New Berne Weekly Journal.

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Professional Cards.

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Attorney at Law,
SMITHFIELD, N. C.
Will practice wherever professional services are required.
References: Hon. A. S. Merrimon, Joseph P. Gulley, Raleigh, N. C.; A. Horne, Clayton, N. C. oct28wlf

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Office opposite Gaston House,
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Collecting a specialty. sep29-dawlf

New Berne Advertisements.

D. W. HURTT,
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ZANG'S old STAND,
MIDDLE STREET,
New Berne, N. C.
Mar. 30, 1882

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GROCERIES & DRY GOODS
BOOTS, SHOES, HATS,
Ropes, Twines, Paints Oils Canvass, and Oakum.
The place to buy GRAIN SACKS in any quantity and
LORILLARD SNUFF
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NETS and SEINES.
Foot of Middle street,
NEW BERNE, N. C.
Mar. 30, 1882

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MARKET WHARF, NEW BERNE, N.C.
Also keeps on hand full line of
ROPES AND TWINES,
SPIKES, NAILS, CANVASS,
AND ALL KINDS
SHIP CHANDELRY,
PAINTS, OILS and BRUSHES.
Agent for
HORSES, MULES, PONIES
Wagons, Phaetons, Buggies,
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LOUIS COOK'S CELEBRATED WORK.
GOOD YOUNG STOCK
always on hand, and for sale
LOW FOR CASH.
A. & M. HAHN,
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Opposite Episcopal Church and Odd Fellows Hall. June15-6m

Small Profits and Quick Sales.
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WHOLESALE & RETAIL
GROCERS
Corner Broad and Queen Streets,
NEW BERNE, N. C.
—JOBBERS OF—
LORILLARD'S SNUFFS AND TOBACCOS
Mar 30, 1

JOHN DUNN,
MANUFACTURER OF
And Wholesale and Retail Dealer in
Steam refined Confectionery.
CANDIES,
FRESH & CANNED FRUITS,
Crackers and Cakes,
CIGARS,
And all Kinds of Children's TOYS
WAGONS &c. &c.
POLLOCK St.,
April 3,1y&w New Berne, N. C.

WM. LORCH,
DEALER IN
GENERAL MERCHANDISE
CAST HOUSE ACCOMMODATIONS.
Broad St. New Berne, N. C.
dwMar. '81.

DAIL BROS.,
WHOLESALE GROCERS
—AND—
COMMISSION MERCHANTS,
NEW BERNE N.
April, d w 1 y

THE BEAUTIFUL LAND OF NOD

[The following poem was written by Miss Ella Wheeler as a lullaby song for a beautiful little two-year-old niece—Clythe Wheeler—during an illness of the child's mother. It was afterward published in Harper's Young People, and has been widely copied by the press.]

Come, cuddle your head on my shoulder, dear—
Your head like the golden rod—
And we will go sailing away from here
To the beautiful land of Nod.

Away from life's worry and hurry and flurry,
Away from earth's shadows and gloom.
We will float off together to a world of fair weather,
Where roses are always in bloom.

Just shut up your eyes and fold your hands—
Your hands like the leaves of a rose—
And we will go sailing to those fair lands
That never an alias shows.

On the north and west they are bounded by rest,
On the south and east by dreams.
'Tis the country ideal where nothing is real,
But everything only seems.

Just drop down the curtain of your dear eyes—
Your eyes like the bright bluebell—
And we will sail out under star-lit skies
To the land where the fairies dwell.

Down the river of sleep our bark shall sweep,
Till it reaches that magical isle
Which no man has seen, but where all have been,
And there we will pause awhile.

I will croon you a song as we float along
To that shore that is blessed of God.
Then, ho! for that fair land, we're off for that rare land,
The beautiful land of Nod!

FORT AND FLEET.

Some Famous Confederate Cruisers—Why John Bull Had to Come Down With Cash—How Lincoln Disposed of the Florida.

(Detroit Free Press.)

The first and last fights of the Confederate cruiser Alabama were full of such incidents as will be preserved in naval records for long years to come. The manner in which she sunk the Hatteras off Galveston has placed the affair second only to the quickest naval engagement on record; and her fight with the Kearsarge has been called the squarest fight ever made between men-of-war moved by steam.

The Alabama began her career in June, 1862, and it was closed in August, 1863. Counting out the time spent in ports and for necessary repairs, and she did not see over eighteen months of active service in this time she sailed into every known sea and captured nearly seventy Federal vessels. Out of this number a dozen or so were bonded and released, but the others were given to the flames.

It has ever seemed a curious interpretation of the laws of war that while the government itself recognized the Confederacy as a power, entitled to the rights of belligerents so far as the land forces were concerned, it called the Confederate cruisers pirates. It called them pirates, and yet did not dare try them on the charge, paroling and and exchanging them as other belligerents. Again, Enrope would give shelter to a Confederate privateer, and yet would not permit one of her prizes to enter a port. England would build the privateers, put the guns and a share of the men aboard, and still refuse to give them shelter in any of her ports unless in desire distress.

THE FIGHT OFF CHERBOURG.

Federal historians have not given Semmes the credit due him in that action. He ran into Cherbourg to refit and repairs, and the Alabama would have been in dock in twenty-four hours but for the appearance of the Kearsarge. Frenchmen tell this and Frenchmen too, who afterwards fought on the Federal side. Semmes says he was short-handed, and a French official who inspected his powder six hours before the fight, told him that he could not depend on it. The bulk of it had been on board five or six months. Semmes knew the Kearsarge as a stout, well armed ship, commanded by a man who would fight to the last. He was told that her crew numbered 162, while his was only 149. The Kearsarge could throw more metal at a broadside, and more than a dozen different people warned the Confederate that the Kearsarge had been overhauled with chains to protect her vulnerable parts.

THE FIGHT.

Under these circumstances he should have gone ahead with his work of refitting and treated the presence of the Kearsarge with silent contempt. All the advice received was to that effect, and yet he sent Winslow a challenge. He sought no advantages but realized that all the disadvantages were with the Alabama. It has been written in history that a spirit of braggadocio induced him to send the challenge. Braggarts don't challenge their equal match. If they do, they don't go out to fight. Semmes had been charged with running away from Federal cruisers, and here was the opportunity to give the lie to the story.

So far as the vessels going out to sail round and round and fire into each other until each was sent to the bottom, it was a fair fight. In some things the advantage was with the Kearsarge. Had not the English carried Semmes and others away in the yacht the real merits of the fight would not have been lost sight of in the desire to hurt somebody's feelings. Semmes' friends say he drew the Hatteras out to sea for a fight without knowing her strength; and that he challenged the Kearsarge knowing that the chances were against him. It is silly to deny that he had plenty of bravery, and the title of "pirate" belongs no more to him than to any privateer of the Revolution.

On the other hand, Winslow deserves all praise for his conduct. When he started to cruise for the Alabama he meant to find her. Only a week before entering Cherbourg he had been told that she had a crew of 180 men—that she carried four more guns than the Kearsarge—that she had been partly armored and that she could sink him in a five-minute fight. When he followed her into Cherbourg he was determined to bring on a fight. It came much sooner than he expected but he was ready. The perfect discipline on the Kearsarge was a great aid in the fight. The first two shots were lost in getting the range. After that every gun was so coolly aimed and fired that every missile struck. On board the Alabama the crew were excited, fired rapidly and wildly, and most of the shot passed clean over. Outside of the destruction of the Hatteras, which was a loss of $500,000 to the government, the Alabama created damage to the amount of $7,000,000.

THE FLORIDA.

The Florida was likewise built of English oak in an English port and paid for with Confederate gold. She came out early in 1862 under the name of Oreto. The Federal Government made every effort to detain her, suspecting from her build that she was intended as a cruiser. The Oreto was detained for weeks at Nassau, even without a musket or a marine on board, and when released, left for a rendezvous where a sailing vessel was in waiting with crew and armament. The Florida had both steam and sail, and her first commander, a naval Lieutenant named Stribling, was a perfect dare-devil. He left Havana with only two guns in position and a crew of eight of ten roustabouts, and laid his course for Mobile. He had information that four or five Federal gunboats were on that station, but he steamed boldly on and reached the coast to find that his arrival had been expected. The entire fleet at once set upon her, but by crowding on all steam and holding her course with shells whistling all around her the privateer made the harbor. She was struck eight times in the hull, her masts were chipped by five different shots and twenty ropes were cut by as many different missiles. During the excitement of the escape two of the crew jumped overboard and were drowned.

ESCAPING TO SEA.

At Mobile the Florida was thoroughly equipped for the work intended, and Stribbling having died she was given a new commander. Having missed her as she ran in, the Federals were determined to nab her as she came out, and orders were issued from Washington to strain every nerve to capture or destroy her. At least two expeditions were planned to cut her out, but for some reason they were not sent off. The fleet was increased, and at night the vessels stood in so close as to be within rifle shot of Fort Morgan. It did not seem as if a skiff could pass through the line of investment, and for two or three weeks after the Florida was entirely ready she did not dare attempt the passage.

The coming of winter brought a gale which obliged the blockaders to haul off and open their ranks, and one dark night the Florida stood out. Sparks from the smokestack betrayed the privateer, but so rough was the sea and so dark the night, that she escaped the fire unharmed. Four vessels at once followed in pursuit and maintained it until morning. Two then returned, and the others followed on until night, the storm not having abated in the least. After dark the Florida changed her course and thus threw the pursuers off the track.

The Florida twice ran within thirty miles of New York, and her tender made captures within cannon shot of Sandy Hook. It was this tender, commanded by Lieut. Rerd, which captured the revenue cutter Cushing in Portland harbor, and was in turn captured while getting out to sea. The Florida destroyed about sixty Federal vessels, worth $5,000,000, and bonded six or eight. Her capture was just such an act as was played on an American man-of-war in 1813 by a British vessel—an act which has never been excused or forgotten. The Confederates had run into Bahia for repairs and supplies, when the United States man-of-war Wachusetts entered the port. This craft had been on the track of the Florida for weeeks, and was now determined to capture her at any cost. Instead of waiting outside or sending a challenge for the privateer to come out and make a fight, the Wachusetts took advantage of night and the absence of part of the crew of the Florida and ran her aboard right in the harbor. It has been asserted in English, French and Brazilian newspapers that both commanders had given the Brazilian Government their solemn pledge to respect the neutrality of the harbor and yet the Wachusetts called to quarters without noise, slipped upon her prey in the darkness, and the moment she was sighted she discharged three guns into the privateer. During the excitement which followed the privateer was run to sea in company with her captor.

The affair created a great row in official circles, and was settled in a curious manner. The American Consul at Bahia was dismissed on the grounds that he advised the disgraceful act, although upon his return to the United States he asserted that he advised against the movement.

The Florida was "fixed" to sink at her anchorage so that she could not be returned, and the commander of the Wachusetts was tried by court-martial and recommended for promotion. Had Brazil been a power like England or France Uncle Sam would not have thought of playing such a trick.

THE SHENANDOAH.

The craft was another purchase from John Bull, and it being well-known that she was destined for a Confederate privateer, every effort was made to prevent such a consummation. She got away from England, at last, under the guise a merchantman, and having been fitted out at an appointed rendezvous, she began a cruise in search of whalers. Her cruising was confined to the cold seas, where the Confederate flag had never appeared before, and every capture was an important one. Inside of three hours she one day captured five whalers, four of which were burned and the fifth bonded that she might be loaded with the prisoners. Her captures footed up about $7,000,000, and several of them were made long after the war closed. While the war closed in April, the Shenandoah received no tidings of it until midsummer. Her commander should have then laid her course for the nearest United States navy yard and surrendered everything, but he did not do so, much to his discredit as an honorable commander. He headed for England, and the Shenandoah ran into Liverpool with the Confederate flag flying and surrendered to the English authorities. Of course the craft was at once transferred to the Federal Government.

The Shenandoah was twice disabled at sea and in great peril, and on one occasion some captured whalers set fire to her in two places at once and came near causing her destruction. The was chased over 4,000 miles by different Federal cruisers, but always had luck with her.

THE TALLAHASSEE.

This craft was a double-screw propeller which had run the blockade, and was one of the last privateers out. She was fitted out at Wilmington in 1864, and the Confederate Secretary of the Navy was ridiculed on all sides for his purchase. When altered over to a privateer and provided with guns she was compared to an old woman carrying a musket. One broadside from the smallest Federal gunboat would have sent her to the bottom, and there was fear that if she fired all her guns at once she would be shaken to pieces.

In this instance the race was to the swift. It was known that the Tallahassee was in Wilmington and making ready to come out, and the blockaders were on the watch to capture her. When ready to go out she headed for sea and showed such a rate of speed as to astonish everybody. She got out under a heavy fire and a close shave, and within twelve hours made her first capture. As she had only steam-power, and must depend on the coal she could carry, her career was a dash of a few weeks. She destroyed twenty-four Federal craft during the cruise.

THE CHICHAMAUGA.

This craft was the twin of the Tallahassee, and was also fitted out at Wilmington. She was of English build, and ran the blockade from Nassau with a crew of eleven men. When she approached Wilmington she found seven blockaders on that station. It was just at daylight, and the propeller put back to sea to wait for night or a change of weather. She ran back until out of sight of the blockaders, and up to noon nothing occurred to give her anxiety. Then a brisk gale and a stiff sea set in, and owing to the carelessness of the lookouts two Federal gun-boats, on their way to join the blockaders, were allowed to approach within three miles of the runner and to cut off her escape to sea. In this emergency she headed for Wilmington, and though the alarm was given and she found herself almost surrounded, her speed and the recklessness of her captain carried her into port, though she was hit five times. One Federal shell struck her amidships, crashed through the planks, scattered a box of muskets, passed through the other side and exploded a hundred feet away. Out of the fifty muskets in the box forty-two were rendered useless beyond repair by the shell.

When the Chickamauga was ready to run out, having been fitted as a privateer, there were eight or nine Federal vessels on the station. They naturally reasoned that the Confederates would wait for a dark and stormy night to run out, but instead of this the privateer selected a still night, with the stars shining and the water as quiet as a millpond, and she ran to sea without a rocket being fired. In two cases she ran within 500 feet of gunboats which could have sunk her with one broadside. Her cruise was the briefest of all, but she destroyed seven Federal vessels and added new flame to the excitement among ship-owners.

OTHER CRUISERS.

The Georgia was the only vessel which the French nation sold to the Confederate Government during the war, and this was a bad bargain. She was slow, weak and entirely unfit for the work laid out, and was sold after a brief cruise, in which she destroyed eight or nine Federal craft.

The Nashville, which was no more than a passenger steamer, was the first craft to show the Confederate flag in England. She made one voyage to Liverpool as a privateer and blockade runner combined, destroying three or four vessels and bringing home a cargo of arms and munitions.

M. QUAD.

They are Fast Disappearing

(Atlanta Constitution.)

"Have you noticed," said Gen. Hoke, of North Carolina, the other day, "the rapid disappearance of one-armed and one-legged men? At the close of the war, in the South as almost every Southerner was in the army, men without an arm or leg were to be seen everywhere and on all occasions. Within the last few years they have been growing scarcer rapidly. In a few more years it will be a rare thing to see one."

"It is impossible for me to realize," said an old soldier sitting near by, "that it has been more than seventeen years since Lee surrendered. When I think of that day it seems to me that it was only yesterday. And yet nearly a generation has passed since the Confederate flag was floated for the last time."

"You will appreciate this still more," said General Hoke "if you notice the next assemblage of soldiers at a reunion or in procession on some occasion. It is pitiful to see how old and grizzled they look. The youngest of them are middle-aged men. Why the day I surrendered I could place my hand on my saddle horn and vault over my horse's back. Now about all I care to do is to climb up one side of him."

Gov. Stevens is playing havoc with the laws of Georgia. He has already pardoned twenty-five criminals. The courts would do well to close up. What's the use with such a willing one-man power.—*Star.*

BILL ARP ON SUMMER RELIGION.

Which is Probably the Kind the Rev. Sam Jones Talked About.

Judge Henderson, Georgia's Able Commissioner of Agriculture and his Interesting Reports—Sweet Potatoes and How to Keep them Sound—Egyptian Wheat and the Good Bread it Makes—Value of Cotton Seed—Bill says every Farmer should Read the Southern Cultivator.

Rev. Sam. Jones says the farmers ought all to get religion this year, and a heap of it, for they have made such bountiful crops religion would come easy, and he said something about scratching a fat hog to make him lay down. Well, I don't know that the scratchin business proves anything, but I recken is easier to get religion in prosperity than adversity but it is not the kind that sticks to a man the longest. My idea has always been that it takes trial and suffering to purify a man, and make him humble before his Maker. A state of prosperity enables a man to get along with his church mighty smooth, and he can sit up square in his pew and look calm and serene, but it don't test his religion. "Blessed are the meek; blessed are the poor in spirit." True religon is to "visit the widow and the fatherless in their afflictions," and to "humble thyself under the mighty hand of God," and a man is not apt to do this with a pocket full of cotton money, and his crib running over with corn. Cloudis is a character; he lives in Chattanooga, and is a curiosity. It is right hard to tell whether he is a fool for the want of sense, or for the overabundance of it, but I remember that one day he came and sat down by Mr. Hamp Smith, a dignified old gentleman, who was talking to me, and says he "stranger what mout your name be," and the stranger told him. "And where do you keep house!" and he told him. "And you ain't a poor man, are you?" and he said "no-I'm not poor." "Plenty of money to do you?" yes said he. "Belonging to the church, I reckon?" said Cloudis. "Yes, sir," said the old gentleman. "No debts?" "No sir," said he. "No law suits?" "No sir." "No crippled child?" "No sir." "Children all doin' well?" "Yes sir." "And you've got no enemies?" "I hope not." "Give me your hand stranger," said Cloudis, rising up, "we are both in the some fix, for we have both got a sort of summer religion," and he left us as abruptly he came.

But of one thing I'm certain, and that is that the farmers ought to be grateful, whether they are or not. The fields are white with cotton; the corn hangs heavy on the stock; the barns are full of hay; the cattle are fat, and the horses feel their oats; sweet potatoes have spew'd up and cracked the ground, and Cobe says he can set on the fence of a moonlight and hear his taters talkin' to one another, sayin' "git furder, make room and quit a scrougin of me." Cobe says that roasted taters and ripe persimmons are the best vittels to raise poor children on in the world, and hisen are fat enough to kill right now. I'm goin' to put up my potatoes in dry dust from the road a layer of potatoes and then fill in allthe spaces with dust and then put on more potatoes and so on, and have a good shelter and cover deep enough to protect against freezing weather. I never tried that, but have read about it and believe it will do. Some farmers always keep potatoes through the winter, but most of'em fail, and it is high time that a plan was found out that everybody can follow and succeed, for it is a valuable crap and a universal favorite on the table. I've been trying to clean the Egyptian wheat that Judge Henderson sent me the seed of, but it is troublesome work to do it by hand, and I don't know of any machine that would thrash it clean and get all the red caps out, except a clover huller. The children got 'em all out of about a quart and ground it on the coffee mill very fine and sifted it, and then made it into bread and batter cakes, and we all liked it very much. It makes mead and not flour, and looks something like buckwheat, and tastes like a mixture of corn meal and buckwheat flour. It yields about thirty bushels per acre and is no trouble to cultivate. If it was crushed by mill rocks and run through the bolting cloth, may be it would make flour. I'm going to try it and see, just out of curiosity, for I am already satisfied it will never be a substitute for either our corn or our wheat. Judge Henderson thought that may be it would mature in the early summer, before the usual drought came on, but it didn't. I planted it in April and it matured in October. The maize he sent me was planted the same time and hasn't matured yet, and I'm afraid Jack Frost will get it. It is a very vigorous growth and makes a splendid show. Both of these cereals grow like sorghum, and have similar tops, and I suppose, belong to the large family that includes broom corn and chicken corn and imphee. There is one great thing about the Egyptian wheat stocks—after they are stripped of their seed the top makes a splendid broom. The fibres are tough and wear well. I made a broom myself and we are using it; it is a home-made broom and I have seen brooms more stylish, and I make no profession of being an expert, but this broom is not for sale and Mrs. Arp keeps it to brush under the table in the dining room. I've a notion of making another one for Judge Henderson to take exercise with in the agricultural rooms. I'm afraid he sits too much for his health. The reports from his office are very interesting and very gratifying. I am glad he has brought up the cotton seed to their true value. It will be worth thousands of dollars to the farmers, no matter whether they sell 'em to the oil mills or compost them at home. His reports have put up the price 50 per cent. already in this region. Good farmers are bidding up for their tenant's cotton seed, and they are hard to get now at less than 15 cents a bushel. Our agricultural department is well organized and doing a world of good to the farming interest. Now, if we could only induce every farmer to take your paper and study it, what a wonderful change would take place in the mode and science of farming in the next five years. The State couldn't make a better investment than to send it free to every man who don't take it because he don't feel able. I would rather see the State's money go that way than to give it to colleges, for it would do more good.

BILL ARP.

HUNDREDS OF MILLIONS OF LOGS.

The Close of a Most Prominent Rafting Season in Michigan.

EAST SAGINAW, Nov. 20.—The last log of the season of 1882 was rafted by the Tittabawassee Boom Company yesterday. The season has been unusually favorable for handling logs, and the results are the largest on record. The Tattabawassee Company has handled about 619,000,000 feet. At the commencement of operations last spring there were 800,000,000 feet of old logs in the streams; now there is not to exceed 50,000,000 feet back.

The Rifle Boom Company has rafted out of Rifle River and tributaries the present season 100,000,000 feet of logs, and there were back last spring 18,500,000 feet.

The Saginaw River Saw mills are all in operation, and will not shut down until Dec. 1. The product of the year is 1,000,000,000 feet.

The price of lumber is steady and firm for good stock. Sales are light, and made to hold on dock until next season. Good lumber is in demand, but there is not much call for coarse stock. In the neighborhood of 300,000,000 feet will be held on dock until next season. The year has been a prosperous one to manufacturers, as lumber has sold readily at good prices, and in consequence lumbermen are in good humor and carry fat purses. A full stock of logs will be put in for next year's cut of the mills. The lumber shipments for the season by water alone will be considerably in excess of 800,000 feet. Shingle mills are shutting down. The season opened with prices firm and active and a good demand. During the last sixty days there has been a decline in prices, the demand has fallen off, and the mills are holding large stocks over. The season's product will aggregate about 325,000,000 feet.

Shingles of Glass.

A manufacturing firm in Pittsburg, says the *Brick, Tile and Metal Review*, has made a new department in the use of glass, a patent having recently been granted to them for the manufacture of glass shingles. It is claimed for this material that it is more durable, stronger, and more impervious to rain than slate or any other substance now used. The manufacture of these shingles will also be comparatively inexpensive, and they can be placed in position by any ordinary workman. They can be used for weather boarding houses and will be found especially serviceable for conservatories or hot houses, as they can be made of transparent as well as of opaque or translucent glass. These shingles have the advantage of slate in several particulars. In consequence of their shape they lie solid on the roof, and so can be used on comparatively flat roofs, and they will admit of persons walking on them without danger of fracture, a quality which slate does not possess. They are interlocked so as to leave interstices between them, and one rivet holds each pair of shingles, so that they cannot be forced from their places by wind or atmospheric disturbances. They are also made so as to have very little waste material. It takes 300 slates, each 8x12 inches to cover what is technically known as a "square" of roof (a space measuring ten feet each way), but 150 of these shingles will suffice for the same space. Slates lap on the ends in the roofing, but the shingles lap on the sides. It has been proved by experiment upon two adjacent houses, one covered with slate and the other with translucent glass that the heat of a room near the roof in the former building will exceed that of one similarly situated in the latter during the summer, by thirteen degrees, glass being a nonconductor of heat. Houses with glass roofs are also warmer in winter. Glass is likewise a non-conductor of electricity, and houses with these roofs will need no lightning conductors. Although the kind of glass intended to be used in these shingles is non-transparent, yet space for skylights may be filled with transparent glass. The exposed part of the hinges are corrugated to increase the strength and carry off the water. The firm will construct the shingles in handsome diamond shapes, and they can be supplied in any color required or of no color if preferred. A roof with colored border and opalescent body is said to be very handsome.

The Dying Hendricks.

(Dayton Journal.)

There is a quiet laugh at the expense of big doctors in Indianapolis. Ex-Senator Hendricks was recently reported critically ill of erysipelas, with gangrenous symptoms, certain, the great doctors of Indianapolis and Louisville said, to carry him to a speedy death. The Senator prepared for his fate calmly, and resignedly waited for the grim messenger. But he did not proceed to die. The day to which the scientific doctors limited his life, a blunt old Democratic friend, who was a country practitioner, came to pay his distinguished friend a farewell visit. He looked at the erysipelas of the dying statesman, and suddenly said, with an expressive grunt, "Nothing but a bile, by G—d!" The next day the statesman was at the polls, voting the Democratic ticket. The distinguished scientific physicians are very quiet on the subject. We have the documents for this story.

A Geography of North Carolina.

(N.C. Educational Journal.)

I. Position. — North Carolina, sometimes called the "Old North State," is situated in the southeastern part of the United States. It is bounded on the north by Virginia; on the east, by the Atlantic Ocean; on the south by South Carolina and Georgia; on the West by Tennessee.

II. Extent.—Its area is 50,704 miles, which is a little greater than that of New York, and almost exactly that of England. Its greatest length from east to west is 500 miles; its greastest breadth from north to south is about 300 miles. It has 315 miles of sea coast. There are 96 counties in the State. Its population is 1,400,000.

III. Contour.—(a). Indentations.—Its eastern boundary is indented by three large sounds, Currituck, Albemarle and Pamlico. These sounds are broad and shallow and abound in fish.

(b). Projections.—Skirting the seacoast are many long, narrow sand-bars. The projections from these bars form dangerous capes, as Cape Hatteras, Cape Fear and Cape Lookout.

IV. Relief.—According to height of the surface above the sea-level, the State is divided into three sections, the Eastern, Middle and Western sections. The Eastern section lies along the sea-coast and extends inland from 120 to 150 miles, and is generally low and level. The Middle section is about 200 miles wide and extends from the Eastern section to the foot of the mountains in the West. Its surface is undulating and hilly, varying in height from 150 feet to 1,500 feet. The Western section is about 100 miles wide and extends from the Blue Ridge to the Smoky Mountains. It is a high plateau of 2,000 feet elevation, containing several very high peaks. Its highest peak is Mount Mitchell, 6,700 feet high. It is the highest peak in the Appalachian Mountains. Other high peaks are Clingman's Peak, Roan Mountain, Bald Mountain and Grand Father Mountain.

V. Rocks.—(a). Soils.—The soil of the Eastern section is generally sandy and of moderate fertility. But along the streams and extending inland bays and sounds the soil is exceedingly fertile. In the Middle and Western sections the soils are of every variety of composition and of every degree of fertility. It is a remarkable fact that the mountains are covered with rich soil, and and magnificent forests crown their very summits.

(b). Minerals.—The following minerals are found in workable quantities; marl in 25 counties; iron in 30 counties gold in 29 counties; copper in 12 counties; limestone in 20 counties; coal in 3 counties. Mica is extensively and profitably mined in the mountains. Graphite, silver, lead, zinc, manganese, corundum and many precious stones are found. Beautiful and valuable building stones exist in great abundance. There is a larger number of species of minerals found in the State than in any other State of the Union.

VI. Rivers.—There are two river systems represented in the State. (a). the Atlantic system, East of the Blue Ridge, and (b). the Mississippi system, West of the Blue Ridge.

(a). Atlantic System.—There are seven large rivers which flow in a South-eastern direction through the middle and Eastern sections, and empty into the Atlantic Ocean. The Roanoke empties into Albemarle sound and is navigable to Weldon, nearly 100 miles from its mouth. The Tar empties into Pamlico sound and is navigable to Tarboro, 100 miles from its mouth. The Nense empties into Pamlico sound and is navigable to Goldsboro, 100 miles from its mouth. The Cape Fear empties into the Atlantic Ocean and is navigable to Fayetteville, 140 miles from its mouth. The Yadkin, Catawaba and Broad rivers take their rise in the Blue Ridge and flow Southeast through South Carolina and empty into the Atlantic Ocean; they are navigable for certain parts only of their courses.

(b). Mississippi System.—West of the Blue Ridge are seven other large rivers which flow west into the Mississippi and Ohio rivers. The Tennessee river is the largest of these.

Water Power.—The value of these rivers can scarcely be estimated. The force produced by their fall from their sources to the sea exceeds the force of all steam engines in Great Britain or the United States. The Yadkin river alone has power to turn 10,000,000 spindles.

VII. Climate.—Every variety of climate from very warm to very cold exist in the State. There is no healthier climate anywhere than that which the Middle and Western sections afford. The mountains are fast becoming resort for invalids.

VIII. Vegetables. — Native Growth.—In the Eastern section are found the pine, cypress, juniper and live-oak. The long-leafed pine, which covers a large part of this section, is of great value in producing turpentine. The live oak is extensively used for ship building. The Middle section abounds in oaks, hickory, walnut, persimmon, dog-wood, and sassafras, all of which are valuable to commerce. In the Western section occur walnut, cedar, white pine and chestnut. Four fifths of the entire area of the State are still covered with forests.

Cultivated Growth.—Cotton is the staple product of the State. In the Eastern section are produced cotton, corn, potatoes, the small grains, peanuts and a great variety of garden vegetables; in the middle section, cotton, corn, the small grains, and tobacco; in the Western section, the small grains and tobacco. The Western section is eminently adapted to grazing. Fruit grows in great variety and perfection in every part of the State.

IX. Animals.—All the domestic animals common to the North temperate zone are found in the State. Of the wild animals, bears and deer are found in the Eastern and Western sections. Small game is abundant everywhere.

X. Industries.—In the Eastern section of the State the rivers, lakes and sounds furnish a great abundance of fish and oysters, the catching of which is rapidly becoming one of the principal industries. The cultivation of cotton engages a large part of the people of this section. In the Middle section manufactories are found along the streams. Iron and gold mines are being profitably worked. Many extensive tobacco factories are in operation in this section. In the Western part the people are mainly engaged in agriculture, mining, cotton raising.

XI. Cities.—Raleigh, situated in Wake County, is the capital of the State, and was named after Sir Walter Raleigh. Wilmington is the largest city and sea-port. Other cities and towns of importance are Fayetteville, New Berne, Goldsboro, Elizabeth City, Wilson, Durham, Greensboro, Winston, Salisbury, Charlotte, Statesville and Asheville.

XII. History.—The first permanent settlement in the State was made in 1653. North Carolina was one of the original Thirteen States of the Union, and was the first to declare herself free of the rule of England. This act took place at Charlotte in Mecklenburg county in May, 1775. The State University, whose corner-stone was laid in 1793, is at Chapel Hill, in Orange county. The chief Colleges in the State are Trinity, Wake Forest and Davidson.

[We learn from Prof. Phillips that the above is the outline of a book to be called "A Geography of North Carolina." It is intended for use in the common and primary schools of the State. This is another great need in our educational work, about to be supplied. The first geography taught to our children should be that of our own State, but this has never been done because we have no text-book on the subject. Prof. Phillips is undoubtedly well qualified to give us this book, and we hope he will hasten its publication.]

Attic Orphan Asylum.

(Orphan's Friend.)

Just 500 yards from the main building is the new palace for boys, presided over by the assistant, Prof. J. S. Mintyette and his excellent lady, whom we knew in former days at Kinston, the place never to be forgotten. The building contains nine rooms, three of which are dormitories capable of sleeping 25 boys each. We noticed that some of the boys were barefooted, (don't know that they were without shoes.) Some of the girls could be made more comfortable by the thoughtfulness of the good ladies all over the State. We venture to suggest, that every family have a trunk or box, and call it the orphan's trunk, in their houses. Put therein dresses, shoes, etc., when they are outgrown by the children, or are a little too rusty for street wear. Collect and send, at least twice a year, to the Superintendent. This will cost but little and be of great service to the orphans. Then Uncle Mills will know he is not forgotten in this great and grand cause in which he is spending and devoting the best of his life.

How much more we could write, but as we are using the editorial *we*, this must suffice for the present week.

We subscribe our own,
J. K. FAULKNER.

The Lady, the Dog and the Drummer.

(Atlanta Constitution.)

Among the persons who purchased tickets at the Union ticket office yesterday was an elderly lady whose destination was St. Paul, Minn. Save the presence of a small dog, which she declared she was going to take with her, the lady was alone. After securing a check for baggage, the lady and her dog entered the lady's coach, where the former took a seat, while the latter crouched down at her feet. Soon after she had assumed a peaceful attitude the train hand entered the coach, and, noticing the dog, started to drive it out. The old lady objected, but the train hand would not yield, although he saw the dog's mistress in tears. A commercial tourist who had been a silent witness to the entire conversation, stepped up and asked the train hand to let the dog remain until he could return. The train hand complied, and the tourist left the coach in a hurry. He returned, bearing a cheap valise in his hand, which he opened. After cutting a large hole in the side, he placed the dog in the valise, and pulling his head through the hole, closed the valise. With a smile he deposited the valise on the seat by the old lady, and quietly laughed when the train hand came back to kick the dog out.

Jumbo on his Muscle.

(Bridgeport Farmer.)

Jumbo took it into his capricious head last night that he would like a little more liberty, and so he braced himself, and, placing his enormous head against the side of the building, walked through it, apparently as easily as if it were paper. Previous to his return with the travelling show the corner designed for him in the elephant quarters was overload with plank, crossed and recrossed, spiked and bolted, until a wall nearly a foot thick had been formed, and it was thought that nothing on this earth could tear it down. But he pried off the boards with his tusks, and made quite a hole in that way. Then he went through what was left with the greatest ease. He wasn't a bit ugly about it; it was only one of his playful freaks. After he reached the open air he was as quiet and gentle as a lamb, and walked all around the grounds unconcernedly, in charge of Mr. Scott, the English tracker. His prodigious strength can hardly be realized. He will snap off a beam six inches square with great ease, and perform other pleasant tricks of like nature.

DeJARNETTE.

The Noted Murderer Out of the Insane Asylum.

(News and Observer.)

The facts of the murder of his sister Mollie, by the young man, Thomas J. DeJarnette, in a house of ill fame, at Danville, Virginia, are doubtless fresh in the public mind, the crime having created an almost unparalleled sensation in all parts of the country. DeJarnette, who was at the time an employee of the Richmond and Danville Railroad Company, and whose home was in Rockingham county, N. C., found his sister in the house and shot her with a pistol, killing her almost instantly. This was in the autumn of 1880. In February, 1881, he was tried, and acquitted on the ground of insanity, Dr. Eugene Grissom being called as an expert to prove his unsoundness of mind. In June, 1881, DeJarnette was brought to the Insane Asylum at Raleigh, upon application of the commissioners of Rockingham county. There were at the time conflicting opinions as to his sanity. Since his confinement in the asylum he has conducted himself well, it is said, and was allowed certain privileges accorded to those whose mental improvement is plain.

It appears that an application was made a few days since for his release from the asylum. This, Dr. Grissom says, the board of directors did not oppose, but preferred on account of the character of the case and its history that the matter should be decided by a court of law. So a writ of *habeas corpus* was sued out, returnable before Chief Justice Smith, at Chambers, yesterday. The prisoner was brought before his Honor. Counsel appeared for him, and Drs. E. Grissom, James McKee, A. W. Knox and J. A. Brown appeared and testified to the present sanity of the prisoner. After the hearing the Chief Justice discharged the prisoner and he stepped out a free man again.

DeJarnette was interviewed by a reporter the moment the trial ended. He is quite a handsome young fellow, and looks in much better health than when brought here in 1881. He says that he was 22 years old last August, and he does not look a day older, with rosy cheeks and a youthful countenance. He says that his physical health gave way in 1879, and following came mental troubles. His family was considering the idea, he states, of placing him in the asylum months before he killed his sister. The railway company suspended him for thirty days on account of his mental troubles, he further says. As to the slaying of his sister, DeJarnette says at the time he was unconscious that he was committing any offense for which anybody in the world would blame him, and thought that he was doing right. He was dead to every moral impulse. He was in this unstrung mind for several months after he was in the asylum, but then began to realize his crime and he took it as easy as any people did. DeJarnette made this statement in a matter of fact way and without any hesitation. He said further that for months before he killed his sister he slept but little, ate little, was a wreck; that he often contemplated suicide, and once had nearly completed preparations for taking his own life. During the trial he was very quiet, and at its conclusion went down the street. In the afternoon he left for his home, which is at Mayfield, Rockingham county.

Death Under the Wheels.

Those old traps, the two covered bridges at Salisbury, over the North Carolina Railroad, have committed another murder, the victim being, as usual, a brakeman. As a freight train going North was entering Salisbury Tuesday morning, Sam Hamlin, a colored brakeman who was on top of the cars, was mindful to duck his head as he passed under the first of the bridges, but he forgot the second one which struck him on the back of the head, fractured his skull and flung him between the cars and beneath the wheels. When the poor negro was picked up his legs were found to be so horribly mangled that both of them had to be amputated almost immediately; but the operation was in vain. The negro died in a few hours, after terrible suffering. His remains were sent to his people in Reidsville yesterday. Isn't it about time that the bridges were taken away; death can be found in much easier ways.—*Charlotte Journal.*

Bulldozing a Colored Democrat.

Policeman Orr yesterday morning arrested and placed in the station house a negro man named Murphy for cursing on the streets. The case is one of interest, as Murphy very insolently and rudely fell to abusing, in front of the Court House, an old and well known gray-haired negro named Tom Reed,