

The Patriot.

GREENSBORO, N. C.

THURSDAY, May 27, 1869.

IMPORTANT LAW.

We publish, on our first page, the Act of the Legislature in regard to Townships. It will be seen that the people of the counties named are authorized to elect on the first Thursday in August next, a Board of Trustees for each Township, consisting of two Justices of the Peace and a Clerk. Also, at the same time, a Constable is to be elected. Towns and Cities are to have two more Justices of the Peace than there are Wards in the Town or City; or if not divided into Wards, one additional Justice for each 500 inhabitants.

A SPECIAL TERM FOR ROCKINGHAM will be held on the third Monday in June, the 21st,—all civil and criminal cases on the docket, which were not reached last term, will be heard.

OUR SUBSCRIPTION LIST is steadily on the increase. The *Patriot* has never been more prosperous than it is to-day. We make the announcement with pleasure, because it is great satisfaction to know that our labors to give our people a good paper, are appreciated. The counties of Guilford, Rockingham, Randolph, Surry and Forsyth, especially, have supported us liberally, and we will do anything in our power to assist in building them up to their former prosperous conditions. All our subscribers in these counties furnish us every item of interest that transpires in their immediate neighborhood. State facts and we will fix them up, if you are not willing to appear in print. Always give your name, as a guarantee of honesty; but, we will not make it public. Let every one try during this Summer, while politics are dull, to send us local items.

THE SALISBURY AND CHERAW Railroad, as organized on the 12th at Cheraw, does not give satisfaction to the Chesterfield Democrat. We find that State proxies from other States than ours seem to disregard the wishes of the people and the best interests of the roads. The Democrat says:

The friends of the Cheraw and Salisbury Road looked forward to the meeting on the 12th with great interest and high expectations of good results, and it is their hopes have been blasted, or even deferred by the indifference of one or two individuals, whose pecuniary interest in the enterprise is altogether insignificant, and, by the use of means, which they had no notice, would be resorted to for such an end, they have a right, not only to complain, but warmly to denounce the action of these individuals. It is a matter of such serious importance to this whole section of country that we cannot but feel injured and outraged by the result of this action.

After showing that the directors were chosen by the proxies held by the State of S. C., and the citizens of Charleston, the editor says:

Why should Charleston be represented by three members on the board, the legislatures of the two States by three, a section of country outside of the route by two, and Cheraw have but one, and all the Counties in North Carolina, through which the road was to run, being about seven-eighths of the entire line, but two, besides their members of the legislature? If there was any good reason for it, why was it kept concealed, locked in the breasts of a few proxies? If Charleston and Cheraw be expected, the whole board represents of money paid in to the stock of the Company, the enormous sum of not quite ten dollars, as we are advised.

If we are not deceived, this miserable blunder has put back the great work for another year, and imperilled the interest of this whole section of country. The people of this community, and our friends in North Carolina feel it to be so. Persons having no direct personal interest in the road have interfered to prevent those who have, from managing their own enterprise, and have blighted the fairest prospects this unfortunate section has enjoyed for many years. It is to be hoped that after a year has gone by, the spirit which animated the people may revive, and getting wisdom from this experience, sure means may be adopted to prevent a similar misfortune.

DUNKARDS.—This peculiar religious sect held a national convention at Salem, Va., last week. They came—men, women and children—from Pennsylvania, Northern Maryland, New Jersey, the West and all the mountainous portions of Virginia, by every conceivable mode of conveyance, until there were gathered in all about 7,000 of the queerest people a bright May sun ever shone upon.

MINERAL AND MISCELLANEOUS CABINET.—As our office is visited by many strangers seeking homes and mineral lands in our section of the State, we have decided to fit up a neat cabinet in which to display specimens of ores, fruits, seeds, grains, &c., grown or found in any part of our State. Parties sending us samples will thus secure a permanent and cheap advertisement.

KLEPTOMANIA.

Webster was a great man—Noah, we mean—and Daniel too,—but we are now thinking of Noah, the man that made the dictionary and the spelling book. Our first literary recollections are of that spelling book, many and many a day ago, at the old log school house. It—the book—was literally bound in boards, thin wooden backs covered with blue paper. A few years later there came a new edition, better printed, bound in boards still, but they were paste boards; the same pictures, of the old man and the rude boy stealing apples, the country maid and her milk pail, old dog Tray and the bad company he fell into, &c.; with the addition of a frontispiece, showing fame's proud temple shining afar, and a stately looking chap with a helmet on his head leading a little shaver without any breeches on up towards the temple; and just underneath, the remarkable statement that it was a

"Delightful task to rear the tender thought, And teach the young idea how to shoot."

It was from that book that most of our country men and women, a generation since, received their first lessons in literary marksmanship; and the credit is largely due to Webster that any of them have been able to hit the bull's eye in the trial for literary distinction,—even as it was through his instruction that they were originally enabled to comprehend the difference between B and a bull's foot.

But we set out with an idea of Webster's greatness, on account of the great words he put in his dictionary—great and incomprehensible, if it had not been for his kindness in giving their definitions. "Kleptomania," for instance. In the days of the old spelling book, when human learning was in its infancy, a word of such learned length and thundering sound was never attempted by the boldest adventurers. The nerves of the school master himself would have been shaken by such a pronunciation. But a little study shows us that this word, with many others we knew nothing of in the earlier and ruder condition of letters, is necessary to the illustration of modern progress. In old times a thief was a thief—just so. But the discovery having dawned upon the world that there are degrees in thievery, the improvements in dictionary making gives us a word expressive of a gentler quality of larceny than vulgar old-fashioned stealing. "Kleptomania" is a compound word, in Webster's big dictionary, (his little one couldn't hold it,) which is made up of two Greek words, meaning thief and madness, and defined to be "a morbid impulse or desire to steal; propensity to thievery." In other phrase, it is larceny turned into a disease, for which the patient is about as accountable as for the measles or a spell of the colic. In old times stealing was flat stealing, and Moses flatly published, "thou shalt not steal;" but in these latter days the thing seems to be tapering off; in some cases it is wickedness, and in some cases mania; in some men it is crime, and in some "a morbid impulse."

It must be a very nice point in the character of a thief, to ascertain precisely where the felony ceases and the disease commences.

There is another curious inquiry—whether the social and pecuniary condition of men has any influence upon the definition of the act of feloniously taking and carrying away things that don't belong to them. The felony of the thing seems unaccountably mitigated in proportion to the wealth and respectability of the thief. Who ever heard of poor men or women being kleptomaniacs? They are thieves. If a poor lazy rascal "hooks" a sheep or a chicken to make himself a sweet repast, or keep his children from starving—it is flagrant stealing; but if a wealthy individual, who fares sumptuously every day, and wears fine linen, stily appropriates a few kid gloves, or a valuable piece of lawn or satin, or a dozen silver spoons, it is kleptomania. If a man steals what he is able to pay for, it is evidence of a "morbid impulse" only; but if he steals from necessity, it is crime. When Agur prayed to be kept from poverty, lest he might steal, he knew very well there was no chance for poor folks to be apologized for as kleptomaniacs.

We once heard an unlettered man, who had never swallowed a dictionary, and was nevertheless a shrewd observer, discoursing on this wise: "It is singular," said he, "what different names for the same things we hear concerning rich folks and poor folks; for instance, poor folks have rheumatiz, while rich people, afflicted in the same way, call it neuralgia; poor folks have fits—rich ones, spasms; poor folks get drunk—rich ones dissipate, and so on." He only lacked a little dictionary learning to be able to add to his category,—poor folks steal—rich ones have spells of kleptomania.

The state of society growing out of the war has developed two unusually large classes of kleptomaniacs, or thieves—the reader must make his

own choice of terms. One of these classes is comprised within the official King of the Government; and the other composed chiefly of our lately enfranchised fellow-citizens, the bottom rails which have been so considerably put on top in the re-setting of society. The first class, although they steal immensely the larger amounts, clearly come within the definition of kleptomaniacs, because they are entirely too respectable and too useful to their party to be called thieves, much less to be punished as such. The latter class steal—many of them because they are too lazy to work, and many more because their habits of thrift, and because their moral sense has remained undeveloped on account of their state of servitude. The appropriations of this latter class are generally modest in amount, to meet some present want; while the other class—the King men—show their sagacity and superior training by laying up something for a rainy day.

Now, we bet a nickel half dime, that the whole drift of our article has been mistaken. We believe the truth is, that there exists in some persons a mania for stealing, which is not as culpable as flagrant theft; and we insist that poor people are as much entitled to the benefit of the definition as rich ones. Yet who ever heard of such a thing? Poor thieves are plenty—but who ever imagined the possibility of a poor kleptomaniac?

THROUGH LINES AND CONSOLIDATION.—Without committing itself on the question of consolidating the Atlantic & N. C. and the N. C. railroad companies, the *Standard* of Friday last advances some good suggestions on consolidation in general. The question is not clear to the minds of many, whether these roads should be consolidated or not; and there may be doubt as to the propriety of the step now. It will do no harm, however, to discuss the matter and while it is being discussed everything having a bearing upon it should be taken under consideration. As appropriate to the occasion we extract from the *Standard* the following:

Heretofore it was said that cotton must seek a market by water communication. It is found by experience that railroads can, not only compete with water, but can take the cotton by rail to New York and Baltimore cheaper than it can be hauled to the sea and shipped. A large portion of the last year's crop of cotton reached New York by rail from Georgia and Alabama. The freight, or the bulk of it, passed over the Western and Middle Tennessee Railroad, around by Louisville, and reached tide water by the Baltimore and Ohio Railroad, when every pound of this freight ought, of right, to pass through North Carolina. Our State is peculiarly situated, bounded west by the mountains and east by the sea; and experience prove that railroads cannot be run in a country of high grade and compete with those of a low grade. Hence it is, when we have completed some of the great through lines, we can take the crops from South Carolina, Georgia, Alabama, and even Mississippi north over our roads, cheaper than by the Tennessee roads. The Wilmington and Weldon Railroad is far in advance of any other line in searching out for through combinations. The stockholders have purchased the Manchester Road, and are preparing to extend this to central Georgia, thus sweeping the coast to Norfolk by the Seaboard and Roanoke, or New York via Baltimore. While they have the advantage of a low grade. The next line is the Chatham, which, when completed to Columbia, S. C., will shorten the distance some eighty miles. This Road has also the benefit of a low grade and when completed will be the only dangerous competitor the Wilmington and Weldon road will have. Next we have the North Carolina Railroad, which extends from Goldsboro to Charlotte. This cannot be called, properly, a through North and South line. It starts from Charlotte and runs to Greensboro, thence bends South to Raleigh and Goldsboro. The freight which passes South from Greensboro does so because the gauge of the Danville Road is the wide gauge, while the North Carolina Road has the narrow gauge. Let this difficulty be at once remedied, and the air line from Atlanta, Ga., to Richmond, Va., will be the shortest and thirteenth through line, North and South. However, neither this nor the Chatham is yet completed. Each of these lines will have the tendency to cut up the North Carolina Road from Greensboro, especially now that the term terminus of the Western N. C. Railroad has been fixed at Salisbury. By looking at this matter impartially, we can come to but one conclusion, as to the future of all the North Carolina Railroads, which run East and West, except the Wilmington, Charlotte and Rutherford and the Atlantic and North Carolina Railroad, and that is: they must become feeders, or branches of one of the great through lines, of which we have spoken. The Western Road can never be more than an arm of the Chatham. The same is true as to the Atlantic and North Carolina Road, and that part of the North Carolina Road east of Raleigh. It is not so evident that the North Carolina Road, between Greensboro and Raleigh will be merely a side road, as it points to Norfolk. When the Western North Carolina Road is completed, the freight that starts from the sea, will go to Wilmington over the Wilmington, Charlotte and Rutherford road, to Morehead City, or over the Central, Raleigh and Gaston to Norfolk. In that case, the air line will be only a competing line, for Baltimore or New York trade.

There is another view of this matter. It is conceded that we must have, at no distant day, a South Pacific Railroad. While many lines are spoken of, the one upon the thirty-fifth parallel is that which commends itself to the people. This will terminate at Fort Smith, Arkansas, and from thence to Memphis, Chattanooga, and over the Western North Carolina Railroad to Salisbury. By this route San Francisco is nearly four hundred miles nearer tide water by going to Wilmington, Morehead City or Norfolk than by any other route. The Baltimore & Ohio Road is one of the best managed roads in the country. And Mr. Garrett, the President, is using every effort in his power to control all the south Pacific and south western trade over his line, thus turning the trade west and north of the mountains. This ought not to be, and the way to prevent it is for North Carolina to complete her through line. No State has more completely the control of the outlet to the sea than has our State. Then all our actions and all our aims should point to securing the trade south and west-west, and bring it over our roads.

CONSOLIDATION.

We published last week a communication from President Smith, of the N. C. Railroad against consolidation and it is but just that we give a rejoinder from the other road. It appears in the *Newbern Times* of Monday last:

Messrs. Editors:—We have read a circular addressed to the Stockholders of the N. C. R. R. Co., by Wm. A. Smith, President of that Company, dated Company Shops, May 18th, 1869.

This circular denounces, in the strongest terms, the project of consolidating the N. C. & Atlantic and N. C. Railroad. Not content with declaring it "pregnant with evil," he proceeds to brand it as a swindle, which "originated with the property holders of Morehead City, and the creditors of the Atlantic and N. C. R. R."—to save themselves from bankruptcy and losing largely.

We propose to view this production calmly and candidly. President Smith, while he presents only "a few pointed objections," declines "to analyze the question" and "to present it in all its deformity." He should remember that a charge which is too general to be proved, is also too general to be believed.

Had he fortified his position with facts and arguments, instead of dealing in broad assertions and fierce denunciations, we could have met him in calm argument and fair discussion, and, having disproved his evidence, and controverted his reasons, might fairly demand a verdict in our favor from impartial public opinion. As it is, we are compelled to prove a negative.

We emphatically deny the assertion that the plan of consolidation originated as stated by President Smith. It is of no recent origin. It is older than either of the companies. It has been a cherished scheme of our statesmen and legislators, who rose superior to sectional prejudices, and thought and planned for the whole State—whose earnest and life long endeavors were directed to promoting general prosperity and developing the resources of every section. We repeat what has been often said, that but for this consideration the generous appropriation made by the State to President Smith's road would never have been made, and we would call his attention to the fact that the people generally call his road the central road. They regard it as the great trunk road of the State. If Consolidation is rejected, and President Smith's views are carried out, his road should change its name from North Carolina Railroad to Virginia Railroad.

However it may be with President Smith, the public will not lose sight of the fact that these roads were built, primarily, for the benefit of the people, and incidentally for the profit of the stockholders. Few of the men who subscribed for the stock ever expected to realize much in the shape of dividends. They were principally owners of real estate and business men, who in the enhanced value of their property, the increase of their business, and in the general prosperity of the country, expected to find their remuneration; and whatever disaster may have attended the enterprise the last expectation has been partially realized.

But financially, the Atlantic & N. C. R. R. Co., is not in the deplorable condition stated by President Smith. Its liabilities may be generally stated to be, a funded debt of \$200,000 and a floating debt of not exceeding \$50,000. This debt is due by a company which owns ninety-six miles of road in excellent condition, and well equipped and furnished.

The iron on the track if taken up and sold would twice pay its debts.—It will be readily seen that even if the current rate of interest should be put as high as eight per cent, the road has to make only \$20,000 over and above its running expenses, in order to keep its head above water. That it does this, even in the present depressed condition of business, do one will doubt. Hence it will be seen that creditors of the Company are in no great and imminent danger of losing largely, as President Smith declares.

"The key which unlocks this movement," is that the people of the seaboard honestly believe that the intentions of the Legislature have been perverted, that the interest of the State are sacrificed, and that this section is greatly injured by the diversions through trickery, unjust discrimination, and partial management, of a trade to which they are justly entitled.

They do not believe that our system of internal improvements was introduced for the purpose of building up the seaports of other States, but to foster and sustain our own. They claim that they possess a harbor and port, convenient and suitable in all respects for the commerce of the State; and, as the highway of commerce, like the Nile, enriches its borders they will struggle legitimately for it.

The object of the meeting on the 2d prox., which President Smith styles "an electioneering meeting," is to en-

able those who will be called on to decide this matter, to see for themselves, and to have ocular demonstration of the facts which the Newbern people have frequently affirmed. In the broad light of day we say "try us, prove us, disprove us if you can," no "artifice," "no argument of a drowning man," will be restored to.

The meeting will be only for observation and consultation, and no final action will be taken in the matter.

We believe that consolidation is like the marriage alliance, in which each of the parties is benefited; or like that famous swap of jackets by the yankee boys, where each made five dollars a piece. While we hope to receive benefits we expect to confer them in return.

President Smith has declared that no one will be passed over his road unless a ticket is issued by him, and orders that all applications must be made directly to the president at the Company Shops. This is a source of great annoyance to the stockholders, who have usually called on the depot agents for their passes. The evident object of this order is to prevent a full attendance, and we believe it is unjust—the Directors having passed the following resolution at their meeting, on December 18th, 1868:

Whereas, It is in contemplation at an early day to hold a joint meeting of the Stockholders of the Atlantic & N. C. Railroad and North Carolina Railroad, to confer upon the subject of consolidating the two Roads, Therefore,

Resolved, That the Stockholders of this Road be passed free, to and from said meeting over the North Carolina Railroad, and that the President have Stockholders tickets prepared for that purpose and publication made for same.

Has Mr. Smith complied with this resolution? Would he order a stockholder to be put off for the train who had not written to him for a pass?

We learn from the agent at this place, that a few passes are at the depot for parties who have written for them. If Mr. S. requires a personal application to him, we think the pass should be sent direct to the parties.

If we understand the case, there is to be no vote upon consolidation; but, merely a meeting to talk over the matter and give the stockholders of the N. C. road an opportunity to see the Atlantic road, the harbor of Beaufort, &c. When a man learns a fair discussion we always think he doubts his ability to sustain his joint. Mr. Smith acts as he thought he was in this predicament.

EDITORIAL BREVITES.

The Wilmington *Star* will please practice his compositors on the words Goldsboro and Greensboro. Mr. Farfar, the patentee, lives here.

The Virginia press is having about such a tussle as we had last summer—with this advantage in favor of the conservatives, the native sealwags and carpet-baggers are at loggerheads.—Our advice is go it strong—vote for the best men and best constitution you can get—but be sure and vote. You have our best wishes. Remember our fate—we lost sight of everything else, in trying to "vote down the constitution;" hence we got the constitution, and the whole Radical party besides, fixed upon us.

THE TOPIC is to be enlarged on the first of July, and afterwards be known as the *Union Register*, which deceased at Raleigh last year.

The Episcopal Methodist of Wednesday, calls attention to a communication of interest to our people, which we can't find in the paper. Was it crowded out?

The *Standard* says the indictment against Col. W. F. Henderson, for stealing Darr's mule, came up for trial at the last term of the Forsyth County Superior Court, and no proof being adduced in support of the charge, he was triumphantly acquitted by the jury.

In reply to the Wilmington *Journal*, we would state "there's nothing in a name," it is much easier changed than the complexion or height of a man.

The President issued a proclamation on the 19th declaring the eight hour law in force and ordering no reduction in wages.

The closing exercises of Concord Female College, and of Professor Hill and Burke's Male Academy, will occur on the 16th and 17th of June next.—The public exercises of the latter will take place at Stockton Hall on Wednesday. The Annual Sermon will be delivered by the Rev. Wm. B. Pressly on Wednesday night. An Address by Rev. J. H. Smith, of Greensboro, with the Graduation of the Senior Class, will be at 11 o'clock on Thursday.

The Grand Army of the Republic in this District have furnished the Commissioners of Pensions with a list of the names of forty-eight clerks who they desire to have removed from the Pension Office.—*Wash. Star*, (Ital.)

And yet it is no political organization—so its members say. The H. O. A., which is about the same thing—meets in Raleigh on the 10th of June, probably for the purpose of making suggestions to the Governor. The delegates go over the N. C. railroad for half fare, so the *Topic* says.

Richmond is to have a regular city free letter delivery.

Quite a fight occurred at Jefferson, La., between the citizens and the city police of New Orleans, which claims Jefferson as part of the Metropolitan Police district. The fight occurred because the latter city would not recognize the police. Some twelve or fourteen were wounded and the military were called out before quiet was restored. The New Orleans police were installed.

In the U. S. Court at Richmond, Va., last week, in the proceedings against the United States Marshall of this district in 1861, for funds turned over to the Confederate Government, the defendant plead the United States statute of limitations, and the plea was admitted by Chief Justice Chase, who was presiding, and the United States was non-suited. This is an important decision, the plea put forward being the same that will be put forward by all Postmasters in the Southern States, who, on the breaking out of the war, made the same disposition of the Government funds.

The peach crop of Delaware is said to be more promising than for many years.

The Midlothian Coal Mines, in the county of Chesterfield were sold last week, for \$145,000, to Mr. R. S. Burrows, of New York. The purchase includes 1,887 acres of land lying on the Richmond and Danville railroad, 12 miles from Richmond, together with all houses, buildings, and all other appurtenances to said lands belonging; also one other parcel of land used as a coal yard by the said company, lying in the said county opposite the city of Richmond, containing about six acres; also all engines, machinery, fixtures, wagons, carts, mules, ropes, implements and tools used in raising, transporting and vending coal; also all unexpired leases and all other property, both real and personal, of whatever name or nature, belonging to the company.

The Hillsboro Recorder has been enlarged and otherwise improved. It is a sprightly paper and deserves success.

The managers will accept our thanks for a ticket to the Commencement party at Trinity.

The Memphis Commercial Convention was a complete success, so far as numbers were concerned. The Southern Pacific Railroad was urged upon Congress, and much other business transacted. The meeting adjourned to meet at Louisville, Ky., in October.—A great many delegates took an excursion down the river, to New Orleans.

Information wanted, of John Ryan, by his brother, Patrick Ryan; was last heard from, in 1861, he was in West Virginia, and lost an arm after the battle of Bull Run. Address P. Ryan, 80 Hoyt street, Brooklyn. Southern papers please copy.

The untimbered plains between the Mississippi and the Pacific have an area of 1,000,000 square miles.

A new revolving rifle-gun, capable of being fired five hundred times a minute, is on exhibition in San Francisco.

The Legislature of S. C. has passed an act providing that whenever large estates are put up for sale, and are likely to be knocked down at low prices, the State Commissioners shall buy them up and sell them in lots to emigrants at cost, giving them, when necessary, five years to pay for them.

There is a famine in La Mancha, Spain. Bands of the sufferers sally out and proceed to some farm-house, whence they throw themselves on their knees, begging for bread, for anything that will support life. If the request is not immediately complied with they rush in, and after helping themselves, scatter to reunite at some other house in the neighborhood.

It has lately transpired that the Georgia members who were not admitted to Congress last session drew full pay before leaving Washington.

MARRIED.

At the residence of the bride's father in Pittsboro, N. C., on the 19th inst. by Rev. Mr. Wallace, Mr. J. C. Cunningham, of Greensboro, N. C., to Miss Bettie A., daughter of Deatur Jones, Esq.

Established 1824.

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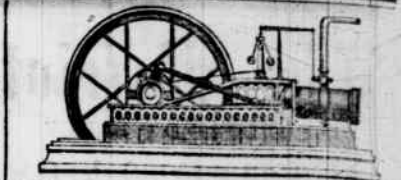
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127 Having the entire stock of file, for file

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Gen'l Agent for the Carolina.

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IMPORTANT NEWS.

S. C. DODSON
is receiving and offering for sale a well selected stock of Goods—consisting of such articles as are usually found in a first class Store—all of which have been purchased with reference to the wants of his customers, and will be sold so low that none who buy will be disappointed.

The public are respectfully invited to call and examine. All marketable produce taken in exchange for GOODS.

MILLINERY GOODS.
Mrs. DODSON has just received a beautiful stock of Ladies' HATS, trimmed and untrimmed; Flowers, Ribbons, &c., all new and of the latest and most fashionable styles.

The Ladies of Greensboro and vicinity are respectfully invited to call and examine these goods, at the store formerly occupied by J. D. Kline, next door west of McAdoo's.

April 14th, 1893. If

LOCAL.

NEW ADVERTISEMENTS.—DeSmet has a fine stock of Confectioneries at his new stand. Prof. Denck offers his services as a Piano Tuner.

A STRAWBERRY FESTIVAL will be held to-night, at Odd Fellows' Hall, by the ladies of the Presbyterian Church.

THE GREENSBORO BRASS BAND, under the leadership of our junior editor, has been engaged for the commencement exercises at Trinity College, which take place on the 8th and 9th of June next.

THE BANKING HOUSE of Mr. H. G. Kellogg, of this place, was closed on Monday last by attachment, sued out by Mr. C. P. Mendenhall. Mr. K. has been absent for several weeks, and may be able to set himself right before the public when he has a hearing.

THIS TAX for the County sums up as follows: for State expenses \$56, for for railroads \$314, for county purposes \$50 7-12 c., making a total of \$1,169 15 on the hundred dollars valuation of property. The poll tax is \$2.00.

WEST GREEN, under the management of Mr. Thurely, is once more getting to be quite a place of resort by the pleasure seekers who have the funds to sport a fast turnout. From the fruit and flowers brought back by the young folks, we imagine friend Thurely has an attractive place, and is making it pay. "A horse, a horse, &c."

COUNTY MATTERS.—The Board of Commissioners have ordered that after July 15th, no assistance will be given to paupers who remain outside the county poor house.

James R. Pearce was appointed public auctioneer.

Zephaniah Mitchell was appointed Ranger.

IMPORTANT TO OUR FARMERS.—We are pleased to announce that the Machinery, for making Sugar & Syrup by the new Southern process, has arrived, and will be put up and in running order soon. Col. Beasley is active, energetic and terribly in earnest—determined even at this extra expense to convince the people that the Southern process is just what it is represented to be.

A YANKEE INVENTION.—A temperance society on a new plan has been formed at Cedar Falls, Iowa. Every member pledges himself that he will neither ask a friend to take a social drink or drink with a friend, but is not bound by its provisions to abstain from the drinking of spirituous liquors when alone, or in case of sickness.—This is a compromise, but is much better than no temperance. We'll join.

I. O. O. F.—Buena Vista Lodge, No. 21, which has not been working for some time past, was re-organized on Tuesday night last, by the election of the following officers to fill the 1st term of 1893—which expires June 30th:

N. G.—Peter Adams.
V. G.—M. Brown.
Treasurer—W. C. Porter.
Secretary—J. G. Eiland.

The next regular meeting will be held on the second Tuesday night in June, the 8th, and all the old members of the Lodge are cordially invited to attend.

A HOTEL and RAILROAD GOUGER by the real or assumed name of Dr. J. H. Berkeley, passed through our town last week, after complementing the Southern to a few days stay. Considering his presence sufficient remuneration—he left without paying his bill. He claimed to have been a surgeon in the Confederate army, and had a sore foot. He was about 5 feet 10 inches high, and had on when last seen a snuff colored suit, wearing one boot and one shoe. He treated the James town and High Point landlords with the same respect he did the Southern, and may be still pursuing the old game somewhere down South.

There is a great cry among buyers, that butter is being adulterated by a so-called "patent process" peddled through this sections. If our country friends will continue to practice this imposition we can only avoid their pernicious butter by buying only from those we know to be all right.

LOCAL ITEMS.

A number of strangers have been in our town during the past two weeks—seeking pleasure & homes. One gentleman purchased part of the celebrated West Green tract.

W. S. Ball has been appointed Justice of the Peace for this county.

The largest strawberry of the season was on exhibition yesterday. Its diameter was 2 1/2 inches—its circumference may be calculated. This fine specimen was cultivated by Dr. D. W. C. Benbow.

Irish potatoes, new crop, are offering in our market.

Cherries and strawberries are very abundant.

The examination at the Classical School of Mr. Thom, at Alamance, came off on Tuesday last. D. F. Caldwell, Esq., delivered the literary address.

B. Y. Dean has just received five first rate Velocipedes, and will open a rink in a few days.

ON OUR TABLE.

Are you a Subscriber to the *Farmer's Gazette*, published by S. Bassett French, Richmond, Va., for \$1 per annum? It is beyond doubt, the very best Agricultural monthly published, for one dollar, in America. Try it one year. The second volume will commence with the July number, and the Editor offers a silver cup to the getter up of the largest club of subscribers at \$1 each, the list to close December next. Who will win the cup?

The June numbers of the following periodicals by T. S. Arthur & Sons, of Philadelphia, are equal to their predecessors, and each first rate: *The Children's Hour*, *Once a Month* and *Arthur's House Magazine*.

The Catalogue for April, *Health and Home*, by S. M. Pettigill & Co., 37 Park Row, New York, continues to interest its many readers.

Good, for June is as fresh and green as ever, and commences a series of articles on progress, as an additional attraction. Carleton & Co., publishers, New York.

Pictorial Circular, Philadelphia, R. S. Menninger, Editor.

Public Documents—From R. T. McLean, chief clerk, monthly report of Department of Agriculture for March and April, 1893. From E. Young, chief clerk, No. 23—Commerce and Navigation. Both valuable documents.

The Deceased—*Farmer's*—Vol. 1, No. 1, by Thigpin & Dancy, Tarboro, has made its appearance. It is a very creditable work, and we commend it to our farmers. Price \$2.

A pamphlet on the system of Commercial Travelling in Europe and the United States, from the Riverside Press.

A pamphlet of 29 pp., being a descriptive list of the burial places of the remains of Confederate Soldiers, who fell in the battles of Antietam, South Mountain, Monocacy and other points in Washington and Frederick counties, in the State of Maryland. This book is published by direction of Gov. Bowie, and reflects credit on the State of Maryland. The following summary of the number identified from each State, and those by names, letters, location, &c.:

Louisiana	49
Mississippi	61
Virginia	106
Georgia	239
North Carolina	171
South Carolina	19
Arkansas	19
Texas	6
Tennessee	6
Alabama	54
Florida	10
Maryland	2
Identified by Name	23
In Batteries	3
P. S. S.	2
Unknown	779
Total	3,231

Railway Train Stopped by a Whiskey Ring—Memphis, Tenn., May 24.—A disguised party stopped a train on the Louisville and Memphis R.R. yesterday and attempted to rescue the prisoners in the hands of the revenue officers. One officer jumped from the train, was fired on and seen to fall. The officers fired into the gang, killing one and the train being put in motion, the return volley was harmless. The assailants are supposed to belong to the "Elcott Disfranchisement Association," extending through East Tennessee to the Mississippi.

Wanted—A first class Job Printer. One thoroughly competent, industrious and sober, would find it to his advantage to correspond with me. The job office is one of the very best in the State. An interest in it can be secured by one who comes well recommended. Apply immediately. S. D. POOL.

Editor Newbern Jour. of Com.

The State Department has received two dispatches from Reverdy Johnson in regard to the course the English Government intends to pursue regarding Fenian prisoners. It will be remembered that the case of J. G. Halpine and others was submitted to Pres. Grant through Judge Carter, of Cincinnati, acting on behalf of a Mass Meeting there. The President at once sent dispatches to Minister Johnson, and directed him to try to secure the release of the prisoners. Mr. Johnson immediately laid the matter before the English Government. After considerable delay he received in reply a communication containing a list of about 20 prisoners, whom it did not propose to release under any circumstances.—Among these were Halpine, Cafferty, Shaw and Burke.

It is reported that Gen. Rawlins will shortly resign the War Department portfolio, and retire on account of failing health, and rumor says that in the event of his retirement Judge Holt will be tendered the war office. This report comes from pretty high authority, and the same authority deprecates any such intention of the President of placing Judge Holt in this responsible position.

Communications.

For the Patriot.

Messrs. Editors: As your columns there have lately appeared several articles calling attention to the neglected state of the burial place of the Confederate dead in our midst, allow me to occupy a little space with some remarks on the same subject.

Almost the first act of the Electric Reading Club of Greensboro, was to initiate measures for the improvement of the Confederate Cemetery. A committee was appointed to visit the spot, and to report for our consideration such measures for its protection and adornment as they might deem advisable. At the same meeting, a gentleman was elected to deliver an oration on the spot on the tenth of May. Influenced by various considerations, the Club afterwards postponed the celebration until the twentieth of the same month. Unfortunately, the orator elected for the occasion, was obliged to decline serving; and, as fate would have it, a second, chosen in his stead, was also compelled to resign. Nothing daunted, the committee resolved to collect money by private subscriptions; by such means endeavoring to raise enough to defray the expenses of the proposed improvements. In this work, dictated alike by love, gratitude and patriotism, they are now earnestly engaged.

Now, having set forth the work which the Club has undertaken, allow me to call upon the readers of this article to join in the labor of love.—*Labor of love! it is more! it is a duty, a sacred duty incumbent on every one* born beneath our Southern skies, to cherish and perpetuate the memory of our brave defenders.

Those public heroes gave their lives for us! shall we hesitate of our abundance to give a *nite* that the bed may be worthy the sleepers? The tombs of the dead of our families are adorned with gleaming marble, and strewn with sweet flowers: shall the dead of our country rest in dishonored graves?—Shame, foul, eternal shame, forever brand this selfish be so!

Father! by the agony with which your strong heart is well nigh driven when you think of your own lost ones.—Mother! by the tears which you shed over the last couch of your own dead darlings—Sister! Brother! by the love you have those gone before—Soldier! by the memory of your martyred comrades—we call you to join in our holy work. Their fathers, mothers, sisters, brothers, comrades, are far away; but in their death did they not nobly earn from us, all that the fondest affection for son, brother, friend, could demand! Shall they then, sleep in their humble graves unbedewed by the tear of pity, untended by the hand of love?

CAN you listen to such a call unmoved? WILL you? "ELECTRIC."

For the Patriot.

The following preamble and resolutions were unanimously passed at the social monthly church meeting, held for Greensboro station, on Sabbath afternoon, May 23, 1893:

WHEREAS, the Methodist Church at this Station, has recently had secured for the use of the choir and congregation a new and finely toned organ, costing a handsome sum; and whereas said instrument has been paid for mostly by parties who are not immediately connected with our church; and whereas we feel grateful for this exhibition of kindness and good will towards us, and regard it a duty at this time and in this way to express our grateful acknowledgments to those who in any wise have aided in this matter:

Resolved, Resolved 1st, That we feel especially indebted to Mr. S. A. Howard, the accomplished leader of the choir for his successful labors in raising the funds and for his efforts and time otherwise expended in securing said instrument.

Resolved 2nd, That we appreciate highly the concert given by Mrs. Hildesheimer and Prof. M. Maurice and their assistants, as the occasion was one so pleasing and delightful to the audience and the collection added much in raising funds for this object.

Resolved 3rd, That our thanks are due and are hereby rendered to all those who in any wise contributed in aid of this object.

Resolved 4th, That a copy of this action be furnished by the Secretary of this meeting to Mr. Howard, Mrs. Hildesheimer and Prof. Maurice and also a copy for publication in the town papers.

W. BARRINGER, Pres.
J. W. Allright, Sec.

For the Patriot.

ENROUTE TO MEMPHIS.

Grand Junction, Miss., May 17, '93.

Messrs. Editors: I have thought it might interest your readers somewhat to hear from us as we journey toward Memphis, the place at which the great commercial convention is to be held.

Mr. Andrew Weatherly and myself with our ladies left Greensboro on Saturday, the 15th inst., via Burkeville, Lynchburg, Knoxville, &c. We have no incident, (thrilling or otherwise) occurring during our trip, to relate.

But we have received evidence of the goodness and protection of an alwise and overruling Providence, in that He

has kept us safely from harm and danger. How can man be unmindful of Him who daily loadeth us with his blessings.

In our trip through Tennessee one is struck with the remarkable difference in the appearance of country when compared with our own. The fields heavily covered with Wheat, Rye, Oats, Clover &c. And as I compared the prospects of the two with the belief, that the principle causes of difference is produced by the system of farming, viz: the very extensive use of clover and lime in that section and the little use of them in ours.

However I must acknowledge that some few of our farmers have been aroused to the importance of the subject and are using them, especially clover, with good results. And I have predicted that if clover was universally used that the Middle and Western portion of the old North State (where it seems to be best adapted) would in a few years bloom and blossom like the rose.

In support of this theory I will state what you have perhaps noticed, in passing the valley, viz: that although you find many fine farms in a high state of cultivation, still there is a great difference in them, and you find many very inferior and, such as would not more than do credit to many sections along the line of the N. C. R. R. about Durhams and Morrisville, showing very conclusively that although nature has favored that locality rather more than any, yet there is much left for man to do, and especially where he has been undoing for years, by taking every thing he can from the land and giving it nothing in return. Our Farmers should change tactics, cultivate one acre where they used to five, raise less corn, and more small grain, and keep all surplus land in clover instead of gullies. But enough about farming &c. We hereby acknowledge the kindness and gentlemanly attention of the R. & D. Southside, Va. & Ten., E. T. & R. and other Railroads. I have already made this letter too long, and must close it. We find a large number of Delegates making their way toward Memphis, all cheerful and pleasant looking gentlemen. Have met but few however from North Carolina as yet.

Very truly yours,
C. G. YATES.

From the Standard.

The Board of Public Charities.—The Board of Public Charities of the State of North Carolina, in compliance with notice given, met in the office of the Superintendent of the Insane Asylum on Thursday evening, May the 20th, at eight o'clock.

The members present were Rev. G. Wm. Welker, Dr. G. W. Blackwell and Eugene Grissom.

On motion of Dr. Grissom the Board was organized by the election of Rev. Wm. Welker as President, and on motion of Dr. Blackwell, Willie J. Palmer, Esq., was elected Secretary to the Board.

On motion it was agreed to proceed to determine by lot the term for which the several members of the Board should hold office when Rev. G. W. Welker was chosen for three years, Dr. G. W. Blackwell two years, Dr. Wm. Barrow five years, G. W. Galagan, Esq., four years, and Dr. Eugene Grissom four years.

On motion the President appointed Dr. Grissom, Blackwell and Barrow a committee to prepare a series of inquiries to be addressed to the Commissioners of the several Counties of the State, respecting the inmates of the jails and almshouses, etc., and to report to the Board at the next meeting.

On motion the Board adjourned to meet at the call of the President.

G. W. WELKER, President.
EUGENE GRISSOM, Sec'y, pro tem.

Trinity College Commencement.—Sunday, June 8th at 11 o'clock, A. M. Sermon before the theological Society, by Rev. S. D. Adams, N. C. Conference.

Wednesday, June 9th at 11 o'clock, Annual Sermon by Bishop W. M. Wightman of Charleston, S. C.

Wednesday, June 9th at 3 o'clock, P. M. Literary Address by Col. Walter L. Steele of Richmond, N. C.

Thursday, June 10th Commencement beginning at 10 o'clock.

Thursday, June 10th at 3 o'clock, P. M. Address to the Alumni, by Rev. M. L. Wood of the N. C. Conference.

The Trustees will meet Wednesday morning, June 9th at 8 o'clock.

Sufficient conveyance will be at High Point, Tuesday night, Wednesday and Thursday, to convey all who desire it, directly to the College.

B. CRAVEN.

The Cincinnati Railroad South.—Another great meeting was held in Cincinnati last Saturday to consider the route for the Southern road. This time it was the friends of the Knoxville terminus as against Chattanooga. Governor Scott, of South Carolina with large delegations from South Carolina, North Carolina, Georgia and Knoxville were present, with any quantity of facts and figures, to show the superior advantages of their route. The *Gazette* is filled with their speeches.—Among the tangible facts is a statement of the distances from Cincinnati to Chattanooga and Knoxville. Between the first named, the distance is 361 miles. Between Cincinnati and Knoxville are two routes: one 226, and the other 274. By the latter Cincinnati is 134 miles nearer to Charleston than by Chattanooga.

The trustees who have the decision have not yet been appointed.—*Richmond Whig*.

On the night of the 20th instant a meteor of remarkable brilliancy shot across the horizon at a point some ten degrees north-northwest of Altair or Alpha Aquile, and moved over an arc of thirty degrees in a northwesterly direction. Although the night was comparatively clear and bright, the meteor appeared not only unusually brilliant, but also of an extraordinary size. It bore a long train of fire, and to the naked eye appeared as large as a full moon, and when it exploded the effect was very grand. It was visible all of the time casting a dark shadow. At first its color was red, and afterwards a deep green. In size it was fully as large as the famous meteor of the earth. But few persons who saw the phenomenon at first supposed it to be a meteor. Those opposite the Astor House were under the impression that the building was on fire; others, and particularly those on the ferry-boats crossing the river, supposed that the heavens were suffused with flashes of lightning. Indeed, it was not until the meteor had fairly traversed the horizon that it was fully recognized as such. On bursting, the fragments, hurled in all directions, contributed a pyrotechnic display to the grandeur of what will undoubtedly rank as one of the most noteworthy meteors seen in this city.—*New York Herald*.

Tom Thum is building a palatial residence. He has also a velocipede, diameter of wheels twelve to fifteen inches.

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