outrage upon the people of the State. The public have no more interest in these line beds, so they are termed, than they have in my arm or that of any other citizen of the State. The beds, so-called, don't belong to the State nor is it proposed they shall. If the line is valuable for any purpose, let those who want it buy it from Mr. Powell and Mott, and let these gentlemen hold the line to the railroad like other folks, and ship it thence as they now do and have done. Why shall this not be so done? Why shall the State build a road to their line beds, any more than to other line beds near the line of the road? Why not, for like reasons, have the State build a branch road to Catawba Springs, Wilson's Springs, Piedmont Springs, and to Stowe's iron ore beds, and to Wilkes High School Works, and, indeed, to anybody's saw mill or carding machine? Can't any one see the ridiculous absurdity of such a project?

But secondly, I insist that this scheme is calculated and intended to enrich two or three gentlemen at the expense of the other people of the State, and those gentlemen have no more claims on the State than I have or any other citizen has. What more claim, pray, has Dr. Powell, a Director of the Western North Carolina Railroad Company, or Mr. Mott, the President of that company, than I have to a like road to my saw mill, or Mr. Stowe one to high schools? Would not that be a nice thing? Can any one give a respectable reason for such a road so to be built?

Thirdly, I object to the proposed branch road, because it is a part of the hand-work of the "Railroad Ring" that has succeeded in raising the public debt to the astounding magnitude of forty millions of dollars.

Fourth, I object, because the State is poor and the people are oppressed with debt, public and private, and can't pay the enormous taxes required of them. They can't afford to build railroads for the purpose of enriching two or three private gentlemen.

Fifth, The appropriation to construct the proposed road is in direct violation of the provisions of the State Constitution which prohibits any appropriation of money to construct any road other than an *unpaved* road, unless the proposed appropriation shall first be submitted to the people and approved by the popular vote. The act makes no such provision, and if it did, is any man so silly as to believe that a hundred men in the State would vote for it?

The appropriation is so manifestly in violation of the Constitution, that the Railroad Company ought not to insist upon it, but it does, as the Board of Directors do, and I suggest that legal steps ought to be taken at once to prevent such appropriation of \$80,000. The Board of Directors acted in hot haste about the matter; they at once ordered a survey of the road, and estimates of the work were made, in a hurry, and the whole work was set to a favorite of the parties interested at the Engineer's estimate, without even giving any notice to the public or anybody else, of the letting of the work, and this, too, against the recorded votes of the Directors of the Company elected by the private Stockholders of the Company. This fact I got from a Director, and he told me the minutes of the proceedings of the Board would sustain what he told me. The State Directors, to a man, voted for such letting, and the minutes show this as I learn. Do the people see the workings of the "Ring"? No wonder the "Ring" wants complete control of all the monied corporations in the State!

I insist that this project is not right, just, or politic, and that it is a scheme that ought not to be tolerated. It is wrong in every point of view—and I fervently thank you, Mr. Editor, for directing public attention to it.

BURKE.—According to Pliny fire was a long time unknown to the ancient Egyptians, and when Exodus (the celebrated astronomer) showed it them, they were absolutely in rapture. The Persians, Phoenicians, Greeks, and several other nations acknowledged that their ancestors were once without the use of fire, and the Chinese confess the same of their progenitors. Companion, Molis, Pictur, and other ancients speak of nations who, at the time they wrote, knew not the use of fire, but had just learned it. Facts of the same kind are also attested by several modern nations. The inhabitants of the Marian Islands, which were discovered in 1537, had no idea of fire. Nor was astonishment greater than theirs when they saw it on the desert of Magellan, in one of their islands. At first they believed it was some kind of an animal that fixed it to sand upon wood. The inhabitants of the Philippines and Canary Islands were formerly equally ignorant. Africa presents, even in our own day, nations in this deplorable state.

WINE-MAKING IN FRANCE.—To the Editor of the *N. Y. Tribune*:—Your California correspondent, writing of wine-making in France, refers to the practice the naked women have of going into the wine-vats to up their waists, to stir the fluid, and thus facilitate the process of fermentation! I have often heard of such a practice, but was an unbeliever until a late visit which I made to the vineyards on the Rhone, and in Champaign, France, where I found the custom was universal, and, on referring to authorities, I found the statement fully confirmed. Women cannot now doubt what their predecessors did. They have neither speed nor the staying power. That minister of the evil, *St. Cyprian*, in Dombry, who died in 1821, and whose tomb in the church of the *Notre Dame* at *Epinal* in 1820, introduced the vicious custom of running horses at two years old, before their strength had ripened. Ligher weights at once became necessary, and the horses, naturally untrained, left offspring inferior to themselves in speed and endurance.

A Pittsburg inventor has constructed a furnace in which a pan of water has been arranged that water is dried upon and the oxygen ejected into the fire, rendering the water explosive and incendiary 50 per cent. of the fuel. It is intimated, however, that a similar arrangement was invented in Europe a few years ago, but failed to save fuel, because it required as much heat to decompose the water as was gained by the use of the oxygen.

The devil appears to have got into the new premises of Alabama of late. Rev. Peter Goode of Montgomery, Rev. Henry Morgan of Demopolis, and Rev. Henry Jackson, of Summerville, are all charged with being drunkards, or attempting to engage in the practice of negro children. Henry Jackson was bound over last Saturday by Justice Berry, of Selma.

German sole is the equivalent name among the American Indians among them. They use the pretty names of "spring," "indoles" and "reindeer" and venus is speaking at these.

A SAD TALE.

The World publishes the following from its statement:

That Mrs. Sickles was "lovely in person, simple and childlike in character, all adult. Such characters are not easily degraded. Were she the degraded creature he has led the world to believe, her sensibilities would not have remained so acute as she died in less than two years of a broken heart."

She was weak and cowardly, I admit.

All these defects would have made her

would have done his utmost to shield her from evil.

Let me depict the few last hours in the life of this injured woman.

Her master, by no means a tyrannical

feudal lord, pretends in the eyes of

the world to have restored her to favor.

I will not discuss the propriety of this kind

of treatment.

She was placed in a handsome house

with the ordinary appliances of wealth.

Of the secret history of the State at this time

she was reduced to a condition of

character, broken in health, utterly lost

without hope, without society and

without sympathy, except from the few

who were related to her, and who loved

and pitied her. She had long intervals of

rest, during which she would sit up

and talk with heroic courage and dauntless resolution.

One of the attacking fleet was blown up

by a shell in her magazine, thrown by

the Emperor. She sank immediately, and her crew struggled in the water, with move

from the enemy boring over their heads.

The rules of civilized warfare were not

observed by the rebels, and the sinking

were so far neglected by their friends

that only twenty were saved. As the day

progressed it was evident that Tokugawa

men were being overpowered. The Eagle

was armed with spirit. The Eagle was

stranded, but not silenced during the bat-

THE CIVIL WAR IN JAPAN—THE CAPTURE OF HAKODATE—HEROIC DEFENSE BY THE REBELS.

The Japan Times of July 12, gives us an account of the fall of Hakodate, by which the rebels' civil war came to an end. On the 19th of June a very severe engagement occurred between the Tokugawa refugees and the imperialists, consisting of the Honda, the Kuni-ki-ki-ki, the Niigata, the Niigata, and another vessel, name not given, all led by the Stonewall. The fight was directed against the fort and the rebel war camp to an end. On the

20th the Mikado fleet commenced an attack on the fort, while the troops advanced to the breastworks.

For four hours a minute and continuous fire of great guns and musketry was kept up, and both sides fought with vigor and spirit. But superior to all in numbers, in indomitable courage and incomparable skill, were the defenders.

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