

WATCHMAN & OLD NORTH STATE.

NEW SERIES.]

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TERMS—CASH IN ADVANCE.
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SCHOOL GIRLS WISHES.

CORA'S—
I wish I were a blue bird,
Warbling forth my morning song,
And with my little wings out-spread,
Sally through this world's wide lawn.
SEN'S—
I wish I were a Gold-finch,
Sailing over the waters deep,
So when days and nights do pass,
I am never—Oh! never asleep.
AMY'S—
I wish I were a little fawn,
So sprightly and so gay,
My pleasures then would never end,
From day's end again to day.
MARY'S—
I wish I were a Mocking-bird
I'd almost sing my life away;
I'd write out each note so clear,
That every one would like to hear.
MAGGIE'S—
I'd rather be a Humming-bird,
To sip the pretty flowers;
Oh! this would be a sweet employ,
It would keep me still for many hours.
ANNIE'S—
I'd be the quiet little lamb,
To bark away my happy days;
And if perchance I'd fall asleep,
I'd wake up in my Savior's arms.
SNOW FLAKE.

SCRAPS FOR THE LITTLE FOLKS.

I'd like to be an angel,
Around the throne above;
And catch the holy accents
Immediately from God.
When done with troubles here,
I'd have nothing more to fear;
I'd walk the golden streets
Around the mercy-seat.
I'd like to be an angel
In your bright world above
I'd kneel to the Savior sit
Around the mercy-seat.
The saints—I'm told no nearer stand,
Than angels mid that holy band;
My eyes would sparkle with the light,
They'd shine all day without a night.
Angelic chords would fill my ear,
No discord there I'd ever hear,
My wings would waft my soul away,
To blissful scenes of endless day.
LELANT.

Tennessee the notorious Brownlow is busily engaged in fanning a flame of discord, and using all his arts to provoke violence, which shall be proclaimed on every Northern stamp as proof positive of a rebellious and insubordinate temper in the South, and a secret purpose in the Democratic party to encourage the temper.

"No matter what may be the explanation—what the reason—where the true responsibility for any acts of violence, whenever and wherever they occur, be sure that they will be manipulated so as to strike a damaging blow at the Democratic cause in the Northern States. Look at the New Orleans riots, for example. The most foolish and ridiculous acts of the most crank-brained enthusiasts will be cranked to the account of the whole Southern people. The carpet-bag Governor of South Carolina says he has been served with a Ku Klux notice to quit the State, or he will be murdered. If he has such a letter, doubtless it is the work of some crazy and irresponsible simpleton. But how many votes will that lose the Democratic ticket in the North?

"We believe we have victory in our hands, if we do not choose to endanger it by anything which shall lend color and strength to the great Radical trick of the campaign. Let every Democratic voter remember that he who commits, or consents, or incites to violence of any sort, what ever may be his motives or feelings, is practically a formidable enemy to Democratic success and the recovery of our lost liberties.

"We cannot be too careful; we cannot harmonize, conciliate, and gather strength too much. We cannot be too solicitous, in the midst of so much that is inflammable, provoking and exasperating, to maintain the utmost order and temper, and play out the game with sense, discretion, and judgment. Let the extremist, the violent, the excitable, be careful that by their indiscretion they do not become instrumental in striking down the Northern Democracy in a campaign where everything now augurs the most satisfactory results.

"We have said enough to indicate the grand danger of the campaign. Will not every Southern Democrat do his best to avoid it? Keep the peace. Rain from all violence; provoke none. Be active—secure every vote you can. Conciliate every influence possible to support the ticket."

HEN LICE—REMEDY.

J. C. Moon, Ottawa, Ill., writes:—"In the *RECAL* of June 20th some one inquires for a remedy for lice on chickens. For his benefit and others I give my experience and plan of action. I dipped a feather in kerosene and applied it several times under each wing of the fowls, and they have been free from lice since."
"Amateur," Geneva, N. Y., referring to the same subject, writes:—"When I commenced keeping poultry I was very much troubled with hen lice, in fact I lost many valuable fowls, they having been literally eaten up by lice. I consulted standard works and conversed with poultrymen, considered authority about it, and they advised me to securely fasten up my hen house barn securely therein. This I did, greasing my fowls under their wings and about the head. I have tried these remedies with unvarying success for the past three years."

How to Look at Things.—A great deal depends upon our way of looking at things. Here is a fable in illustration:—"How dismal you look!" said a bucket to his companion, as they were going to the well. "Ah!" replied the other. "I was reflecting on the uselessness of our being filled; for let us go away ever so full, we always come back empty." "Dear me! how strange to look at it in that way!" said the bucket. "Now I enjoy the thought, that, however empty we come, we always go away full. Only look at it in that light, and you'll be as cheerful as I am."

Success.—Every man must patiently abide his time. He must wait, not in idleness, not in useless pastime, not in querulous dejection, but in constant, steadily filling and accomplishing his task, that when the occasion comes he may be equal to it. The talent of success is nothing more than doing what you can do well, without a thought of fame. If it comes at all, it will come because it is deserved, not because it is a very indiscreet and troublesome ambition which cares so much about what the world says of us; to be always and forever in the eye of the world, to be always and forever in the eye of the world, to be always and forever in the eye of the world.

The Valley Virginia says, "It is worth a trip of a hundred miles to see the wheat on the Rapidan. There is hardly room enough on the ground to hold the shocks."

For the Watchman and Old North State. DAVIDSON COLLEGE, N. C.

EXTRACT FROM THE REPORT OF THE BOARD OF TRUSTEES AT THE LATE COMMENCEMENT, JULY, 1868.

The conduct of the great body of the students has been worthy of all praise.—The prevailing moral tone has been of a high order, and public sentiment has almost entirely superseded the necessity of discipline. There has been through the whole year no single case calling for discipline by the Faculty. Any momentary disorder or misconduct has been easily remedied by kind and parental admonition in private.

The state of religion has at all times been cheering and there has been, as we trust, marked tokens of the presence of the divine spirit. Of the twenty-four additions to the College church since the last commencement, eleven of the students have been received on profession of their faith in Christ, two of whom were baptized in the College chapel. Besides the regular services of the Sabbath and the Wednesday night lecture, the students have kept up regular prayer-meetings of their own, and have been earnest in efforts to promote the prosperity of the Williams Missionary Association. Besides the considerable number publicly recognized as candidates for the ministry, others have the matter under serious consideration. Sabbath schools for the blacks as well as the whites are being kept in the College Chapel, and some of the young men go several miles into the country to sustain the Sabbath school of Bethel Church. Bible classes by the Professors are voluntarily attended every Sunday evening. The Bible has been made a regular college study for the past year, and the schemes have worked well.

From this state of things progress has been made towards that desirable consummation when college professors and students may habitually live together as a band of older and younger brothers, and when moral and religious sentiment shall be the controlling feature of the government.

SENSIBLE.—We clip the following sensible remarks from the *Wilmington Star*:
Colored Conservatives.—"A prominent feature of the procession of Ward 6, consisted of four hundred colored Conservatives who behaved with the greatest propriety throughout the meeting, and at the close marched off in a column of fours cheering for Hampton."

We had the above in the *Mercury's* account of the recent Democratic ratification meeting in Charleston. It is another evidence of the feasibility of controlling (and to their real interest, too) a large proportion of the colored vote in the coming election.
We repeat, North Carolina is behind every Southern State in this important matter. In States (South Carolina, for example, where the negroes largely outnumber the whites, thousands of them are found cordially co-operating with the Democrats, and throwing up their hats for Seymour and Blair.
It is time for our people to take hold of this question. The intimidation of voters by the "loyal militia" will be regarded with contempt; and we can do just what we please provided we accomplish it in a lawful way. Let us determine now whether this State belongs to us or to a handful of political buccaners.

A NEW NAME.—While in Bristol at the late Convention, we happened to be in a store with several gentlemen, where there were a number of carpet bags exhibited for sale. Some one in the crowd asked the proprietor if the onslaught against the carpet-baggers had not lessened the sale of those articles. He said that it had that effect at first, but their name had been changed from carpet-bags, and they now called them "railroad-bags," and since the change of the name they sold quite as well as originally.

GEORGIA.

Hon. Nelson TIT, one of the newly admitted Representatives in Congress from Georgia, asks a correction of the statement made by the Baltimore *Sun's* correspondent, classing him politically as a Republican.—Mr. Tit says he is now and always has been a Democrat. Mr. Young, Representative from the same State was correctly reported to be a Democrat. Both are native Georgians, and are men of character and intelligence.

The two Senators elect, Messrs. Hill and Miller, both voted for General Gordon in the late gubernatorial election. The latter is an avowed Democrat, and the former is believed to be reliable for Conservatism.
This result is as gratifying and auspicious to patriots as it is stunning and ominous to the Radical conspirators. It is especially a subject for congratulation that the renegade John Brown, whose name in office would have been proportioned to his apostacy, has been defeated.—*Whig*.

From the Richmond Whig. Crossing the Alps by Steam—The Mont Cenis Railroad—Peculiarities of its Construction—The Route Described—How a Passenger Feels—Life on the Alps, &c., &c.

The "Fell Railway" over the Mont Cenis Pass of the Alps is the present wonder of Europe, and is certainly a great engineering triumph. It has been open for passenger traffic since June 15th, and has been worked from that date successfully and without accident. By this line, passengers are taken over the Alps in five hours and a quarter—one-half the time taken by the diligence service—and what is of equal importance, the journey, which costs forty-five francs (513 currency) by diligence, can be made by the railway for twenty-five francs (about 87 currency).—Yet fully one-half of the people who cross Mont Cenis are afraid to go on the railway, as they have a wholesome and certainly natural objection to running the risk of their railway train pitching down a precipice, and making mince meat of all it contains.

A natural curiosity took me to the railway as a means of crossing the Pass. To comprehend the character of this work, it is necessary to understand the situation of Mont Cenis. It is said to be the lowest and best high. It is comparatively flat on top, being some six miles broad, and is surrounded by higher peaks, many of them covered with snow. On both the French and Italian sides, mountain torrents, having their source on Mount Cenis, run down through deep valleys with precipitous sides, so that the Alpine chain, as it were, half cut through by these fissures. An excellent road has been long in existence over the pass, running along the borders of these streams and zig-zagging up the mountain, and Mr. Fell has built his railway alongside of this road, from which it rarely parts company, so that the people on the cars and those on the highway for nine-tenths of the distance could shake hands with each other if so disposed. The mere laying out of the railroad, therefore, was nothing; but the difficulty which had to be surmounted, was to invent a species of steam railway that would climb up or go down sharp hills and turn round as sharp corners as a horse and wagon, and yet be as completely under control. These things are successfully accomplished by the use of a road with three rails, upon which run engines and cars of peculiar construction.

The railway is of narrow gauge, not over four feet, and the outside rails upon which rests the weight of the cars are the ordinary T rails, but of heavy pattern.—The centre rail is not used on level and straight places, but only on curves and declivities. It is shaped something like a letter H, and is elevated about ten inches above the other rails, being laid upon heavy wooden string pieces, and braced strongly at the sides. In order that the trains may go around the sharp curves that are necessary, the engines and cars are made very short, none of them over twelve feet long. The engines have small driving wheels, and carry their fuel and water over the boilers. They are built very heavy, and the power is applied not only to the vertical wheels which run on the outside rails, but also two sets of horizontal wheels which can be pressed upon the sides of the centre rails.

The engines indeed seem to be all driving wheels and brakes, and the way they catch hold of and cling to the rails is surprising. The cars are more like the small, single-horse passenger cars on some of the American railway lines than any thing else I know of; the seats being ranged along the side with a narrow aisle in the centre, with the entrance at the rear platform. Each car is furnished with the front with a pair of horizontal wheels that clasp the centre rail, and, of course, with powerful brakes and the glass windows of the sides are made so that they cannot be opened, thus compelling the passengers to limit their observations, and preventing heads and arms being thrust out.

From France to Italy some twenty passengers crossed yesterday; the train being composed of four passenger and two baggage cars, the latter as small as the former. A half-dozen brakemen were on board, in addition to the other train hands. The start was made at fifteen minutes past one, and in fifty minutes the train had gone as far as Lanslebourg, at the foot of the mountain. The railway, the high road and a mountain torrent went alongside by side up the narrow valley, frequently changing their relative positions, but still remaining always in close companionship. At Lanslebourg the engine replenished its stock of water and fuel, and the difficulties of the ascent commenced. On a level the speed was probably fifteen miles an hour, but going up hill it was reduced to ten, and sometimes to five miles by the difficulties of the ascent. The railway continued up the narrow valley with its companions, but it was evident that the brisk little engine, that puffed and snorted, and strained so much, was able to go up the steepest hill that the wagon road attempted, and as the railway wound about in the crookedest kind of style, sometimes on the other, the engine struck like a leech to the track.

The train, though not ninety feet in length, was frequently on three curves at once, and the cars were able to turn at sharp corners as the wagons on the road alongside. Sometimes the railway made a semicircle of not over fifty feet radius, the firmly fastened central rail keeping

the train on the track. After thus getting up some four thousand feet of the elevation, the steep side of Mont Cenis was reached, stretching up far above us, the summit hidden in clouds. Starting at a little station with a water-tank and fuel shed, the road twists six times up the precipice, each parallel being constructed on a grade of one foot of elevation in from five to ten feet of length, and the train, every time it turns back and forth, elevates you higher and higher; yet all the time keeps right over the station, which gets smaller and smaller as you rise thousands of feet above it. The curves necessary for the bends of the road are one-half tunneled out of the solid rock, and the other half built out over yawning chasms, clouds almost obscuring the water-courses at the bottom. You can throw a stone down the mountain side, and it will cross one line of the railway after another, and finally reach the ground at the station the train left a half hour before, but which is still under your feet. Snow-capped peaks are all around; clouds half envelope you; the cars, if they once leave the track, will be dashed to atoms, thousands of feet below; yet still the train goes upward and upward, the little engine holding tightly to the rails and climbing the hill before it that seems to unfold itself interminably. This is the most terrific part of the ascent of the French side of the mountain; and it continues until the summit is reached, where, at "Le Grand Croix," the train halts for a moment's rest, and the passengers, dispirited perhaps by the rain or snow that always pours down so lavishly on the mountain top, begin to wonder whether they will ever get down again.

Built in the region of snows and avalanches, the railway at the top of the mountain is protected by being occasionally laid in galleries cut out of the rock over which the snow when it falls can pass without harming the roadway; and in places where no galleries can be made an arched roof of corrugated iron, very light and strong, and supported on heavy timber posts, is built over the road; the sides being covered with planks. This is a protection from snow which will probably be effectual, but it is an interference with the view out of the car windows of which travellers will always complain. The summit of the mountain is comparatively flat, always bleak, cold and inhospitable—and at present has on it, formed by the melted snows, a large lake with no apparent outlet.

The railroad in crossing the summit goes up hill and down dale, and twists about, the same as the wagon road does, no embankments or cuttings being necessary. The ascent of the pass was accomplished in three hours and a half, the hour and three quarters of time remaining being occupied in crossing the summit and descending on the Italian side.

Having got up the hill, it was now the business of the train to get down again, and after descending for some distance upon comparatively gentle slopes, the road came suddenly upon the edge of a precipice that, to say the least of it, was sensational. It was at the head of the valley on the Italian side of the mountain, and was not only more abrupt and precipitous, but much deeper than the chasm down which we looked upon the little water station on the French side. The country was spread out before us like a topographical map. At our feet, how many thousand feet below I can't pretend to tell, began the mountain torrent, led by myriads of little cascades from all the peaks around. A town stood on its bank, and further on another, which was the famous town of Susa, to which we were to get, if possible; and far beyond stretched the railway and roads, cultivated fields for miles and miles, almost to Turin. The valley widened as it receded from us, and twisting about on its precipitous sides, could be faintly traced the line of road we were to follow in the descent. To look down upon Susa, and think that it was just as easy to roll down the hill to that ancient Roman town, as to slowly twist down it on the railway, was certainly not pleasant. However the brakemen took their places and the descent began.

The engine which before did so much climbing and pulling, now did quite as good service at holding back. The hill was steep and the road most crooked; but the brakes clung fast to the wheels and the wheels stuck to the track, and gradually but somewhat roughly, especially on the curves, we slid down. Occasionally, when the sliding went too fast, the engine was reversed, and at times the ability of the train-hands to stop absolutely on the steep declivities, was demonstrated. All the time we were twisting and sliding down the mountain, various lines of road to be followed when further down could be seen, and the wonder was, how were we ever to get them. Also, the town of Susa, continued at our feet, gradually increasing in size as we approached, and finally we got near enough to detect church steeples, looking like little pegs set up among the houses. At half-past six the descent was successfully accomplished, and trundling

into the depot at Susa, the mountain journey came to an end after which, changing to an Italian railway train, we were in Turin.

No one who crosses Mont Cenis, on the Fell railway, can fail to bear testimony to its complete success. It is, however, not a road for people of weak nerves to venture upon; as the feeling when running along the edge of an almost perpendicular precipice, the bottom of which is almost too far below to be seen, is decidedly unpleasant. The railway, however, does its work well, and Mr. Fell's little trains can go up and down hill and around sharp corners quite as well and much more rapidly than the ponderous diligence. The railway has been an expensive one to build, and will be a costly one to keep in order, so that unless patronized much better than now, it will scarcely pay expenses. The ingenuity and daring of its constructors, however, are no greater, although shown on a broader scale, than the skill and perseverance exhibited by the hardy mountaineers, who, hanging almost by the eyelids, manage to cultivate the sides of steel hills and little nooks on the verges of chasms, through all the wild and rugged and almost sterile region over which the Fell railway passes.

BANKRUPT LAW AMENDED.

The "fifty per cent. clause" of the bankrupt law, as it is called, was so amended by a bill passed in the Senate on Saturday night as to allow all persons who apply before the 1st day of January 1869, to have the benefit of the bankrupt law whether they pay fifty per cent. of their debts or not.

The bill is as follows:
"Be it enacted, &c., That the provisions of the second clause of the thirty-third section of said act shall not apply to the cases of proceedings in bankruptcy commenced prior to the first day of January eighteen hundred and sixty-nine, and the time during which the operation of the provisions of said clause is postponed shall be extended until said first day of January eighteen hundred and sixty-nine. And said clause is hereby so amended as to read as follows: In all proceedings in bankruptcy commenced after the first day of January eighteen hundred and sixty-nine no discharge shall be granted to a debtor whose assets shall not be equal to fifty per cent. of the claims proved against his estate, upon which he shall be liable as the principal debtor, unless the assent in writing of a majority in number and value of his creditors to whom he shall have become liable as principal debtor, and who shall have proved their claims, be filed in the case at or before the time of the hearing of the application for discharge.

Sec. 2. And be it further enacted, That said act be further amended as follows: The phrase "presented or defended," in the fourteenth section of said act, shall read, "presented or defended," the phrase "non-resident debtors," in line five, section twenty-two of the act as printed in the Statutes at Large, shall read, "non-resident creditors"; that the word "or" in the last line of the thirty-third section of the act shall read "and"; that the phrase "section thirtieth," in the forty-second section of said act, shall read "section eleven"; and the phrase "or spends any part thereof in gaming," and that the words "with the senior register, or," and the phrase "to be delivered to the register," in the forty-seventh section of said act, be stricken out.

GEN. HANCOCK.

A letter from Newport, R. I., July 18, to the Courier, says:

"Gen. Hancock has been here several days at a friend's residence and has received marked attention, and his handsome and manly appearance, and the patent superiority of intellect causes more than one to regret that he is not the standard bearer of Democracy. He yields a steady support to the nominees, and will soon publish a letter on the subject. It has been deemed more prudent to wait for the adjournment of congress as what he says might be used as an additional argument in behalf of the present effort to remove him from the army. If stormy days are ahead Gen. Hancock will make his mark in behalf of the conservative cause."

A Practical Application of Radicalism.

It is reported that a gentleman, a democrat, living in the southern portion of this country, being desirous of illustrating the tenacity of Radicalism, and testing the sincerity of its votaries and advocates, invited a certain Radical to his house to stay over night with him, and at the same time invited a "man and brother" to pass the night under the hospitable roof.

Bed time arriving, our democratic friend took a light and conducted the "brother" to a room and pointed out the bed he was to occupy. Soon after, the Radical gentleman (!) desired to retire, and our friend also conducted him to the same room and informed him that he was to occupy the same bed.
"Who is in that bed?" asked the Radical.
"Mr. ——" was the answer.
"What! that nigger!" indignantly exclaimed the Radical; "you don't suppose I am going to sleep with him, do you?"
"I most certainly do," was the quiet reply. "You voted to force this state of affairs upon me and my people, and took and subscribed to an oath that you would grant the negro every privilege and immunity enjoyed by other classes of persons and [producing a six shooter] by the eternal you shall carry out your policy—so in there with you!"
Mr. Radical, not liking the close proximity of the pistol, got in bed, but didn't think he staid there till morning.—*Black River, Ark., Standard.*

THE ISSUE—DUTY OF THE OLD WHIGS.

Hon. Alex. H. Stuart, in his letter to the Baltimore Committee says: "It is time, therefore, that the people should assemble and take counsel together how they can best arrest the revolutionary measures of the party in power. It is especially incumbent on the members of the old whig party, the followers of Henry Clay, to disclaim from their minds all prejudices against the name of Democracy, and to lend their aid in the good work of constitutional restoration. The whig party had its birth in resistance to what it regarded as usurpation by the Executive. Its vital principle was and is, resistance to tyranny. But what were the usurpations of 1833 to those of 1861? They were as a grain of sand to a mountain! The principles of the New York Convention are in fact whig principles, and all whigs who value consistency and constitutional liberty, should rally with enthusiasm to the support of the platform and the nominees of the New York Convention. Who can doubt where Clay, Webster, Crittenden, Clagton, Corwin and Rives would stand in the approaching election, if they were among the living?"

"Old party prejudices and animosities should now be forgotten, and all good men—all lovers of liberty regulated by law, should stand shoulder to shoulder and register a solemn vow never to relax their efforts until the party now in power shall be ejected from the high places which they have abused and polluted, and the true principles of the constitution shall be reestablished in the administration of the Government."

The Washington correspondent of the Baltimore Gazette says that, in after times, when the doings of the Thirty-ninth and Fortieth Congress shall be reviewed, the student of history will seek in vain for a sensible solution of their enactments. Admitting the object—namely, that of maintaining power, to be justifiable (if prudent) upon machievellian principles, still posterity will be puzzled to reconcile the means to the end. In hot haste they have, at a cost to the country, according to Senator Sherman, of half a million dollars, admitted to seats in both Houses a set of scoundrels, whose mere personal appearance (to say nothing of their conduct and confab) would disgrace a Congress of negroes in Congo.— Besides, it is known that a majority of these rascals are at any moment ready to sell themselves! This very day I heard a Republican Senator declare that "it stood indifferent" whether any considerable number of them could be held in the traces without an outlay of money, which the Radicals could not afford to spare! A decrepit wretch with his carpet-bag stuffed in an enormous overcoat pocket (the other filled with coarse edibles) was sworn in as he stood this morning precisely five minutes before the final adjournment—in order to save his salary and travel! He had evidently run from the steamboat dock to the House, as the perspiration had oozed through his filthy habits in all directions. *Quis bonus?* These people have from the force of their mere presence, compelled Congress to beat hasty retreat. Glory! Much of pernicious legislation has thereby been prevented.

A despatch from Nashville says: "A number of influential colored men are getting signatures to a petition to the Legislature, which meets next Monday, to enfranchise the whites. The committee left for Knoxville on Thursday, to present a petition to Governor Brownlow, asking him to recommend to the Legislature the enfranchisement of the white population now denied the right of suffrage."