

# The Greensboro Patriot.

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GREENSBORO, N. C., FRIDAY, JANUARY 11, 1867.

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PATRIOT.

GREENSBORO, N. C.

FRIDAY, JANUARY 11, 1867.

## New Advertisements.

The Philotoken, a new medicine, for sale at Glenn's Drug Store.  
E. M. Pogue, Hillsboro, N. C.—Tia Ware, &c., at wholesale and retail.  
Ralph Correll, C. M. E.—Sundry Legal Notices.  
J. F. Causey, Deputy Tax Collector, Fifth Collector District.—Land for sale.  
L. R. May.—Removal of his Original Cheap Store.—Mr. May also gives notice that he is selling his entire stock of Winter Clothing at cost.  
Charles T. Wortham & Co., Wholesale Grocers and General Commission Merchants, Richmond, Va.—This is one of the oldest and most reliable business houses in Richmond. As will be seen, our townsmen, John A. Sloan, has been admitted as a partner in the concern. He will be pleased to serve his North Carolina friends at any time.  
The Hingham School, Mohamville, N. C.—This school is a household word every where. The reputation it has earned is well deserved. The session of 1867 opens March 6th.  
Elliott & Shields, Richmond, Va.—Prospectus of *The Farmer*. The Farmer is the best Agricultural publication in the country, and is especially adapted to the wants of the Southern farmer.  
J. H. Schneider.—Removal.—Mr. H. has removed his store to the McConnell building, one door west of his old stand, where he will be pleased to see his old friends and customers.

## THE COAL FIELDS ROAD.

Since the adjournment of the Legislature, and even from the day the bill chartering the extension of the Western or Coal Fields Railroad was passed, we perceive that the town of Wilmington is waking up to the importance of locating our roads in such a manner as to be calculated to convey our produce to our own markets. So deep is the interest manifested by that town, that she even gives Fayetteville a gentle hint as to what is for her benefit.

We are heartily glad to see this lively interest taken by a section of the State which has heretofore thrown all of its vast influence in such a manner as to promote its own mere local interests. The sources of the Cape Fear being in this section of the State, and from many other causes, from the earliest days, the trade of Middle Carolina has generally found its way to Fayetteville; and not only have our people ever given Fayetteville preference over other markets in this respect, but so far as relates to plans for facilitating communication with the Cape Fear section—opening the rivers, constructing roads, and by other means calculated to be of benefit to that portion of our State, this section of Carolina has ever most cheerfully contributed, to attain these ends, her influence, her money and her labor. And no section has subscribed more liberally, or done more in this respect than has the County of Guilford and the town of Greensboro, for the Cape Fear, Deep and Haw River Improvements, at various times; the Fayetteville and Yadkin Railroad, and the Fayetteville and Western Plank Road. These facts are, beyond controversy, true. And when the N. C. Central Road was chartered the Guilford representatives insisted upon the importance of chartering, at that time a railroad from Fayetteville to connect with the former road, at this or some other suitable point; but the scheme was resolutely resisted by the members from that section, with the exception of Mr. Ashe of New Hanover, they preferring the plank road, which they obtained, and with what practical benefit to themselves or the people, the best answer can be found in the failure of the enterprise, and the worthlessness of roads constructed in that manner.

By the extraordinary efforts of Hon. W. S. Ashe, Hon. Edward Stanley, and Hon. John A. Gilmer, with the unanimous vote of the entire West, the Wilmington and Weldon Railroad, which was then a burden, and the Raleigh and Gaston Road, which was an expense of \$15,000 yearly to the State, were brought to life, by passing such laws as enabled them to relay the tracks and equip the respective roads; while the journals of that session, will show that with one or two exceptions, every representative of the counties through which these roads pass voted against these measures as well as against chartering the N. C. Central Road.

And it is this road, which even to this day, seems to be so great a bugbear to Wilmington. We will examine into this matter. The Road, as its name implies, was intended to be, and we think really is, a North Carolina Road. Those by whose extraordinary exertions in the Legislature, the charter was procured, Western men, be it said, with the honorable exceptions named, were laboring to have it a North Carolina enterprise, and after obtaining the charter, in the face of the prostrate condition of all the railroads and the absolute failure of every work of improvement that had been projected or undertaken prior to this time in the State, the apathy of many of the people and the constant discouragements coming from portions of the East, with Herculean efforts on the part of Western men to obtain subscriptions to the road, it was with them and all who subscribed, the intention of making it redound solely to the benefit of our own State. And in after-days, when the road was being built, at every point West of Raleigh the rich and poor at great sacrifice took hold alike, and by their combined efforts, the poor man, assisted even by his wife and children, in working by hard labor on the road to pay the stock he had subscribed, the work, even through the mountainous and hilly portions of the West, was completed at a much less cost per mile, than on the more favorable portion of the route in the east; and this work in the West was most cheerfully done for no other purpose but to bring our section and Wilmington closer together. And if this object has not been attained—if it is not a North Carolina road—if it has not yet reached the Tennessee line, the fault lies east of Greensboro. And if produce as Cumberland and the Editor of *The Journal* contend, finds its way to Virginia markets, and if freight is shipped by way of Portsmouth to all the depots along the line of the N. C. Road, who is to blame for the results? The Editor of *The Journal* and his correspondent, we fear, have treacherous memories.

For our own part, we have lamented in sorrow, from our earliest days, until the chartering of the N. C. Road the suicidal policy pursued by the east, in the locating, the building and managing of all our works of internal improvement. At the risk of being a little tedious we will ventilate the history of the many abortive efforts made for improvements prior to the chartering of the N. C. Road.

First, we will notice the attempts made for the purpose of increasing navigation.

The Dismal Swamp Canal was the first improvement chartered in the State, in the year 1790, leading directly to Norfolk, and in the year 1825 this work was extended to connect with the North-east river; and in 1828, still a further extension was granted to connect it with the waters of Albemarle Sound.

The next work undertaken was an act passed in the year 1796 to improve the Cape Fear. There appears to have been but little effected under the act; for we observe by reports submitted to the Legislature, December 9, 1824, that in the year 1815 the State, persuaded of the importance and utility of the various plans for the improvement of many of our rivers, which had been projected and undertaken by enterprising citizens of the State; and in order to facilitate and insure the success of these plans, she first began to take in them a pecuniary interest. It further appears to your committee that between this time and the year 1819 the State became interested as follows: in the several navigation companies then existing. In 1816, the State subscribed one hundred and fifty shares, and subsequently the stock was increased by subscriptions from various sources until, in 1822 there appears to have been one Hundred and Forty-six Thousand Seven Hundred and Twenty-five dollars paid in. Of this sum there was expended exclusive of steam boat stock below Fayetteville, Twenty-two Thousand Eight Hundred and Forty-five dollars and Thirty-two cents. On the Canal at Buckhorn, expended Forty-three Thousand Four Hundred and Nineteen dollars and Seventy-four cents. On the Canal at Fayetteville, Fifty-seven Thousand Five Hundred and Seventy-nine dollars and Thirty-eight cents. And in salaries, Six Thousand Five Hundred and Seventy-five dollars and Ninety-eight cents.

Of this enormous sum [says the Report] it is computed that at least two-thirds have been misapplied and totally wasted. There has been a greater amount—more than Three Hundred Thousand Dollars—since that time squandered on the same river.—It appears that the Roanoke River Navigation Company was first chartered in 1812, by the States of North Carolina and Virginia, Three Hundred and Eighty-seven Thousand dollars, of which sum, the State of North Carolina, subscribed, and paid in Fifty Thousand dollars, which was expended with more advantageous re-

sults than the amount which was expended on the Cape Fear. For the Neuse Navigation Company, in the year 1816, Six Thousand dollars were appropriated which was increased to Twenty-five Thousand dollars, all of which was expended, as the committee reported, without producing any valuable results; and in 1848 there was an additional appropriation of Twenty-five Thousand dollars, besides a large amount of individual subscriptions, expended with no better results. In the same year, Eight Thousand dollars were subscribed by the State to the Tar River Navigation Company; and in the year 1848, Fifteen Thousand dollars were expended on the same river to no practical purpose. About the year 1820, the sum of Seventeen Thousand Six Hundred dollars were expended on what was known as the Club Foot and Harlow's creek Canal, and subsequently smaller amounts, which as others before recited, proved worthless expenditures. The survey and report of draining the Brown and White marshes estimated to be One Hundred and Twenty-three Thousand dollars and Sixty-cents, and also the Report of the Survey of Waggamaw river, Five Hundred dollars, which sums were expended to no purpose. Next we notice the appropriation, in 1821, of Twelve Thousand dollars to remove the shoals at the mouth of Cape Fear and Deep Rivers. And in addition to this there have been large sums expended by the general government for the same purpose, without effecting much benefit, to say nothing of large sums which were expended for the purpose of draining the swamp lands and removing the obstructions from New river and other small streams to the amount of a Quarter of a Million. In 1856 the sum of Three Hundred and Fifty Thousand dollars was subscribed by the State for the Albemarle and Chesapeake Canal, leading directly to Norfolk. These were our first efforts at internal improvements. They were made exclusively for the benefit of the East, the money and appropriations being voted as well by Western men as by those of the East, and with what results they have been expended to gratify our Eastern friends, the sad record too plainly tells. The money thus expended was realized from the dividend of banks and the sale of Western Carolina lands.

We will next notice briefly our efforts in constructing railroads, which will prove more interesting and suggestive to the reader as to the animus of the East.

In the year 1825 the Rev. Joseph Caldwell, D. D., President of the University of North Carolina, visited Europe, and while there took great pains to examine some of the first railroads then being constructed in Europe. He was so struck with the importance of this new means of transportation, that soon after he returned he commenced publishing in *The Raleigh Register* a series of articles urging upon the Legislature to charter a railroad from Beaufort Harbor to the Tennessee line.—These letters were afterwards published in book form, at his own expense and circulated gratuitously throughout the State.—And it appears, from this book that the first railroad meeting ever held in North Carolina convened agreeably to previous notice at the house of William Albright, in Chatham county. This meeting was composed of a number of citizens from Chatham, Orange, Randolph and Guilford counties. The meeting passed four resolutions which we copy:

“Resolved, That a committee be appointed to prepare an Address to the citizens of North Carolina urging on them the importance and necessity of improving the State by the construction of a Central Railroad.”

“Resolved, That an experiment of this kind of internal improvements, and as its locality would afford an opportunity to numerous citizens from various parts of the State to witness its practical utility, it be recommended to our next Legislature to construct a railroad from Completion to the Market House in Fayetteville.”

“Resolved, That though the attention of this meeting has been directed more particularly to a central railroad, yet they recommend to our Legislature a continued perseverance in other important improvements in which they are engaged, and which promise a successful termination and especially those on the Cape Fear.”

“Resolved, That the proceedings of this meeting together with the Address to be published, and that the editors within the State be requested to give them one insertion in their respective papers.”

“JAMES MEBANE, Pres.  
“DENNIS HEARTY, Sec.”

It will be seen that the people of Middle Carolina were the last to give up improving the rivers in the East, and the first to begin a scheme of railroad improvements for the whole State. But notwithstanding their efforts to secure a Central railroad, it appears that the first railroad chartered in North Carolina was the Petersburg Railroad, to some point on the Roanoke river, in North Carolina, in the year 1835 to be extended further in North Carolina, to a point to be selected by the company then by chartered. The next was the Portsmouth and Roanoke Railroad company chartered in 1832; the next was the Greenville and Roanoke Railroad in the year 1833; and in the same year the Halifax and Weldon Railroad was also char-

tered; and the Wilmington and Raleigh Railroad company was chartered by the same session of the General Assembly.—The Cape Fear and Yadkin and Pe Dee Railroad company was likewise chartered in 1836; the Raleigh and Gaston Railroad company was chartered in 1835; the Roanoke, Danville and Junction Railroad, leading from Norfolk and Portsmouth, Va., up the Roanoke and Dan Rivers, in North Carolina via Danville, Va., Leaksville and Madison in this State, and via Wythville and Abingdon to the Tennessee line, with a view of being extended to the Mississippi, in 1835; the Charleston, Louisville and Cincinnati Railroad, chartered the same year; the Norfolk and Edenton Railroad was chartered in 1836; the Raleigh and Columbia Railroad was chartered in the same year, as also the North Carolina Central Railroad, the Roanoke Valley Railroad from Ridgeway to Clarksville, Va., in 1844; from Rocky Point to Tarboro at a more recent date; and also the road from Haywood in Chatham county to the North Carolina, in 1864; the Piedmont Railroad in 1863. These are the roads projected, and which have been completed, leading out of the State, which may well be termed as our Wilmington contemporary applies to the N. C. Central, Virginia roads, to which we may also add the Wilmington and Manchester road, evidently a South Carolina improvement, and also the Charlotte and Columbia Road, and the Statesville and Charlotte Road.—And in addition to this it is certain that the great antagonist of the N. C. Central road runs much nearer the South Carolina line from its commencement in Wilmington to its terminus, than does the N. C. Central at any point to say nothing of the Western Extension from Salisbury to Asheville.

The above sketch of our efforts at improving the State of North Carolina, is a fair specimen of the zeal manifested by many of our eastern friends to build up their markets, and can be excelled only by the strenuous efforts made by our Fayetteville friends, for several years, to secure a Macadamized road direct from their town to the city of Petersburg. Mr. Fulton, in his interesting report of this project says: “This road being the greatest thoroughfare from South to North in the State of North Carolina, and being the route on which the Southern and Northern Mail Stage will have to travel, it will be very important, that an improvement that may take place on the road should intersect the whole of the towns through which it will pass. And although these towns do not lie in a direct line, yet the deviations are so trivial, that little sacrifice of distance will be made in embracing them, provided direct communication is made between each. By referring to the plan it will be seen that the Road from Fayetteville to Raleigh diverges from seven to eight miles to the eastward of the general direction,” &c.—and that “a straight line from Fayetteville to the point of intersection with the Virginia line leaves all the towns to the Westward.”

This gives a summary review of our efforts at improving the State, and the money expended in most instances, with the exception of Lumber river, Broad river, Yadkin river, Catawba river, and the Buncombe Turnpike, with a few inconsiderable dirt pikes, and plank roads by the dozen, both in the East and the West. As to these we have not had the time to investigate and ascertain the amounts expended upon them; but suffice it to say, with the exception of the Buncombe Turnpike, all proved a failure.

We have shown, sufficiently, we think that prior to 1835, all legislation tending to the improving of this State, at a time when the East was in power, and when that section succeeded in carrying every measure devised by its own people to the exclusion of more feasible plans emanating from the West, and which were calculated for the benefit of the entire State, were failures. And, as we have shown, the liberal and magnificent scheme of Dr. Caldwell, even thus early in our history, prior even to the conception of the Baltimore and Ohio Road, and which, could it have prevailed, in preference to the many parallel cross roads which the East were continually projecting, would have redounded to the benefit of the entire State, and instead of being behind her sisters would have long since outstripped them all, and her towns—inland and seaboard—been prosperous. The money squandered on navigation schemes was misapplied. Every road which was chartered prior to the chartering of the North Carolina Central Road, as for instance the Raleigh and Gaston, the Greenville and Roanoke, the Portsmouth and Roanoke, the Petersburg and Halifax, the Wilmington and Manchester, &c., to say nothing of the Pike from Fayetteville to Petersburg, whatever may have been the intention of these schemes, could have no other effect, as is shown by those in operation, but to divert trade to distant markets.

And more. It should be remembered that the last dying effort made in the Legislature of 1835, under the old Constitution to have a great Central Railroad from Norfolk and Portsmouth, running in North Carolina parallel with Roanoke and Dan rivers, via Wythville and Abingdon to the Tennessee line with the hope of extending it to the Mississippi, was chartered by the last Legislature under the old Constitution of this State. It was the chartering of this road and a refusal to charter the N. C. Central road that aroused the people of the west, almost to madness and led to the convention which soon after amended the Constitution. And it is equally noteworthy that the first Legislature under the new constitution chartered the Central road from Beaufort to the Tennessee line, and also the Fayetteville and Yadkin road.

Then why should there be such violent opposition, and especially from the quarter whence it comes, to the North Carolina Central Road, and schemes devised for its benefit, to the advantage of the entire State? If Wilmington and her section have heretofore shown themselves incapable of devising and maturing plans calculated to have the desired effect, is it safe or prudent to listen now to their counsels? The distance from Greensboro to Egypt is not exceeding fifty miles. The route for the road lies along a comparatively level country, and the bed can be constructed, at a much less expense than can the same length in almost any other portion of the State. The road would be in a direct air line, and would secure for Fayetteville and Wilmington as much trade from the Central road as if it connected with that road at any other point. The idea of running the road to any point a considerable distance West of this is so infeasible as to appear perfectly absurd. To take it to Thomasville or Lexington would give a route costing thirty per cent more per mile, than the one just cited. Take it to Salisbury, and the impassable hills of Caraway and Uwharrie offer an impediment sufficient to stagger the most enthusiastic. And granting that the road were run on this hilly, expensive and unnecessarily lengthy route to reach the Central road, would we not have the same results, as it intersected at Greensboro? If the Rowan farmer wishes to send his produce to market, he will not consult the roads so much as the prices he can obtain. If he can procure a better price in Richmond than in Wilmington he will ship to Richmond, and if vice versa he will ship to Wilmington, either of which he can do with as much ease as if the Coal Fields Road tapped the Central at Salisbury.

If Wilmington does not afford as good a market as other towns, in this or even in other States, she cannot expect the trade of our farmers, let her railroad facilities be ever so extensive and complete. And if our friends in that section will only take the proper view of the matter, they cannot but perceive that an airline from Richmond to the head of navigation on the Cape Fear, will, from its practicability, be more beneficial to them, the benefits being realized, too, at an earlier day, than if their scheme of a kite-tail, zig zag route, should prevail.

We are not so partial to the route which we advocate simply because Greensboro might possibly be the terminus of the road, but for other reasons which are apparent, some of which we have cited. In our present prostrate condition financially, the link of but fifty miles can be completed at an early day. Intersecting here with the Piedmont Road, we would then have direct inland communication from our principal sea-board town to Baltimore.—Freights from New York, Philadelphia, Baltimore, &c., for Middle Carolina, would then come by way of Wilmington and Fayetteville, increasing the business of these two places, and at a considerable saving of expense to our inland merchants. Besides giving an impetus to the work, at Chatham Coalfields,—opening at an early day a market for the products of this rich deposit,—it would also insure, as our correspondent *Madison* intimated last week, an early development of the rich and inexhaustible mines of Iron and Coal in the Piedmont country.

**VETO OF THE DISTRICT OF COLUMBIA NEGRO SUFFRAGE BILL.**—President Johnson has vetoed the District of Columbia Negro Suffrage Bill. His Message returning it to the Senate is a lengthy document, and is said to be one of his ablest and most patriotic State papers. We shall publish it in our next. The Senate has overridden the veto, and the House will most probably do the same. Still, the irresistible argument of the President against an unqualified negro suffrage and its disorganizing tendencies will meet the endorsement of all patriotic people in every section of the land.

**GREENSBORO FEMALE COLLEGE.**—A meeting of the subscribers to stock in the Greensboro Female College was held on

Wednesday. A committee was appointed to make an estimate of the cost of erecting buildings, &c., and also another to confer with the committee appointed by the Board of Trustees, in regard to making preliminary arrangements. It is hoped the work will be hastened to completion.

**THE UNION REGISTER.**  
The initial number of this paper, the publication of which has just been commenced in this place, was placed upon our table last Thursday evening. *The Register* makes a neat typographical appearance, is radical in politics, and its editorial department shows evidence of being conducted with ability. Price \$3.00 per annum.

The names of the editors of *The Register* do not appear, but they are evidently Northern men, with extreme radical opinions, and politics, sent by the “Union Publishing Committee” as missionaries among us to propagate their faith. If they are honest in their convictions, and will deal with the great questions now agitated throughout the country, with candor and courtesy, no one has a right to complain. We respect the honest convictions of any man, however much we may differ from them, and shall be the last to complain of fair and honorable efforts to diffuse them. If they have truth on their side, they will certainly prevail at last—if not, they will certainly fail.

We agree with *The Register* in its estimate of the Stevens Bill, introduced in Congress “at the instance, it is said, of a delegation from this State.” Our neighbors have been here long enough not to be imposed upon by the absurd professions of a depraved set of political prostitutes who now seek to revenge themselves upon their own people for having time and again repudiated them as unworthy of trust. Men who were blatant secessionists before the war,—who did all in their power to school the people of the State in the deplorable heresy which has brought so much misery on the country,—who were so intolerant of opposition to their nefarious schemes as to propose visiting “with the swift vengeance of vigilant committees” all those who would not go with them,—who voted for secession in 1861,—“and were for giving the last man and the last dollar” to make it good, and then, when the cause became hopeless, cowardly deserted their neighbors and friends whom their teachings had seduced into revolution, and who now are eager to take the oath prescribed in the Stevens bill, devised by themselves and for themselves, and in taking it will swear falsely now, if they spoke truly when they avowed most solemnly time and again subsequently, to March 4th, 1861 that they were good and true Confederates,—these men, in the opinion of *The Register*, are unworthy of the confidence of any party, and certainly “do not deserve any special consideration at the hands of the Government.” It is opposed to offering a “premium to those who were the first to back out of the rebellion, though they may have been the first to embrace it, and the most influential in inducing others to go with them.”

We have always expected that the political profligacy which we have characterized will sooner or later meet with its proper reward in the abhorrence and detestation of all honest men, of all shades of opinion everywhere; but the time has come rather sooner than we anticipated.

In welcoming our neighbors to the profession we hope their fullest expectations may be realized pecuniarily, however much we may differ from them as regards a plan of the restoration of the union of the States.

**RAILROAD NATIONAL BANK.**—This Bank has declared the handsome dividend of 12 per cent, over and above all taxes. This exhibit speaks well for the efficiency and skill with which its operations are conducted.—*Raleigh Sentinel*.

And it speaks long and loud in favor of a State currency, which would curtail these “handsome dividends,” derived from loans at from Seventy-five to One Hundred per cent per annum, the “efficient” and “skillful” managers having an exclusive monopoly of the money market. It is time the people were speaking on this important subject.

## ITEMS OF STATE NEWS.

**OUTRAGE IN FRANKLIN.**—Some miscreant set fire to Mr. Henry Pearce's barn, near Franklin, on the night of the 25th ult., and burned to death three horses and nine cows, besides destroying all his fodder, oats, peas and farming utensils. His loss is about \$2,500.

The object of the incendiary was not plunder, as nothing was taken from the barn. We learn that no clue has been obtained as to the perpetrator of the deed, and it is probable that the diabolical affair will always be shrouded in mystery.—*Raleigh Sentinel*.

**KILLED.**—We learn that a young man named Smith, son of Mark Smith, a resident of this county, was cutting down a tree on the 3d, when it fell and struck him on the head, killing him almost instantly.—*Goldsboro News*.

**KILLED.**—We learn that a man, by the name of Cooley, was run over by the Raleigh and Gaston train, last evening, about

6 o'clock, near the Pigeon House, and killed. A Coroner's inquest on his remains was held this morning. We have heard no particulars, but it is supposed that the unfortunate man was lying asleep on the track, probably in a state of intoxication.—*Raleigh Sentinel*.

We learn that a company of Federal soldiers have been ordered to this place.—*Goldsboro News*.

We are requested to state that Judge R. P. Buxton is incorrectly represented by *The Washington Star* as favoring the disruption of the present State government of North Carolina.—*Charlotte Democrat*.

A negro child, about two years of age, was brutally murdered by its step-father, in Anson County, last week. Upon examination of the body it was found that the child had been brutally whipped, its body presenting bruises and scars from the feet to the head, and its skull was cracked almost into a jelly.

**HIGHWAY ROBBERY.**—A white man named John Braswell was robbed in the early part of last week, in the upper edge of the county, (says *The Wadesboro Argus*) by a negro named Bill, (late the property of Colonel B. T. Bennett,) and another negro, under circumstances which justifies the confining of both of them in jail until court on the charge of highway robbery.

**THE WEATHER.**—It commenced snowing here on Saturday the 29th December, and continued at intervals for five days. Consequently, the ground was covered with snow and ice several inches deep. Such a severe spell of weather has not occurred in this section within the past ten years.—*Charlotte Democrat*.

**COMMISSION TO WASHINGTON.**—His Excellency, Gov. Worth, has appointed the following gentlemen a Commission to proceed to Washington and consult the authorities upon the subject of the U. S. Land Tax, &c., viz: A. S. Merriam, of Buncombe; John A. Gilmer, of Guilford; Jas. M. Leach, of Davidson; P. H. Winston, of Bertie; Bodford Brown, of Caswell.—*Raleigh Sentinel*.

**ARREST OF A HOUSE THIEF.**—A house thief who gave as his name L. Spelt, of Sampson county, N. C., was arrested, as we learn from *The Old North State*, and committed to jail in Salisbury Monday night. He stole a horse from a man in Rowan county, took him to Statesville and sold him, and returned to Salisbury per railroad, just in time to be arrested.

**SUDDEN DEATH.**—An old man living near the plantation of the late Holton Sturdivant, named John Taylor, while sitting by his fire on the night of the 4th ult., was seized very suddenly and expired in a few minutes.—*Wadesboro Argus*.

**SMALL POX.**—We learn from *The Charlotte Guardian* that this fearful scourge is in that city, and that many violent cases exist. We also hear of its existence in other towns.

**ARRESTS IN NORTH CAROLINA.**—John C. Kehoe, United States Deputy Marshal for the Eastern District of North Carolina, reports the arrest of the following parties:

Hodge Owens was arrested at Raeford Island on the 18th of December and was taken to Elizabeth City on the 22d of Dec. Jordan Parker was arrested on Powell's Point not far from Currituck Sound. John Parker was arrested at Buck Horn plantation, Currituck county. Dr. Joseph Baxter was arrested on the 23d of December, at the place called Sligs, in Currituck county. David McLaney was arrested on the 24th of December, at his own house in Currituck county, near the Court-house. They were brought before his Honor Judge Brooks, at Elizabeth City for examination on Christmas day. The examination lasted three days, and the accused were bound over in the sum of \$5,000 each, for their appearance at Raleigh before the U. S. Circuit Court to be held the first Monday in June, 1867.

The above parties are charged with robbing and plundering the schooner *Lotie* in Currituck Sound, in the year 1864.

The charge before Hon. Geo. Brooks, Judge of the District Court, was Piracy.—*Norfolk Daily Book*.

Six men, white and colored, recently tried, convicted and sentenced to be hanged by the Courts of South Carolina, for house-breaking, horse and cotton stealing, have had their sentences commuted by Gov. Orr to confinement in the Penitentiary. Rather mild punishment for the midnight robber and assassin; but such are some of the benefits of a Penitentiary.—*Charlotte Democrat*.

**THE MASSACRE AT FORT LARAMIE.**—A dispatch from Fort Laramie confirms the account of the recent massacre of U. S. troops. A detachment went out against the Indians, and were gradually drawn on until they were four miles from the fort, when they were surrounded and slaughtered. Not a man escaped to tell the story of the disaster. The bodies were ripped, scalped and mutilated. Thirty bodies were found in a space not larger than a good-sized room. Nearly all the bodies were recovered and buried in the fort.

Markets, Marriages, &c., unavoidably omitted.

**REMOVAL! REMOVAL!!**  
**L. R. MAY'S**  
**Original Cheap Store**  
Has been removed, opposite Porter's Drug Store.  
**CLOSING OUT! CLOSING OUT!!**  
OUR ENTIRE STOCK OF  
**Winter Clothing**  
**AT COST!**  
27-2w  
L. R. MAY.



# THE PATRIOT.

PUBLISHED EVERY FRIDAY BY  
A. W. INGOLD,  
EDITOR AND PROPRIETOR.

Price, Three Dollars per Annum.

PRIZES FOR ADVERTISING.  
Advertisements will be inserted in THE PATRIOT at the price of ONE DOLLAR per square of eight lines or less for the first insertion, and FIFTY CENTS for each continuance.  
A liberal deduction will be made in favor of those who pay for advertising quarterly or yearly.  
For advertising notices for office THREE DOLLARS to be paid in advance.

## CAPTIONS OF THE ACTS

And Resolutions, Passed at the First Session of the General Assembly, 1866-67.

1. An Act to extend the present Term of the Court of Pleas and Quarter Sessions of the County of Wake.
2. An Act to enable the County Courts of Craven and Cumberland to extend their sessions. (Grants the privilege to the above counties of extending the terms of their County Courts from day to day until the business is disposed of, though it should extend beyond the time heretofore provided.)
3. An Act in relation to the County Courts of the county of Hyde. (Gives a majority of the magistrates, at the first Court after the 1st of January, in each year, to select five of their number to hold the Courts, three of whom shall have power to act.)
4. An Act to authorize the Dismal Swamp Canal Company to issue eight per cent bonds.
5. An Act to postpone the special term appointed for the County of Chowan, on the second Monday of December, 1866, until the time until the Wednesday after the first Monday of February, 1867, and grants the privilege of continuing the term two weeks if necessary.)
6. An Act to amend the Charter of the Washington Toll Bridge Company.
7. An Act to extend the time for the collection of taxes in certain counties. (Gives the Sheriffs and Tax Collectors of Alexander, Wilkes, Beaufort, Polk, Raleigh, McDowell, Mitchell, Burke, Watauga, Caldwell, Catawba, Lincoln, Cleveland and Gaston, time until the first day of March, 1867 to make settlement with the Public Treasurer.)
8. An Act to protect the people of Chatham County. (Allows the Sheriff of said County time until the 1st of March 1867, to settle taxes with the Public Treasurer.)
9. An Act to make valid the sale of the old Jail by the County Court of Edgecombe, and to secure the title to the purchaser, and to sell and purchase other lands for certain purposes. (Authorizes the Chairman of the County Court to make titles, and a majority to sell and buy other lands for the purposes of building a Jail and stocks.)
10. An Act to amend Sec. 1st of chapter 20th of the law of North Carolina passed by the General Assembly of 1865-66, relative to Roads, Ferries and Bridges. (Limits the age to forty-five instead of fifty years.)
11. An Act to change the time of holding the Courts of Pleas and Quarter Sessions of Alexander County. (Changes the time from the third Monday of March, June, September and December, to the first Monday in each of the above named months.)
12. An Act to change the time of holding the Courts of Pleas and Quarter Sessions of Yankin County. (Changes the time from the first Monday in January, April, July and October, to the second Monday in the above named months.)
13. An Act to grant a general amnesty and pardon to all officers and soldiers of the State of North Carolina, of the late Confederate States armies, or the United States, for offenses committed against the criminal laws of the State of North Carolina.
14. An Act to incorporate the McLean Fire Engine Company, No. 1, in the town of Fayetteville.
15. An Act in favor of K. P. Harris. (Authorizes the clerk of the County Court of Chatham to make title to said Harris for old Jail.)
16. An Act to amend an act for the relief of such persons as may suffer from the destruction of the records and other papers of the several counties of the State and for other purposes. (Amends so as to read "all petitions to declare the contents of a deed or will of any matter of record shall be filed within five years next after the ratification of this act.")
17. An Act to amend and confirm the charter of the Williamson and Tarboro Railroad Company and the amendments since the close of the war.)
18. An Act to incorporate the Yanceyville and Mills Railroad Company.
19. An Act to incorporate the Newbern Steam Fire Company No. 1.
20. An Act for the relief of disabled soldiers. (Provides that when it is judicially ascertained that the artificial limbs cannot be made to be of service then, the applicant shall be entitled to receive the amount paid by the State for the limbs.)
21. An Act for the relief of James S. Snow, Sheriff of Halifax County. (Allows time until March 1st, 1867, to settle taxes with Public Treasurer.)
22. An Act to amend the value of the Western N. C. R. R. and for other purposes. (Authorizes the Public Treasurer when it shall become his duty to issue bonds of the State to the amount of \$50,000, under acts of 1854-55, and 1860-61, to mortgage an equal amount of State stock in the N. C. R. R. as collateral security, and authorizes the President and Directors of the W. N. C. R. R. Company to issue bonds bearing 8 per cent interest, and to execute a mortgage to the purchasers of said bonds.)
23. An Act to empower the County Court of Mecklenburg to hold extra terms. (Authorizes the Justices to order extra terms of the County Court when in their judgment the public interest requires it.)
24. An Act to change the name of the Camden Joint Stock Insurance and Trust Company. (Changes the name to the "American Joint Stock and Trust Company.")
25. An Act to repeal all acts heretofore passed in relation to the incorporation of the town of Monroeville, and to provide a substitute therefor.
26. An Act to allow fees to Justices of the peace in Mecklenburg County and to increase those of Constables in said County.

27. An Act for the construction of a bridge across Nott's River in the County of Cherokee and for other purposes. (Authorizes Mr. Siler, the agent for the sale of Cherokee lands, to appropriate the sum of \$3,000 for the construction of said bridge.)

28. An Act to enable the Western Railroad Company to complete its road from the Collieries in Chatham County, to some point on the N. C. R. R. (Authorizes the Public Treasurer to subscribe to said Company \$500,000 and to give up the mortgage on said road and authorize the President and Directors to issue the mortgage bonds of said Company not to exceed \$900,000, running 30 years or longer, in sums not less than \$100 each, bearing 8 per cent interest.)

29. An Act providing for the support of the Insane. (Appropriates the sum of \$40,000 for the support of the same for '66-'67 and '67-'68, and the further sum of \$5,000 for the repair of the building, fences, grounds, &c.)

30. An Act to enable the Wilmington, Charlotte and Rutherford R. R. Co. to complete its road, pay its debt to the Tennessee line. (Authorizes them to issue bonds and borrow money, at not more than 8 per cent and to mortgage the property of said road.)

31. An Act to authorize the President and Directors of the town of Fayetteville to borrow money to rebuild their factory. (Authorizes said Company to borrow \$50,000 and mortgage the property to pay the debt.)

32. An Act to amend the Charter of the town of Wilson.

33. An Act concerning appeals in criminal cases. (Any person convicted of capital felony and sentenced to death, and who is unable to give security for an appeal to the Supreme Court, the same shall be granted without security.)

34. An Act to incorporate the town of Durham in the County of Orange.

35. An Act to incorporate the Thomas Gold Mining Company in the County of Franklin.

36. An Act to incorporate the Collins Gold Mining Company in the County of Franklin.

37. An Act for the relief of W. A. Philpot, Sheriff of Granville County. (Allows time to the 15th of March 1867, to settle with the Public Treasurer the balance of tax due.)

38. An Act to incorporate the Sturges Gold Mining Company in the County of Franklin.

39. An Act to amend sec. 2nd of an act to incorporate the town of Marshall.

40. An Act to amend the 3rd section of the 97th Chap. of the Revised Code entitled "Religious Societies." (Adds after the word "to" at the end of the 8th line the words "take by devise," and repeals the proviso in said section, all of which only applies to St. James' church in the City of Wilmington.)

RESOLUTIONS.

1. A Resolution in regard to the message of the Governor and the report of the Public Treasurer. (Requests the Governor to have printed, in advance of the meeting of the General Assembly, a sufficient number of his message to supply each member with ten copies, and two hundred for the Executive Department, and the Public Treasurer a like number of his report.)

2. A Resolution to amend a resolution passed at the present session of the General Assembly. (So amend the above resolution as to include the report of the Comptroller and any other report that may be necessary to have printed.)

3. A Resolution in favor of the Sheriff of Gaston County. (Allows said Sheriff until February 1st 1867, to make report of taxes to Public Treasurer.)

4. A Resolution providing for the printing of certain documents. (Requires the Secretary of State to have all the ordinances of 1865-'66, now in force, printed with the laws of 1866-'67.)

5. A Resolution in relation to the tax on Cotton. (Instructs the Attorney General of North Carolina to inquire into the legality of the tax of 3 cents per pound on cotton imposed by an act of the Congress of the United States.)

6. A Resolution authorizing the Governor to accept the aid proffered by the U. S. Government. (Requests the Governor to communicate with the chairman of each County Court in the State and ascertain the extent of distribution in each county, and report to the Chief of the Freedmen's Bureau, in this State, and for each county to make provision to pay expenses of transportation of supplies as received for the poor and destitute.)

7. A Resolution rejecting the proposed amendment as the fourteenth article of the Constitution of the United States.

8. A Resolution concerning the per diem and mileage of the officers and members of this Legislature. (Stands the same as the last General Assembly.)

9. A Resolution to postpone the valuation of lands in this State. (Repeals so much of the Revenue law of 1866 as required a re-valuation of the lands in 1867.)

10. A Resolution in regard to Confederate soldiers detained in Northern prisons. (Requests the Governor to inquire if any Confederate soldiers from N. C. are now detained in any Northern hospital or prison, unable from wounds, sickness or other cause from returning home, and that he take the necessary steps to enable them to return home.)

11. A Resolution providing for the payment of sheriffs holding elections. (Allows the Sheriffs same pay on the vote of the new Constitution as is now allowed for the election of Governor, and the Public Treasurer to pay the same.)

12. A Resolution in favor of D. Outlaw, Senator from the 7th Senatorial District. (Allows per diem from the time he arrived at Raleigh and not from the time he qualified, he having been prevented from qualifying sooner by extreme illness.)

13. A Resolution in favor of the people in Lincoln County. (Allows the Sheriff of said County until Feb. 15th, 1867, to settle with the Public Treasurer.)

14. A Resolution authorizing the Governor to extend the provisions of the act granting amnesty and pardon.

15. A Resolution in favor of the Sheriff of Richmond County. (Allows time until Feb. 1867 to settle taxes with Public Treasurer.)

16. A Resolution for the benefit of the sheriffs of Randolph, Yadkin and Bertie Counties (allows time until 1st March 1867 to settle taxes with Public Treasurer.)

17. A Resolution in favor of the Sheriffs of Cumberland, Northampton, Wayne, Ouslow, Moore and Caswell counties (allows time until March 1st, 1867 to settle taxes with Public Treasurer.)

18. A Resolution in regard to tax and for other purposes.

19. A Resolution of thanks to His Excellency the Governor and others.

20. Resolution for the relief of the Seth Jones' estate.

21. Resolution in favor of Mrs. T. I. Jenkins. (allows her the pay due her deceased husband to the 24th of December.)

22. Resolution for the benefit of the institution for the Deaf, Dumb and the Blind. (Appropriates \$5,000.)

23. Resolution in favor of Rufus H. Jones.

24. Resolution in reference to the N. C. Railroad Company. (Appoints a committee, two on part of each House, to examine the books, inquire into the alleged abuses and general management and condition of said Road, with power to send for persons and papers and to report to the adjourned session of this General Assembly.)

25. Resolution declaring the loyalty of the citizens of North Carolina.

From The Richmond Whig.  
**How Southern Patriotism Should Display Itself.**

Every sober-minded, reflecting Southern man naturally desires to do all in his power to help the cause of the South, and to abstain from all that has the opposite tendency. We should all in the outset fix clearly and definitely in our minds what the cause of the South is. We will, perhaps, be assisted in this by settling in our minds what that cause is not. It is not war. We fought for four years—from April '61 to April '65—but the fearful odds against us prevailed, and we were compelled to lay down our arms and surrender. That cause is no longer separation from the North and Southern independence. It is not slavery, nor is it the right of secession. The cause of the South, at present, is the exact opposite of war—it is peace and repose. The exact opposite of isolation and exclusion—it is restoration to the Union, with enfranchisement, representation and equal participation with the States of the North in the Government.

It is the duty of all Southern men to do what they can to aid in the attainment of these objects, and to abstain from all acts, writings and utterances that tend to hinder and defeat them. In this brief statement may be found the true definition of Southern patriotism. To discharge the duties of patriotism is a clear head, a calm temper, and a well-poised mind are necessary. He who goes about raving and ranting, abusing and picking quarrels with "Yankees" and shooting and stabbing negroes, may deceive himself into the belief that he is a patriot, and is helping the cause of the South, but he is under a fatal delusion. One such man does more harm to the Southern cause than can be undone by the quiet and exemplary conduct of a million of good Southern citizens. This exceptional case is taken as the true exponent and type of Southern character, and in a few hours his reckless deeds—the result not of his patriotism, but of an ill-governed temper—are heralded throughout the North—that North which is to pass upon the question of our restoration to the Union as equal States. Passion is not patriotism, and outrages upon Northern men and negroes are no part of a Southern man's duty. They do not help the Southern cause—they simply ruin it. Such men are our worst enemies—more deadly than Sumner, Stevens or Butler. But for them the men we name would soon become powerless for mischief. We must guard against falling into a generous but pernicious error. We must not injure ourselves by defending these men simply because they are Southern men. When we do so, we make good the Northern allegation that they are the true types and champions of the South. We are conscious that we are treading upon delicate ground, and therefore shall take pains to prevent being misunderstood. If a Southern man gets into difficulties, and has right on his side, we should cling to him and do all that we lawfully can to extricate him from them. If, on the other hand, his cause is clearly a bad one, while we should do all that we can to secure him a fair trial, and to give him the benefit of all legal remedies, we should not, if acquitted, make him a hero, or, if convicted after a fair trial, honor him as a martyr. We should not suffer the peculiarity of our situation to obscure our moral perceptions, and lead us to confound bad with good actions—crimes with deeds of virtue. A bad man, when he gets himself into trouble, only thinks and feels selfishly. His aim is to extricate himself, and he will endeavor to rally around him every interest and every influence that can avail him. He will cunningly impute to his patriotism what was due only to his malevolence, and will endeavor to excite sympathy by pretending to be a Confederate and a victim of Northern injustice, when he is simply a miscreant, who gratifies his blood-thirsty disposition, heedless of the injury he inflicts upon all who are good Confederates, and sacrificed everything to the cause. He would play upon the most sacred feelings to procure assistance, regardless of the injury to those upon whose assistance he relies. If we were called upon to define a good Confederate, we would say he was one who gave his whole heart and soul to the cause when the war prevailed; who fought and would willingly have died for it, but who, having surrendered, observes with a scrupulous and knightly fidelity all its terms and conditions, and all the obligations implied by the oaths he took; who keeps the peace, aims at the repose and welfare of his people, and, by example and influence, endeavors so to shape Southern conduct as to leave the North no excuse for our further exclusion from our proper place in the Union. Such a model Southern man—Confederate—is General Robt. E. Lee. A bad Southern man and Confederate is the exact reverse of the character we have described.

EX-CONFEDERATES.—The New York World says: Colonel Blanton Duncan, of Kentucky, as President; Captain Thomas R. Sharp, late chief of transportation in General Johnston's army, as General Superintendent; and as agents, Generals Johnson, Beauregard, Buckner, Lovell, Kirby Smith, Gustavus W. Smith, Hardee, Hood, and Longstreet, are all interested in the Hicks Steam Engine Company, at Newcastle, Delaware, and introducing the engine into the Southern States. It is noteworthy, that these men from General Lee down, throughout the South, are minding their own business, and are endeavoring to get an honest living, as well as doing what they can to restore the business prosperity of the South; while such Southern

'generals' as Hamilton, Smith and Jones, who were on neither or both sides during the war, and always at the farthest possible remove from danger, are now perambulating about the country and picking up precarious pennies by exhibiting themselves as Southern Loyalists, who are particularly anxious to turn their own States into Territories.

From The Raleigh Sentinel.  
**More Developments.**

We alluded, a few days since, to the fact that Memorials, under the auspices of Holden, were in circulation among the negroes of the State, praying Congress to enfranchise them and to disfranchise five-sixths of North Carolina. So far from this most atrocious proceeding being concealed, Holden, himself, in person, outraged public sentiment by appearing in a negro meeting and offering a resolution looking to the same infamous design. There has been nothing, heretofore, in the history of North Carolina, equal to this spectacle.

We referred, at the same time, to one of the expedients that are being resorted to by the pimps of treason in the State, to inveigle the uninformed among the whites into signing the Memorial, and we invoked our friends in various portions of the State to communicate to us any facts that might come to their knowledge in connection with this general movement. A correspondent, accordingly, writes as follows from Lexington, Davidson County:

LEXINGTON, N. C., Jan. 2nd, 1866.

Editors of Raleigh Sentinel.—In response to your editorial on "Memorials to Congress," in which you beg your friends throughout the State to watch for these incendiary papers, and communicate any facts concerning them which may come to their knowledge, I have to reply that, while Holden was in Washington, a petition was drawn up by W. F. Henderson, Geo. Riley and Henderson Adams, of this town, asking, at the hands of Congress, "the subversion of the present State Government, and the confiscation of the property of those in this State who had borne arms against the United States in the late war." This petition was handed to the writer of this, for his signature, when there were about thirty names already attached to it, the first of which were the names of the gentlemen (?) above named, and afterwards followed by the names of three of the worst negroes to be found in this County! The petition was sent to Holden, at Washington, and was no doubt presented as the petition of the loyal men (G. save the mark!) of Davidson County, N. C.

Hope that you will give this an insertion, and thus show up these fellows to the deserved scorn of all honest, decent men. I am, very truly, yours,

J. H.

Compent is unnecessary. At least, we confess our utter inability to do justice to the subject.

RESOLUTION TO POSTPONE THE VALUATION OF THE LANDS OF THE STATE.—WHEREAS, In the opinion of the General Assembly, from the unsettled condition of the labor system in many parts of the State, and the uncertainty of our political condition, together with a scarcity of a circulating medium, and other causes, the valuation of the land of the State in the year 1867, will be, if carried into effect, altogether uncertain, and in many cases unreasonably low, and whereas it is believed, that it is more equitable to levy a low rate of Taxes on the valuation of 1860, with provision for valuation in case of extraordinary loss or gain, than to impose a higher rate on a new and depressed estimate, Therefore,

Resolved, That so much of the act for collecting Revenue, ratified March 12th, 1866, as provides for a re-valuation of the State in the year 1867, be repealed, and the Taxes on real estate in 1867, shall be imposed on the valuation thereof made in 1860, as modified under the provision for valuation in special cases by section 29 of the said act for collecting Revenue. [In General Assembly read three times and ratified 15th day of December, A. D., 1866.]

"EVEN-HANDED JUSTICE, &c."—A female school teacher in Homer, Mich., is said to have recently whipped a pupil who spoke to her without leave, "until she had used up three whips nearly as large as a man's finger." She then had recourse to a ferule, an inch in diameter, with which she administered discipline until her strength failed her. The father of the "disciplined" lad proceeded at once to find the school teacher, and "gave her a castigation which she will not be likely soon to forget." Of course the case will go to the courts.

N. H. D. WILSON. CHAS. E. SHOBER.

WILSON & SHOBER.  
Exchange Brokers and Bankers, No. 65 Gold and Silver, Bank Notes, and all kinds of Bonds and Stocks, bought and sold. DEPOSITS RECEIVED SUBJECT TO SIGHT CHECKS.

NORTHERN EXCHANGE BOUGHT AND SOLD.

MONEY LOANED ON SATISFACTORY SECURITY.

COLLECTIONS MADE.

Office in the building used by the Savings Bank.

Jacob Morton, BOOT AND SHOE MAKER, Greensboro, N. C.

Good work warranted. Repairing and mending promptly done at short notice. Prices moderate. Shop on Greene Street opposite Garret's corner building.

To the Public.—I would most respectfully inform the public that I have just built a new and commodious shop on the corner of Davis and Sycamore Streets, new doors set of Rose old stand, where I am prepared to fill orders for buggies, carriages, &c., and also do repairing of all kinds.

In connection with my coach and buggy shop, I shall also conduct the CARPET MAKING BUSINESS in all its branches. Having secured the services of Mr. Thomas M. Gray, one of the best workmen in the State, I feel assured that I will give ample satisfaction to all in want of ANY STYLE OF FURNITURE. Undertaking will also be a feature in this department of my business. Coffins of various sizes will be kept on hand or made to order at short notice. Produce of all kinds, will be taken in exchange for work, and my price for any article made in my shop will be lower than heretofore. A call is respectfully solicited.

7-6m WILLIAM COLLINS.

**MARBLE TOMB STONES!**

The undersigned at Greensboro, N. C., is now furnishing Tomb Stones, Monuments, Iron Railings, and Furniture-Marble of any description at Rock prices, freight added. BOXED AND DELIVERED, at Greensboro Depot.

On account of long familiarity with the business, and referring as a guarantee for workmanship and material, to the many Tomb Stones standing in nearly every Grave Yard in Middle and Western North Carolina, manufactured by his father, M. KELLOGG, he feels no hesitancy in assuring all of this ability and superior facilities for furnishing satisfactory work.

PRICES.

For Adults.—Stone to stand 3 feet above ground, with foot-stone, and ordinary inscription, delivered at depot, American marble, \$30; Italian, \$35.

Four feet above ground, as above, American marble, \$45; Italian, \$50.

For Children.—Nice stone for child, American marble, \$25; Italian, \$30. Head-stone for Infant, American marble, \$15.

Rose, Bible, Willow, Lamb, Masonic Emblem, &c. extra. Rose-bud for child, \$5 extra. Verse letters 5 cents each.

Original Designs for MONUMENTS, CRUICAPES, and Iron Railings can be seen at his office in Greensboro.

A deduction of FIVE PER CENT will be made for cash. Orders for the funeral of deceased CONFEDERATE SOLDIERS.

Letters promptly answered, and orders by mail solicited.

26-4f HENRY G. KELLOGG.

**North Carolina, SURRY COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

N. A. Boyden, vs. Riley Warden. ORIGINAL ATTACHMENT.

N. A. Boyden, vs. Riley Warden. ORIGINAL ATTACHMENT.

Riley Warden, vs. W. P. Kellam. ORIGINAL ATTACHMENT.

Riley Warden, vs. Riley Warden. ORIGINAL ATTACHMENT.

It appearing to the satisfaction of the court, that Riley Warden the defendant in the above named case is absent from the State so that the ordinary process of law cannot be served on him; It is ordered by the court that advertisement be made for six weeks in The Greensboro Patriot, notifying the defendant of the filing of said attachments and to appear at the next Court of Pleas and Quarter Sessions to be held for said county of Surry at the Court House in Dobson on the second Monday of February next, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's judgment and costs.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

**Pioneer Foundry and Machine Shop, Greensboro, N. C.**—The undersigned respectfully announces to the public that he is now proprietor of the above established plant, and having refitted and furnished the same with new and improved machinery, he is prepared to do in the best manner all kinds of casting and Machine work such as manufacturing and repairing Threshing Machines, Horse Powers, Steam Engines, Corn Shellers, Mill Gearing, Plows and Plow Castings, Ovens, Skillets, Lids, and all kinds of casting.

Blacksmithing and Wood work promptly done. Work taken from the depot in Greensboro, and delivered to the railroad agent, free of charge. All kinds of workable produce taken in exchange for work.

94-4f J. H. TARPLEY.

**Brentner, Kellogg & Co., Exchange Brokers and Insurance Agents.**  
Buy and Sell Specie & Bank Notes. DISCOUNT GOOD BUSINESS PAPER. REVENUE STAMPS CONSTANTLY ON HAND AT PAR.

NEW YORK AND BALTIMORE Exchange supplied in amounts to suit.—AT PAR.

Collections Made. Deposits Received, SUBJECT TO SIGHT CHECKS.

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**Caldwell & Glenn**  
have just received a large and carefully selected stock of Drugs, Medicines and Chemicals all of which they warrant pure, to which they would refer only call the attention of Physicians and the public generally. Cash orders from Physicians, Merchants and others will meet with prompt attention. Physicians' prescriptions carefully filled at all hours. Prices moderate. Terms cash.

We would respectfully inform the public that we are yet in the practice of Medicine, and will attend to any call in town or country.

84-6m CALDWELL & GLENN.

JAMES SLOAN. R. M. SLOAN, JR.  
THOS. J. SLOAN.

**JAMES SLOAN & SONS,**  
WHOLESALE AND RETAIL GROCERS, AND General Commission Merchants, Greensboro, N. C.

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**WANTED.**  
Broom, 2600 p-wds, Flaxseed, 500 bushels, Cotton Rags, 10,000 pounds, and Almost every kind of good country RARTER.

2000 good, cash paying customers, in addition to the good list I now have.

C. G. YATES.

**Groceries, Groceries!**  
The subscriber keeps constantly on hand cheap rice, salt, corn, Flour, Meal, Bacon, Lard, Sugar, assorted, Coffee, Oils, Dye-Stuffs, Pepper, Ginger, &c.

Keep Dry and Warm!  
The best way to manage Doctors' bills, (which, it seems, like the bill of the innkeeper) must needs be presented occasionally, is to take the cash, call at Yates' and treat yourself and family to a good suit of WARM CLOTHING, Shawls, Boots, Shoes, &c.

CALL AND SEE!  
Ladies' and Misses', Gent's and Boys' DRESS GOODS.

Nubias, Serge, Hosiery, Shawls, Clothing, Hats, Boots and Shoes, for all, and in great variety, are offered cheap for cash, by

C. G. YATES.

Salt! salt!  
3,000 sacks SALT, large full sacks, DIRECT FROM LIVERPOOL, and for sale by

A. A. WILLARD, 25-4w 30 & 31 North Water Street, Wilmington, N. C.

**House for Rent.**—The desirable DWELLING, formerly owned by the late James A. Long, situated near the railroad. For particulars apply to

25-4f D. W. C. BENBOW.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, A. D. 1866.

W. C. Reynolds, Adm'r of J. A. Mohan, dec'd, vs. J. C. Manning, President of the Consolidated Mining Company. ORIGINAL ATTACHMENT.

It appearing to the court, that the defendant in this case is not an inhabitant of this State; It is ordered by the court, that publication be made for six weeks in The Greensboro Patriot, for said defendant to be and appear at the next Court of Pleas and Quarter Sessions, to be held for the county of Guilford, at the Court House in Greensboro, on the third Monday of February, A. D. 1867, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, A. D. 1866.

Daniel Lineberry, Elizabeth Lineberry, Aquila Lineberry, Jane Lineberry, Sallie Lineberry, Andrew Lineberry, Letitia Lineberry, Infant, child of Henry Lineberry, by her husband, filed Daniel Lineberry, against Polly Lineberry and David Lineberry.

PETITION FOR PARTITION OF LANDS.

It appearing to the court, that Polly Lineberry and David Lineberry are not inhabitants of this State; It is ordered by the court, that publication be made for six weeks in The Greensboro Patriot, for said Polly Lineberry and David Lineberry to be and appear at the next Court of Pleas and Quarter Sessions, to be held for the county of Guilford at the Court House in Greensboro, on the third Monday of February, A. D. 1867, then and there to plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

**North Carolina, WILSON COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

Cyrus J. Wheeler, vs. J. K. & M. H. Pinnix.

ATTACHMENT LEVIED ON LAND.

It appearing to the satisfaction of the court, that J. K. & M. H. Pinnix, the defendants in this case, are not inhabitants of this State; It is therefore ordered by the court that publication be made in The Greensboro Patriot for six consecutive weeks, notifying said absent defendants to be and appear at the next term of this court to be held for the county of Davidson at the Court House in Lexington on the second Monday in February next, then and there to plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's judgment and costs.

Witness, I. K. Perryman, Clerk of said Court at office in Lexington the second Monday in November, A. D. 1866.

26-6w adjs I. K. PERRYMAN, C. C. C.

**North Carolina, SURRY COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

Thomas Y. Pass, vs. Hilbert Lourey. ORIGINAL ATTACHMENT LEVIED ON PERSONAL PROPERTY.

In this case it appearing to the satisfaction of the court, that the defendant is not a resident of this State; It is ordered by the court that advertisement be made for six weeks in The Greensboro Patriot, notifying the defendant to appear at the next Court of Pleas and Quarter Sessions to be held for the county of Surry at the Court House in Dobson on the second Monday of February next, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, H. C. Hampton, clerk of said court at office in Dobson the second Monday of November, 1866.

26-6w adjs H. C. HAMPTON, C. C. C.

**North Carolina, SURRY COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

William Hodges, vs. B. W. Minter. ORIGINAL ATTACHMENT LEVIED ON PERSONAL PROPERTY.

In this case it appearing to the satisfaction of the court, that the defendant B. W. Minter is not a resident of this State; It is ordered by the court that advertisement be made for six weeks in The Greensboro Patriot, notifying the defendant to appear at the next Court of Pleas and Quarter Sessions to be held for the county of Surry at the Court House in Dobson on the second Monday of February next, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, H. C. Hampton, clerk of our said court at office the second Monday of November, 1866.

26-6w adjs H. C. HAMPTON, C. C. C.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

James E. Hopkins, vs. Jesse Palmer. ATTACHMENT LEVIED ON LAND.

John H. Fitchett, Adm'r vs. Jesse Palmer. JUSTICE'S EXECUTIONS LEVIED ON LAND.

It appearing to the satisfaction of the court, that Jesse Palmer the defendant in the above stated cases is not an inhabitant of this State; It is therefore ordered by the Court that publication be made in The Greensboro Patriot for six consecutive weeks, notifying the said Jesse Palmer to be and appear at the next term of this Court to be held for the county of Guilford, at the Court House in Lexington on the second Monday in February next, then and there to plead, answer or demur, or the property levied on and the land levied on, to satisfy the Plaintiff's judgment and costs.

Witness, Allen P. Smith, Clerk of said Court at office the fourth Monday of November, 1866.

26-6w adjs A. P. SMITH, C. C. C.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

John Early against George Hutton. ORIGINAL ATTACHMENT.

It appearing to the court, that the defendant in this case is not an inhabitant of this State; It is ordered by the court, that publication be made for six weeks in The Greensboro Patriot, for said defendant to be and appear at the next Court of Pleas and Quarter Sessions, to be held for the county of Guilford, at the Court House in Greensboro, on the third Monday of February, A. D. 1867, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

M. D. Raper against L. M. Gilman. ORIGINAL ATTACHMENT.

In this case, it appearing to the court, that the defendant is not an inhabitant of this State; It is ordered by the court, that publication be made for six weeks in The Greensboro Patriot, for said defendant to be and appear at the next Court of Pleas and Quarter Sessions, to be held for the county of Guilford, at the Court House in Greensboro, on the third Monday of February, A. D. 1867, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

**State of North Carolina, GUILFORD COUNTY.**  
Court of Pleas and Quarter Sessions, November Term, 1866.

G. C. Chaney against A. E. Standley. Henry Wright against A. E. Standley. G. P. Mcendenhall, Adm'r against A. E. Standley. ORIGINAL ATTACHMENTS.

In these cases, it appearing to the court, that the defendants in the above stated cases are not inhabitants of this State; It is ordered by the court, that publication be made for six weeks in The Greensboro Patriot, for said defendants to be and appear at the next Court of Pleas and Quarter Sessions, to be held for the county of Guilford, at the Court House in Greensboro, on the third Monday of February, A. D. 1867, then and there to reply, plead, answer or demur, or the property levied on and the land levied on, to satisfy the plaintiff's debt.

Witness, Lyndon Swain, clerk of said court at office, the third Monday of November, 1866. 26-6w adjs LYNDON SWAIN, C. C. C.

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