

THE FAYETTEVILLE NEWS.

THE FLOWERS COLLECTION

TUESDAY, SEPTEMBER 25, 1866.

J. M. G. Harrington NO 25.

THE NEWS.

PUBLISHED EVERY TUESDAY.
H. L. & J. H. MYROVER,
EDITORS AND PROPRIETORS.

TERMS.		RATES OF ADVERTISING.	
Weekly,	One year,	\$3 00	
Do.	Six months,	2 00	
One Square, [1 inch or less] first insertion,	\$ 1 00		
each subsequent insertion	.60		
For one year, one square	15 00		
For six months, "	9 00		
For three months, "	6 00		
For Quarter Column, 5 squares, 3 months,	\$25		
" " " " " "	40		
" " " " " "	60		
" " " " " "	75		
" " " " " "	40		
For Half Column, 10 squares 3 "	75		
" " " " " "	100		
" " " " " "	125		
For One Column, 20 squares 3 months,	75		
" " " " " "	150		
" " " " " "	150		
" " " " " "	200		
Advertisements to be counted inside, \$1 each insertion.			

THE PHILADELPHIA NATIONAL UNION CONVENTION.

VIEW OF THE BRITISH PRESS.

[From the London Times, August 22d.]

It was a great and very remarkable meeting. Delegates from every State in the Union were present and they included the list of names in contendingly proves most of the ablest men whom America now possesses. If there was no Henry Clay there, it is because there is no such man at this moment in all the land. Many of the most trusted of the Federal generals sat side by side with well-known supporters of the doctrine of secession. Custar, Couch, Rousseau, Steedman, McDowell, McCook—these are the men who fought for the Union from first to last as faithfully, if not so prominently, as Grant and Sherman themselves. The Representative of Massachusetts walked arm-in-arm into the assembly with the representative of South Carolina—the ringleader in secession. The Government had nothing whatever to do with this memorable gathering. President Johnson expressly declared that he wished to leave it free to follow its own course. Two delegates from each State formed themselves into a committee, and presented a report and certain resolutions to the Convention. We do not see how it can be denied that the Convention represented so far as it had power the opinion of the people. The elections will reflect that opinion more completely, but let us take the Convention for what it is worth. Politics would be much more contradictory and variable in America than they really are, if this opinion did not show which way the public mind in America is moving.

After years of adversity the Radicals have gained the supremacy, and they are reluctant to part with it—and very naturally if their own interests alone are considered. But the nation at large has a tremendous interest in the question; it is anxious to settle down to peace and order again, and it cannot do so while eleven States are practically out of the Union. The Constitution is still inadequate to protect the nation; it must be amended and that can only be done by an appeal to all the States. When the Southern States are disloyal coerce them again—oblige them to respect the laws, and to yield to the General Government. If local disturbances occur, suppress them; and we have seen that they are suppressed with the greatest ease; all that is asked is, that loyal representatives from the Southern States shall be admitted to Congress. Only the wildest bigotry can see anything objectionable in such a demand.

Without a single dissent, so far as we can ascertain from the reports, resolutions were passed in accordance with these plain facts and principles. Slavery is abolished forever; the national debt must be paid; and the right of secession is finally disproved. In all this the representatives of New England, of the West, and of the South alike cordially concurred at the Convention. The resolutions were carried by a unanimous vote, followed by loud and long continued cheers. There was no disorder and no confusion. The result is one on which the President and the country may fairly be congratulated. Mr. Johnson has fought a courageous battle; it seemed uncertain a few months ago, but we can scarcely doubt its success now that the voice of the people has been heard, and their common sense opposed itself to the selfish and narrow interests of a faction which would involve the nation in another civil war rather than relinquish its brief and unprofitable reign.

[From the London Standard, Sept. 1.]

The presence of such a multitude is extremely significant; but what is still more so is the number of officers of rank in the Federal army who were present as members of the Convention. This shows that the men who fought for the Union do not share in the slightest degree the belief professed by those who, now that the war is over, are foremost in their hostility to the South, that the President is throwing away the fruits of the war. Whatever may have been the aims of the generals who went rather to plunder than to fight, or of the politicians who sat at home at ease, the men who really waged the war do not share in their vindictive hatred of the conquered. General Butler wanted to hang Lee and Johnston; General Sherman, with

the approval of Mr. Lincoln himself, desired to connive at the escape of Mr. Davis. The military leaders who attended at Philadelphia feel that respect for their adversaries which soldiers always feel for the enemies who have taxed their strength, skill, and courage to the utmost, and desire nothing better than to fulfill the professions which brought them into the field, and restore "the Union as it was, and the Constitution as it is." They would gladly sit side by side in Congress with those they met face to face in the field. And their great chief took occasion to give evidence of his sentiments by standing beside the President when he received the deputies of the Convention, thanked them for their confidence, and approved their platform. These are facts worth remembering when Radical journals hint at civil war. The regular army and the generals who led the Union force to victory are on the President's side, and a summons from Grant and Sherman would recall to their standards tens of thousands of their veterans. Who will fight against them, with Sumner for a civil, and Butler for a military, chief?

MADAME RISTORI.

The sensation in New York just now is Madame Ristori, the great tragedienne, who has just arrived from across the sea. The papers are filled with her daily movements, and the accounts we suppose, are eagerly devoured by the people. The Boston Post says: "Grau has put all the reporters on the track of Ristori, and they are doing up the lady in the most wonderful manner. We are told that while on her visit to the photographic gallery in New York, Madame Ristori was attired in one of the most magnificent costumes ever seen in Broadway. Her dress was of the heaviest black damask silk, with large white silk stars woven into the texture of the fabric, in a manner which made the stars look as if they were made of silver. This dress had been chosen in Paris as a peculiar compliment to the national taste of the American, who are supposed to be so proud of seeing the stars of the flag displayed on all occasions. The head-dress consisted of white lace lappula, hung pendant and covering the ears, reaching down to where the dress was fastened at the throat. The head-dress was surmounted by several beautiful marabout feathers, and from each ear hung pendant a string of diamond drops, four in number, valued at \$12,000—very massive in their appearance. The parasol was of the finest and heaviest white silk, and in her hand she carried a Chinese fan of the most intricate workmanship. As the great tragedienne was about to re-enter her carriage, after having had her picture taken, a large crowd collected to get a glimpse of her face, but they were doomed to disappointment, a gallant policeman having stepped to the rescue, and making a passage for her, she entered the vehicle and drove to the French Theatre in Fourteenth Street. Concerning her appearance, one writer gives her "a rather fair complexion, heightened in its interest by the color which flies to her cheeks as she becomes excited with the topics presented to her mind." Another says her "complexion is deep olive, with a tinge of the golden peach." A third records that "her complexion is rather light." But all unite in her "queenly walk," &c.,—in the hotel parlors her two hundred trunks, and her "rapture" at the posties presented to her. Grau is clever, alert and enterprising, and deserves success.

FROM THE BOSTON POST.

RADICAL CONVENTION.

The abuse levelled at President Johnson reminds us of the calumnies uttered against Presidents Jefferson and Jackson. President Johnson was called a coward and a libertine; he was denounced, also, as a traitor in the interests of France. Jackson was proclaimed an usurper, a tyrant, a murderer, a duelist, a horse racer, debauchee, and charged with stealing and living with another man's wife—a hero of club law, by the power of which he accomplished his purposes; it was asked if there was no Brutus to rid the country of such a tyrant. In the same extravagant terms is President Johnson assailed by his political enemies. That "clerical blackguard," as the New York Tribune pronounced Brownlow, alludes to the President as a "dirty dog," another Radical sneers at him as a "drunken trousers-mender." In the Radical Philadelphia Convention a resolution was offered requesting the President to resign, when a voice was heard: "No need for him to resign; Chicago will save him that trouble;" another voice: "They'll throw him into the lake;" a third voice: "They'll poison the waters of Lake Michigan with his carcass." In Congress he has been called a "traitor black with infamy"—threatened with impeachment, and every contumelious term the language affords has been employed by Stevens, Fessenden, Wadsworth, and those of their kind, to insult and irritate him. All this receives no rebuke from those sticklers for "dignity," whose fine sense of propriety is so outraged at the free and direct manner in which the President retorts upon his assailants. He speaks plainly in self-defense the thoughts of his mind—there is no hypocrisy in his heart or upon his lips. He says what he means. He appeals to the people as one who addresses them as their equal, asking no immunity as an axalted officer of the government, claiming no forbearance and no shield, except what truth and justice afford. It is this true republican simplicity, this uncheeked frankness of a simple citizen, not above nor below the mass of his countrymen, that gains him a hearty welcome from the honest and plain men for whose welfare he has always labored, and to whose love of country, sense of rectitude, and fair dealing he appeals to sustain him against the intrigues of men careless of the means they employ, or the suffering they create, or of the final wreck of constitutional liberty, if they can accomplish their grasp at power and patronage. The President is followed and watched by these harpies at every step; his intentions falsified; his language perverted, and his every effort to restore the nation to peace, sections to friendship and general prosperity, obstructed by those whose element is the storm which threatens devastation, tumult and ruin to the most glorious fabric of government that God ever granted to man.

A DOLEFUL TRAGEDY.

A poor woman, named Margaret Quigley, crazed, it is alleged, by the desertion of her husband, was arrested in Philadelphia on Wednesday last, upon the charge of infanticide. She was seen walking distractedly along Beach street to the river, with her baby, four months old wrapped in a shawl. She was crying bitterly as she went along. Reaching Neafe & Levy's dock, she adjusted the shawl more closely around the infant, smoothed out its drapery, kissed it, and then dropped it, head first, into the flood tide of the stream. Some workmen at a distance, little suspecting her design, witnessed its consummation. They quickly ran to the rescue of the little one, but too late. Its body was nowhere visible. The miserable woman stated to them that she was penniless and without food, and that, abandoned by her husband, she was resolved that her child should not suffer the pangs of gradual starvation. She repeated this statement to Alderman Clouds, before whom she was taken, adding that she only deferred suicide until she first knew that her baby was free from the troubles of the world. She was committed to prison, and went her way deploring the untimely interposition of the policemen, who prevented her from destroying her own life as well as that of her child.—Philadelphia Gazette.

SOME CHOLERA DISINFECTANT.

A Cincinnati local was presented with a sample of a deodorizer and cholera disinfectant, with a request to notice it. He says he noticed it as soon as he smelt it, and thus relates the sequel: "Didn't wish to terrify the family by the ostentatious display of cholera precautions of an extraordinary nature, so we took our patent deodorizer home secretly, concealed under our coat. Terrible commotion in the street car. The windows were thrown up hastily, handkerchiefs applied furiously to noses, and a general application of camphor gum, of which each one had a supply in his pocket. Profane fellows swore at the Board of Health for not cleaning the streets. One was sure it was in the gutters; another thought it was in the air; a top, half drunk, said he was satisfied 'it was in the (his) water.' 'I'll tell you what it's in,' said a gloomy man, eyeing us suspiciously. 'What?' the passengers shrieked with one voice. 'It's in the car!'

MEETING OF JUSTICES OF UNION COUNTY.

At a meeting of the Justices of Union County, on Saturday, the 1st of September, 1866, called for the purpose of considering the condition of the people, and of devising some mode for the relief of the destitute, it was

1st. Resolved, That the almost entire failure of the crops in consequence of the protracted drought, following so soon after the severe scourging suffered by this country from the march through it of large portions of both armies, presents the gloomy prospect of great suffering, if not of starvation, to many of our citizens.

2d. Resolved, That the most fortunate of our people will find the strictest economy necessary to enable them to pass safely through the trying ordeal before them, and that they will be unable to do much, if anything at all, for the more needy.

3d. Resolved, That a copy of these resolutions be sent to the Governor of the State, respectfully requesting him to take such measures as he may think best calculated to prevent, or at least to mitigate, the sad condition of things herein contemplated.

4th. Resolved, That the Democrat, Weekly News, Sentinel, and Argus, be requested to publish the above proceedings.

J. E. INBY, Clerk.

F. L. WILATT, Chm Co. Ct.

BIDDING AND WINKING AT AUCTIONS.

Smith, the auctioneer, is a popular man, a wit and a gentleman. No person is offended at what he says, and many a hearty laugh has been provoked by his humorous sayings. He was recently engaged in the sale of venerable household furniture and "fixins." He had just got to "going, and half, a half, going!" when he saw a smiling countenance upon agricultural shoulders, wink at him. A wink is always as good as a nod to a blind horse or a keensighted auctioneer; so Smith winked, and they kept "going, going, going," with a lot of glassware, stovepipes, carpets, pots and perfumery, and finally this lot was knocked down. "To whom?" said Smith, looking at the smiling stranger. "Who?" said the stranger, "I don't know who." "Why, you sir," said Smith. "Who? me?" "Yes, sir, you bid on the lot," said Smith. "Me? hang me if I did," insisted the stranger. "Why, did you not wink and keep winking at me?" "Winking! well, I did, and so did you at me. I thought you were winking as much as to say, 'Keep dark; I'll stick somebody in that lot of stuff, and I winked, as much as to say, "I'll be hanged if you don't, mister."

ALABAMA COTTON CROP.

Alabama reports nothing especially new with reference to the progress of the crop. Confidence in a yield of 250,000 is strong in the State, while many predict that not less than 300,000 bales will find their way to the market. Should the latter figure be realized the average crop, as compared with 1859, will be one-third. The crops in Hazlehurst and Brookhaven counties, Miss., are reported to be large.

COMMUNICATED.

FAYETTEVILLE: PAST, PRESENT AND FUTURE.

The recollections of the writer, of the market of Fayetteville date back now nearly thirty years—then the Cape Fear River monopolized nearly all the carrying trade of the State—the goods purchased in the Northern cities, for all that country south west of us, bordering on the South Carolina line, and extending west, via Charlotte, Lincoln, Rutherford, Burke, Wilkes, Ashe and several of the counties of East Tennessee and South West Virginia,—in the northwest, the counties of Chatham, Orange, Randolph, Guilford, Stokes, Surry, &c.—(an empire in extent,) were received and distributed by the Commission Merchants of Fayetteville. Thousands of wagons annually visited our town, bringing with them the Flour, Corn, Bacon, Beeswax, Butter and other products of the country, which were either shipped or exchanged for the Salt, Molasses, Sugar, Coffee and other necessary supplies of that vast extent. Well do I recollect the time, when almost any day during the business season, Hay Street from the Market House to the foot of Haymount, would be literally jammed with wagons—and when I could stand on that beautiful hill at the close of the day, and count a hundred wagons ascending it at one time. Then too we engaged set of us, nearly all the trade of Sampson, Johnson, Wayne and Duplin—and in the north, much of Wake, Franklin and Granville. But times change—the construction of Railroads has totally changed the conveying trade—the Cape Fear River still rolls on, but she has lost the power to control, and the Iron horse is the master of the situation. We in this town have quietly sat at ease and suffered ourselves to be circumvented by railroads—the Wilmington and Weldon has taken from us much of the trade of Sampson, Johnson, Duplin and Wayne. The Raleigh and Gaston, nearly all of Wake, Franklin and Granville; the North Carolina, Orange, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg, and all west of that line. We seldom see a wagon from beyond the North Carolina road, and never one from East Tennessee and South West Virginia—all gone. South of us, the Wilmington and Charlotte road will take much of Robeson, Richmond, Anson, Montgomery and Stanly. To counteract all this loss, we must do something, or sink into an insignificant Court House town. It is admitted that thirty years since, there was no naval store trade, and that the immense business now carried on in Turpentine and Rosin was unknown. But are we satisfied to lose all our commercial standing and to become only a naval store town? I trust not.

How shall we recover our position? How shall we connect ourselves with the Railroad Improvements of the State, (unfortunately for us located to our disadvantage, as we are, south of the great river?) How shall we do this I desire to call the attention of our citizens. Are we able to do anything? Can we in our impoverished condition, help ourselves? Fayetteville in 1861 was perhaps the largest Bank Stockholder, of any known in the State, and had more money invested in manufacturing. The fate of war has rendered one valueless, and the "torch of Sherman" destroyed the other—leaving us unfortunate and poor indeed—shall we say "nothing can be done" and give up? I hope not.

Unlike our sister States, North and West of us, North Carolina just now is doing very little towards completing her plan of improvement by railroad. Our recent Convention tho' attempting to legislate on all subjects, was too busy "eating dirt" to think of the State's permanent good, but on the contrary, under the leadership of Gen. Moore of Wake and Eaton of Warren, (representing counties that neither expect nor need anything more,) actually undertook to constitutionally prevent any further improvement, and to prohibit the State from ever giving any further aid, in developing her resources. Fortunately for the State, their narrow contracted policy received at the hands of the people an *effectual quietus*, and it is to be hoped they will sink into the insignificance they deserve, but as it is probable no such body as the "late Convention" can ever again be assembled, let the "dirt eating concern" rest in peace.

To enable us to determine how best to connect ourselves with the general plan of improvements around us, let us take a map in hand, and rapidly glance north and west. The last Legislature of Virginia finding the State poor and unable to give cash aid to the unfinished works in the State, undertook to surrender such works to corporations, who possessed the capital and had the energy to complete them—the first and most important of which was the Covington and Ohio Railroad, extending from the terminus of the Virginia Central above Staunton, far away to the Ohio river, a road upon which the State had expended Ten Millions of Dollars. This road was surrendered to Northern capitalists upon condition that they would complete it to the Ohio river in three years—and within the same time build a road from the city of Richmond to Newport News—and also, construct a road from Lynchburg to the main line of said road in the direction of the Ohio. Complete this road from the Ohio river to Newport News and you have a line from Cincinnati to the Ocean, 190 miles shorter than to Baltimore, and 200 miles shorter than to New York. They also authorized another Northern corporation, to build a road from Danville to Lynchburg. We may therefore set down the roads as fixed facts, and as we proceed in this article it will be seen how all this can be turned to our advantage. From Lynchburg, cast your eye up the Virginia and Tennessee Road, until you reach Bristol in East Tennessee; from that point a Railroad is being built, (of which Gen'l Kirby Smith is President) to Cumberland Gap, the corner stone of Virginia, Kentucky and Tennessee, and where the Kentucky division of the great air line between Cincinnati and Charleston will soon be complete. From Cumberland Gap there is a road now under construction, crossing the Tennessee Road, at Morristown, to Paint Rock, in the Valley of the French Broad, at the North Carolina line, and to be continued up the French Broad via Asheville, to Spartanburg, S. C., and thus carry out the design of the great Charleston and Cincinnati Railroad, surveyed by Gen. Wm. Gibbes McNeill in 1836. But to our own immediate interests. It has always been a favorite idea with us to connect Fayetteville with the Yadkin Valley—hence at stated periods a road to Salisbury is agitated, but the more recent plan, and that which was about to be carried into execution, before the commencement of the war, was the continuation of our Western Road to High Point, then in the direction of Salem, and connect with the Virginia or Tennessee Road, either in the vicinity of Wytheville, Va., or through the Watauga Valley at Jonesboro, Tenn.

Three prominent projects now present themselves to this community, one of which must be carried out, or as a commercial town we are gone forever.

1st. The continuation of our Western Road to Salisbury.

2d. Its extension to High Point, with the hope of its ultimate continuation West from that point.

3d. Its continuation from Egypt to Greensborough.

I am satisfied that only one of the projects is within our reach—I fear it is not within our means or that of the State to reach Salisbury—the distance is too great, and the difficulties in the way of construction greater than can be overcome, yet I should be glad if some one would take up and discuss its propriety. The distance from Egypt to High Point will perhaps be about 55 miles, over a favorable country and passing through the manufacturing district of Deep River in Randolph. Prior to the war large subscriptions could have been had on that line; but for that event trains would this day be running to High Point—whether that be still our true extension remains to be discussed.

From Egypt to Greensboro' is about 50 miles—over a favorable route and where a road can easily be constructed. Prior to the war and before the construction of the Road from Greensboro' to Danville, the writer favored the High Point line—but all experience has shown, that no road can succeed without passenger travel—it would therefore seem to be settled that true policy would indicate Greensboro' as the point; here we would reach the great line of travel; (though perhaps not so much produce,) we shall have gained access to the outer world. From here passengers can go South via Charlotte, west, via Salisbury, Morganton and Asheville, to Louisville and Cincinnati by the road to Cumberland Gap, or by Danville and Lynchburg; reach the Ohio River, without a break in the distance, and when he can leave Wilmington by steamer, reach Fayetteville and pass directly on by Rail to the extreme western part of our State—then I shall think this generation, will have discharged its duty to this good old town and not before. Can we not do it? By the act of Feb'y 16, 1861, \$500,000 is prescribed to the Western Railroad Co., to extend its road to the North Carolina road. North Carolina never has willingly repudiated any of its contracts, and I take it that \$500,000 is now at command—the extension cannot cost over \$800,000. Cannot the remaining \$300,000 be forthcoming from some source? Are we too far gone to make the effort?

Although the Convention attempted to "shut down" upon all future State aid I imagine a different policy will have to be pursued; I imagine that when the next Legislature meets it will be found that the State is too largely interested in the Western N. C., the Wilmington Charlotte and Rutherford, the Chatham, and the Western Railroads, to abandon them incomplete and let them be a total loss, while a little friendly aid will make them an honor and a profit to the State and stockholders.

I imagine that it will be found that the Western Extension never can sustain itself unless furnished through to Asheville and connected with the Tennessee works—that the Wilmington, Charlotte and Rutherford can never be made to pay unless completed to Columbus, in Polk county, and then connected with the Cincinnati and Charleston road—that the Chatham road will be utterly worthless, unless the superstructure is put upon its new graded track—that the Western Railroad can never pay the State the interest on its loan unless extended and connected with the North Carolina road; it might do so if the Coal Region was developed, but I imagine that in the present unsettled state of our national affairs, Northern capitalists will not invest money in the Coal and Iron business, and our own people have not the means. Then it is idle to talk about stopping—the State must go on, or we will be outstripped in the onward march of time.

MISSIS. EDITORS.—I HAVE HASTILY THROWN TOGETHER THE FOREGOING, HOPING THAT SOME ONE HOLDING THE PEN OF A READY WRITER, WILL TAKE UP THE SUBJECT AND STIR UP OUR PEOPLE.

CUMBERLAND.

From the London Morning Post, August 29.

NAPOLEON'S CONCESSIONS TO THE EMPRESS CARLOTTA.—The Empress Carlotta has obtained some concessions from the Emperor Napoleon. A payment of 10,000,000 francs due to France has been postponed for the year. The Emperor also requested an advance of 10,000,000 francs in cash for the equipment of the native army now forming in Mexico, which was declined, but the Emperor Napoleon has consented to give his aid by allowing the French state Magazines to furnish the necessary arms and accoutrements for the purpose. Some delay has also been accorded in the departure of the French troops from Mexico, which instead of leaving in November, 1867, will only do so January, 1868.

Chinese in Paris hire the telegraph for fun. Its awful fun here.

AN ESTIMATE OF THE POPULATION OF MONTREAL.

FIXES IT AT 120,000.

An estimate of the population of Montreal fixes it at 120,000.