

TERMS:

WEEKLY, 1 year, \$3 00
6 months, 1 50
CASH IN ADVANCE

RATES OF ADVERTISING:

One Square (space of 12 lines) first insertion, \$1 00
2d, 3d, and 4th insertion, each, 50
for each additional publication, 33

NORTHERN HUMBUGGERY.

MR. EDITOR:—I want the use of the banner this morning, to let off a little steam. If you should deny me its use, please have mercy on a fellow creature, and just step over to the shops and have me a band forged, that my biter don't burst wide open.

Of all the humbuggery that ever did humbug any people this side of pandemonium, the North generally is the biggest humbug. There is no more similarity between them and the Southern people upon this point, than there is between ice and boiling water. Their newspapers are crammed full of all kinds of humbuggery, from steam engines down to fancy watch keys; and from ipso facto mortals to artificial dolls. And our Southern presses aid these grand schemes of imposition and roguery, by publishing the cards and advertisements of these skinners. I suppose editors do it for pay, as they have a civil right to do; but I should hate, were I an editor, to become a participator in such a scheme of devilry for the sake of a few dollars.

But I have digressed. I have been roused out of a considerable sum by these Northern traps, and I wanted to tell my Southern brethren to beware of their schemes. O yes, 'tis a pure article, pure gold-patten, full jewelled &c., &c., and when they have got all your money perfectly secured, you'll receive a dozen or two of old brass watches, galvanized with gold or silver, worth in reality two or three dollars apiece, but costing you from thirty to fifty dollars per thing. I sell you all, gentlemen and ladies, to have nothing to do with these Northern traps, advertised in the papers; for there is, in my humble opinion, not an honest man among them.

THE CHOLERA IN NEW YORK AND BROOKLYN.

It seems that we must recognize the existence of the cholera as an epidemic in this city and Brooklyn. There is no reason, as yet, for a general alarm; but in the number of cases, and especially in the marked malignity of many of the cases, there is enough to inspire a general conviction of the necessity of using prudence and forethought, and avoiding, as far as possible, all exposures and all provocatives of cholera.

No less than eleven new cases were reported in Brooklyn on Saturday in one ward alone, six of which were already dead and two or three others in the collapsed stage.

Precautions against Cholera.

Every individual should see to himself, and every householder to his dwelling, and every merchant and manufacturer to the premises he occupies. To this end there should be in every building a free use of chloride of lime and other disinfectants. Privies, water closets, cess-pools—all out of the way places where business may possibly collect—should be overhauled, cleaned and disinfected without an hour's delay. All irregularities in diet, and all excesses should be corrected. Destroy a noxious smell wherever you find it, and remove the cause before it brings death into your house. All this should be done calmly and without panic. Keep about your ordinary employment. Avoid all unwholesome diet, such as stale fish, indigestible or putrifying meats, all wilted vegetables, all unripe fruits. Let your food be taken regularly, in good condition, and with thankful hearts.

The Printer's Lament.

From want of gold, from wives that scold, from maidens old, by sharpers sold—preserve us! From foppish sneers, mock actioners, and woman's tears—deliver us! From stinging flies, coal black eyes, babies' cries—protect us! From seedy coats, protested notes, and leaky boots—protect us! From creaking doors, a wife that

snores, and all such bores—defend us! From the landlord's hand, a greedy band, now infesting our land—preserve us! From a 'solid take,' which is our fate sometimes to partake—henceforth deliver us! From making 'pi,' which does annoy, and our tempers try—prevent us!

The Great Battle of Sadown—One Hundred Thousand Men Killed and Wounded—Nine Miles of Slaughter—Sickening Scenes.

Everything that reaches us confirms the belief that in the Shadow the Austrian army has been nearly ruined as a military force for the present campaign. The bravery of the men shows forth clearly in every narrative. They held their positions with obstinacy; they advanced against the deadly fire of the needle gun with all the devotion of the soldier. As long as they preserved a hope of victory, they fought with a spirit worthy of better leaders and a better cause.

Our correspondent, writing three days after the battle, when the confusion was beginning to subside, when the men were finding their way back to their regiments, and regiments, or what was left of them, were again being united into brigades and divisions, gives the loss of the beaten army as probably more than two-fifths of its whole number. "It may be true," he says, "that 80,000 men were killed, wounded, and taken prisoners, or drowned, and that 150 guns were taken, abandoned, or thrown into the river on the retreat." Adding to these losses the number of men who must have thrown away their arms in the retreat, we must doubt whether 100,000 effective men were to be found in the Army of the North three days after the battle.

The retreat was, indeed, melancholy and disastrous. As at Leipsic, we hear of pontoons laden with hundreds swept down the river and overturned with their living cargoes—of artillery and horsemen crashing down upon and through the struggling infantry, jamming them into the narrow roads and hustling them over the bridges into the waters. In about all that is most horrible in warfare was concentrated into this contest. A long struggle, lasting the entire day, the mowing down of whole regiments by the firing of the enemy, the burning of villages, the horrible incidents of a flight through an inundated country, and, finally, the long sufferings of the disorganized march that succeeded, form a combination, at which the imagination is shocked and saddened.

It is difficult to bring one's self to believe that such horrors have been enacted in our own time and in a region so near and so familiar. We had heard and read of such fields of slaughter, but they seemed to belong to an age and a state of human character which could never be revived. Nine miles of slaughter, ending with the drowning of a mass of terror-stricken fugitives, are an event which a few years since the wisest would have pronounced impossible in the Europe of to-day.

Unless the course of hostilities be stayed, there is reason to fear that Sadown will not be the last, though it may remain the most deadly, of the Austrian battles. The Prussians are flushed with victory, and they know that the Army of Bohemia, unaided, is in no condition to oppose them. That army must have lost nearly half its guns, and by far the greater part of its military stores. If they have no other foe before them, they may drive it from point to point until they force it to try its fortune in the very suburbs of the capital—perhaps on the fields which the campaign of 1809 made so deplorably famous.

The Prussians have lost no time in following up their victory. They would probably have displayed even greater ardor in the pursuit had it not been for their own heavy losses and the want of provisions from which all armies suffer. It is said that the Prussians fought the battle of Sadown without having tasted food since 11 o'clock in the forenoon of the day before, and the Generals were loud in their remonstrances against the commissariat. These difficulties, we may assume, still continue. The victualing of so enormous an army is a task almost beyond conception, and insufficiency of supplies means slowness of advance. Bohemia has been already, to a great extent, eaten up by the Austrian army, and the progress of the Prussian legions must be measured by their means of subsistence.

THE DOG DAYS.

From the Lynchburg News. The 3d of July is the day fixed in the calendar for the beginning of dog days, and they terminate the 11th of August. The dog days precede and follow the heliacal rising of the star Sirius, in the constellation of the Greater Dog, in the morning, which, in Pliny's time, was the 18th of July. The extreme heat of this season of the year, although the effect of the continued high position of the sun, was connected by the ancients with the appearance of this star in the morning. They considered the dog star as raging, and gave to the time the appellation of dies caniculares. The liability of dogs to rabies, in consequence of the heat of

the season, was connected with the same star, and these animals were butchered without mercy. At Argos there was a dog killing festival.

By the precession of the equinoxes, say the astronomers, the heliacal rising of Sirius in the morning has been changed to the 15th of August, and in a few thousand years more it will occur in the depth of winter. Those happy dogs whose days are to come five or six thousand years hence will be justified in charging their star with the appearance of frost and snow. Sirius is the nearest to us of any of the fixed stars, and yet it would take half a million of years for the transmission of a ray of light there from to this earth, supposing the light to move at the speed of a cannon ball.

It is rather too far off to be the cause of a general combustion of the earth. The meteorologists say that the heat during dog days culminates to its maximum at two o'clock, P. M. This is the hour when people feel feverish and thirsty; when weariness and lassitude take possession of the frame, and when the only pleasant or sufferable place, is "some boundless contiguity of shade," or the cooling precincts of an ice-house, with an "angel divinity" bound in hoops, creating around one gentle zephyrs from a palm-leaf fan, or a turkey wing.

Death of a Remarkable Colored Man.

Tony Nelson, an old colored man, died near Suffolk, Va., and was buried on the 4th inst., in the 94th year of his age.—This old man was formerly a servant in the Washington family, and helped to cut what is known as the "Washington ditch," a canal leading from the western margin of the Dismal Swamp to Drummond's lake, an enterprise which was projected by General Washington. Tony had never lived during his life two miles from the Dismal Swamp, and most of his time in the Swamp. He had been the husband of twenty-one wives, six of whom are now living, and yet in his extreme old age and last sickness, no one of them would nurse him. Being freed by the proclamation of the President and subsequent action of the State, he died in extreme poverty.

Norfolk Virginian.

COOKING CABBAGE—Cabbage is a capital vegetable, and coming so generally into favor that the half heathen practice of murdering it in the cooking, in the majority of cases, ought to subject the cabbage cook to an indictment for vegetable slaughter. This dosing into a pot of a whole head of cabbage, unwashed, unsearched, uncut, boiling half an hour, and serving up half raw, is an abomination most famous. A cabbage head ought always to be thoroughly washed, then severely searched for lurking lice, bugs, and worms, then cut through from the top towards the stump part, leaving enough to hold the head together—put the head into a net, and then into a steamer, and steam two hours with a piece of nice, fat salt pork boiling underneath the steamer. Cabbage half cooked is an abominable, unwholesome food—properly cooked, it is palatable, nutritious, and wholesome.

A Crooked River.

Speaking of the Rio Grande, a recent writer says: "Imagine four of the crookedest things in the world, then imagine four more twice as crooked, and fancy yourself a large river three times as crooked as all these put together, and you have a faint idea of the 'crooked disposition of this crooked river. There is no draft in it, from the fact that it is so crooked that timber can't find its way far enough down to lodge two sticks together; but few snakes because it is not straight enough to swim in, and the fish are all in the whirlpools in the bends, because they can't find their way out. Birds frequently attempt to fly across the river and light on the same side they started from, being deceived by the different crooks! Indeed, you may be deceived when you think you are across it; and some of the boys say it is so twisting there is but one side to it."

From the Enquirer of yesterday.

Looking beneath the Surface.—The conservatism of the country seems to be sloughing off the impediments with which the call for the Philadelphia Convention was unwisely and unnecessarily embarrassed, and is resolving it into a gathering simply of the friends of peace, re-union, the supremacy of the Constitution, and the equal rights of the States under it. In no single instance have we seen any "endorsement" of the dogmas of the call, though cordial sympathy and concurrence is invariably expressed as to the objects. This is proof that the presentation of these objects is universally felt to be very faulty and unhappy; and hence, by general consent, the call is re-written, or substituted by a simple declaration of the aims and sentiments above stated, and such as will allow all good men to get together without hindrance or embarrassment.

A woman in New York, over 50, has sued for a divorce from her husband, nearly 70. The "youth" has been paying his addresses to a young girl.

To Col. Benj. Rush Floyd, President of the Cumberland Gap Railroad Company.

Sir: The position you occupy as the chief executive officer of one of the most important internal improvement corporations of the Commonwealth, and as a distinguished member of the Senate of Virginia, will justify me in addressing you on a subject directly connected with your duties in both official positions.

According to my views, the internal improvement company, over which you preside, is charged with the execution of a work that will more materially influence the commercial and political interests of the entire Union, than any other in progress of construction on this continent. We have now in this country two great rival systems of railway: one south, the other north, of the Ohio river.

The northern system may be regarded as completed—its connections being all formed with the great commercial marts of the middle and eastern States; and, with the aid of the Canals of New York, is monopolizing the commerce of the mighty empire extending from the northern bank of the Rocky Mountains! The influence of the great northern system is best appreciated when we look to the growth of the northwestern States, as compared with other sections of the Union. This will be shown by a comparison of the progress of population from 1830 to 1858. (In 1830 the Erie Canal first commenced to attract Western tonnage at which time emigration commenced its march North westwardly.)

Table with 2 columns: Year and Population. 1830, 1,460,218; 1840, 2,967,850; 1850, 4,721,561; 1857, 7,200,000

The estimate for 1857 is formed from data afforded by the census of Iowa, Illinois, Wisconsin and Michigan, taken in 1855, and that of Minnesota taken in 1857.

Thus we find that one third of the entire white population of the United States, in 1857, was in the Northwestern States, and that this vast increase has all occurred within one generation.

Let us first compare this growth with New England and New York, and the old Southern States.

Table with 3 columns: Region, 1820, 1837. New England and N. York had 3,032,024 in 1820 and 5,600,009 in 1837. The original South 3,628,037 in 1820 and 5,080,000 in 1837. The Northwest, 792,719 in 1820 and 7,200,000 in 1837.

In the last thirty-seven years the South has increased 67 per cent., the North 35 per cent., and the Northwest 800 per cent.

Secondly, I will institute a comparison between the States of Alabama, Missouri, Louisiana, Texas, Kentucky, Tennessee, Mississippi and Arkansas. The Southwest had, in 1830, a population of 1,424,665. In 1857, 5,947,000.

Increase, 315 per cent.; not one-half the increase of the Northwest, notwithstanding the advantages of milder climate, and great rivers navigated by steamers of the largest class used in inland navigation. This view of the subject shows, at a glance, where the political power of the Union must, in a very few years, exist. The rapid growth of the great Northwest cannot be arrested; neither should it be; and hence the great importance that the commercial and social intercourse of that almost boundless region should be changed. Now, as I have briefly stated, its commerce is monopolized by the eastern and northern cities, through the agency of their railways and canals; and thereby an identity of interest induced which creates political affinities, and will soon, if they do not now, overshadow and over-throw all other sections and interests of the country. How can this great evil be averted? It is the problem to which I would invite your attention, and that of others like yourself, who are placed in positions to render important services to the nation.

In my humble judgment, we, the people of Virginia and Kentucky, have it in our power to build up a rival system of intercommunication, that will give to the South a full share of the commerce of the Northwest, and by that means regain that political influence we enjoy from the formation of the government till it was wrested from us by the more enterprising, and, I must say, superior sagacity, of our northern fellow-citizens.

To sustain this position, I will first notice the progress we have made in the construction of a railway to the Ohio river, and then look to what is yet to be done. The distance from Norfolk to Louisville, by line of railway already completed and those in progress, is 722 miles; of this line 520 miles are in Virginia, of which 392 miles are finished, with the exception of laying the rails on 30 miles between Norfolk and Petersburg. This will be done by the 1st of August next. This leaves but 130 miles to be constructed, which work is confided to your care. In Kentucky, there are 202 miles of this great Chesapeake and Ohio line, of which I understand, 100 miles are finished—thus leaving of the whole line two hundred and thirty-two miles to be constructed. The whole of this work is now in progress, and can be

finished in four years, provided Virginia and Kentucky shall extend such aid as the importance of the interest involved demands. When this work shall have been finished, we will have from the Ohio river, at a point of great concentration of the trade of the Northwest, a line of railway of unbroken gauge to conduct that immense trade to the best harbors on the Atlantic coast; and in addition, a line of canal and tide-water navigation for canal barges for 396 miles of the distance, which reduces the railway transit

to 520 miles. This will be of vast importance in the competition which will exist between the through line in Kentucky and Virginia, and those to New York, our principal rival for the trade.

The next inquiry is, can we of the Southwest, with our water line and rail way combined, successfully contend for the magnificent prize? grand enough, if considered in all its aspects, to call forth the united energies of both Commonwealths, though they should be taxed to their utmost power of endurance, but, in truth, their can be no such demands upon our resources; because all that is yet to be done can only require from four and a half to five millions of money for its accomplishment. But to return to the question—can we successfully compete with the North for the trade of the Northwestern States? I say we may, and I will now proceed to offer the reasons for this opinion.

It is one of the unalterable laws governing the movement of tonnage from the producers to the consumers, that it will avail itself of the most direct and cheapest line of transit. If, then, we possess such a route, we must command the greatest part of the tonnage that now finds its way from the vast producing plains of the Northwest to the commercial marts of the Atlantic, for distribution to the consumers of our own country and those of all other countries with whom we have established commercial intercourse.

It is, then, only necessary to show, that when our line is completed to Louisville we will present to the tonnage seeking the Atlantic for distribution, a more direct and cheaper line of transit than is now used. To establish my position, that we can successfully compete with Northern cities for the vast trade of the Northwestern States, I will now exhibit the proof; first, our line terminates at Norfolk, the best port on the Atlantic coast, being always open and accessible, perfectly land-locked and secure and with four feet more water than New York. Secondly, it affords the shortest line of communication with the lower valley of the Ohio, assuming the mouth of the Hudson, the capes of the Delaware and the mouth of the Chesapeake as the points of comparison.—Thirdly, it gives to the Ohio valley and the great Lake basin a line to the West Indies and to the South American Republics 500 miles nearer than N. Y., and 200 miles nearer than that by New Orleans. Fourthly, the Atlantic terminus of this line, Norfolk presents the best point for the distribution of Western produce along the seaboard of our own country, as well as for foreign exportation; especially to South America.

I have asserted that our line of communication with the Ohio valley and the great Lake basin is the shortest that can be afforded to the tonnage of this region. I now present the proof: From Louisville to New York by the Erie Railroad is 934 miles. From Louisville to Norfolk, 722 miles. Difference in favor of Norfolk, 212 miles. The Erie Railroad presents the shortest line of railway communication with New York that is common to the products of the Ohio valley and the Lake basin; that by the New York Central Road being 1053 miles, which gives our line to Norfolk the advantage of distance by 331 miles.

If we measure to St. Louis or Chicago we still have an advantage in distance equally conclusive. The question of relative distance being established in our favor, it follows that ours must be the cheapest railway communication, because we will take any rate of transportation common to both lines. We have a difference in the cost of transit that must control the movements of tonnage. A short calculation will demonstrate the truth of this position. We will assume 2c. per ton per mile as the average on the Norfolk and New York lines. Now, it has been shown, that we have a line shorter by 212 miles than the shortest line to New York; the rate of charge per mile being the same, our total transit charge will be six dollars and thirty-six cents cheaper than its rival. Assume any given rate, and the comparative cost of transportation is still in our favor. The next practical question is, will the grades of our road to Norfolk from Louisville enable us to carry it at as low rates as the Erie road, which is the only competing line to New York. I answer, they present no difficulty, because the maximum grade on both lines is the same—say 60 feet to the mile, going east or the direction in which the agricultural, or heavy tonnage, is to be moved. I now claim that our ability to compete with the great Northern system of railways for the tonnage of the Northwest has been proven; and upon the demonstration of this fact I claim that the view I expressed in the commencement of this communication, as to the vast importance, commercially and politically, of the Cumberland Gap Railroad, are fully founded, and should be so regarded by all the people of this Commonwealth as well as by the people of Kentucky; and that no effort required to being about the important results which must follow upon the establishment of a line of communication with the northwestern States, which has its Atlantic terminus at the

mouth of the Chesapeake bay, should be withheld;—nay, that all the energies of the States of Kentucky and Virginia should be devoted to the great object, as the best means of perpetuating our glorious Union, the existence of which is so seriously threatened by those who are madly contending for political ascendancy, based upon the intemperate advocacy of sectional supremacy.

There are many other important views of this great question which I desire to present to your consideration, but will reserve them for another time. Yours, very respectfully, F. B. DEANE, JR.

A Fine Watermelon.—We are again indebted to Mr. W. C. Handy of Phoenix Hall for the finest watermelon we have seen this season. Mr. Handy has arrangements by which he is enabled to keep constantly on hand a fresh supply of melons of all sizes and at all prices to suit purchasers.

NEW FOUNDRY & MACHINE SHOP At Charlotte, N.C.

M. MARTIN & CO., HAVING removed their Works from Statesville, Gaston county, to Charlotte, respectfully inform their old patrons and the public generally, that they have opened a Foundry and Machine Shop at the old Navy Yard lot, in the city of Charlotte, where they are prepared to make all sorts of CASTINGS for Steam Engines, Mills, Factories, Water Wheels, Cane Mills, Farming Implements, &c. REPAIRING—Particular attention will be paid to repairing of all kinds. All work shall be done in the very nicest style, and the best of material used. M. MARTIN, JOHN WILKES, Charlotte, N. C. June 25, 1866. 26:13

North Carolina Rail Road Co.



Engineer & Superintendent's Office, Company Shops, June 7th, 1866.

CHANGE OF TIME.

On and after June 10th, 1866, TRAINS WILL RUN AS FOLLOWS:

Table for GOING WEST with columns for Station, Time, and Fare. Stations include Goldsboro, Raleigh, Hillsboro, Greensboro, Salisbury, and Charlotte.

GOING EAST.

Table for GOING EAST with columns for Station, Time, and Fare. Stations include Charlotte, Salisbury, Hillsboro, Greensboro, Raleigh, and Goldsboro.

There is no Sunday Train going North from Weldon to Portsmouth; passengers arriving at Weldon on that day can go immediately through via Petersburg and Richmond. E. WILKES, Eng. & S. 7:23d&wt

COTTON GINS, Manufactured by W. G. Clemons, Brown & Co., COLUMBUS, GA.

WE have removed the Manufacture of Cotton Gins in this city, and will be prepared to fill orders by 1st of June next. As we shall not be, as heretofore, represented by traveling agents, parties wishing our gins, will confer a favor by sending in their orders at an early day. As owing to the demand, we shall be unable to keep a stock in the hands of our local agents, as it was our practice before the war. All business transactions being now reduced to cash, no sales will be made on the basis of ready pay. Our Gins are too well known to require any special notice or commendation; we believe they are unrivaled in the chief points of excellence which go to make up a superior machine, namely: Speed, light draught and good sample. Our DOUBLE CYLINDER GINS will be found superior to the single cylinder, when parties have steam or good water power, to give them the necessary momentum. In all cases when this can be done, we recommend them in preference to the single cylinder. If, however, indifferent or insufficient power is used they will not run well as the single Gin. Messrs. RORSETT & CO., Wilmington, N. C. are our general agents for the State of N. Carolina. W. G. CLEMONS, BROWN & CO. Columbus Ga. 30th April, 1866.

FISH! FISH!!

JUST received and for sale 35 half barrels Roe Herring. MICHAEL BROWN, Salisbury, July 31, 1866 d1w-W1mo

NOTICE.

APPLICATION will be made to the President and Directors of the No. C. R. R. Co. to issue a certificate for two shares stock, in said company, the original certificate having been lost. ARCHIBALD BAKER, June 30, 1866. 31