

W. C. & R. H. B.
In speaking of the reorganization of the Road under Dr. Sloan and his Board the Charlotte Observer says:

It is reasonable to suppose that the workshops will be located here, which will add considerable to our town.

Raleigh.
During a recent visit to the State Capital we were agreeably pleased with the great improvements going on there. Throughout the entire business portions of the city numerous large and handsome business houses are being built. Some of the stores will almost rival the magnificent one of the brothers Tucker, which is by all odds the largest and finest store-room in the Southern States, so far as our observation has extended.

Many beautiful residences have recently been erected, and old ones improved. In a word, there is an air of thrift and prosperity about Raleigh which we have not heretofore noticed. It is the surest evidence that the farmers in the middle portion of the State are recovering from their prostration, for upon their success the prosperity of Raleigh at present depends. There is no reason why it should not be the seat of large and prosperous manufacturing and business enterprises, and we hope that permanent prosperity and large increase of population will rapidly flow from its present prospects.

We were, of course, the guest of Blair, the well-known host of the Yarborough Hotel. The good treatment one receives there gives him a kindly feeling for Raleigh, even were he a total stranger to the noble people and delightful society of that city. Upon the site of the old Guion Hotel, a magnificent hotel is being erected by Dr. F. J. Hayward, which Blair has leased. He expects to move into his new quarters during the Fall, and we know that nowhere in the United States will the traveler find a more delightful home.

The Governor's Hostility to the Cape Fear Section.
For some reason or other Governor Holden seems to have a most relentless hostility to this particular section of the State. He certainly cannot justly base this opposition upon political grounds, for New Hanover, Bladen, Robeson, Richmond and Anson, all gave him most flattering majorities. It cannot be upon social grounds, for we believe he has never visited our city or section but once and then only in his capacity of a leading Democratic editor. Consequently his present personal animosity, white and black, have not had the opportunity of extending to him the hospitalities which to which they doubtless would be proud to greet him. Why he should be opposed to our commercial and agricultural growth and importance we can see no good reason. Nevertheless he seems to have a most bitter and implacable prejudice to our people and our interests.

That this prejudice is superior to his party feelings evinced in that he ignores our welfare when there are no political ends to be observed. He avoids a Cape Fear Radical with as much aversion as a Cape Fear Conservative. If a Judge is to be appointed for our City Court, he goes to Granville county for the appointee. In designating Directors for the Wilmington and Weldon Railroad he ignores Wilmington and the lower end of the road entirely, and appoints three men from the upper end. General Estes had moved to Edgecombe county before his appointment, though he illegally continued to represent New Hanover in the Legislature. And to appoint him he removed a Wilmington Republican, who was identified with the Road and with the State and city by years of citizenship, and by large possessions. We refer of course to Mr. Kiddler.

He removed a Wilmington gentleman from the Directory of the North Carolina Railroad, and to-day our city has no one to represent the large interest of her citizens—one-tenth of the entire stock held by individuals—in that great work.

But the crowning act of his hostility to us and to this entire section, was his selection of Directors for the Wilmington, Charlotte and Rutherford Railroad. This is peculiarly a Wilmington work. It was projected and has been urged forward to develop the interior of the State, and bring it in close and cheap connection with our port. Wilmington has more interest in the completion of this Road than any other locality. It will do more to build up her business, to add to her population, to enhance the value of her property, than all the other roads or channels of trade in which she is interested. And she has not been backward in her aid. Independent of the large subscriptions of her citizens, she subscribed to four thousand shares of stock in her corporate capacity. Most of the counties from New Hanover to Mecklenburg subscribed as counties, and the citizens of all of them are large shareholders in the Company. Three-fifths of the entire stock is owned east of Charlotte. Governor Holden, in designating his Directors, has entirely ignored this entire section and this large interest. He has ignored political friends and foes alike, and given the control of the Road to another section and to other interests.

Not this is all. One of his Directors is the President of a rival railroad, and another, who is expecting to be elected President, is a Director of the same road, and still another is the son of a Director of this same road, who lives on the line of the North Carolina Railroad, and has no interest in the Wilmington, Charlotte and Rutherford Railroad. And yet another, if not a resident of Norfolk, is largely interested there, and is in no wise interested in the completion or success of this Road. But two of these Directors are stockholders, and they only to the amount of fifty-five shares, worth less than six hundred dollars.

This certainly was no party matter.—Orthodox Catholics hereabouts were willing and anxious to serve, and several of them,

unless well-authenticated evidence is false, have the promise of his Excellency of appointments. It seems to result from some overpowering prejudice or hatred to this particular portion of the State. Can his party friends furnish the explanation?

The Governor and the Superintendent of Public Works.
There are many things which have transpired in the meeting of the Stockholders of the Wilmington, Charlotte and Rutherford Railroad which have demonstrated the sad "progressive spirit of the age." The disgraceful contest going on between the Governor and the Superintendent of Public Works shows the uselessness of the latter office, and the unfitness of both officials. Personal feelings and a fight for the spoils have assumed proportions which are damaging to the progress of a great State work and injurious to the best interests of the people of North Carolina. An amended charter, proffered as much in the interests of party as in aid of the Road, having been accepted in good faith by the Stockholders, who had it in their power to defeat it, has in a great measure been stripped of its benefits by a miserable squabble between contending factions of the party proposing it.

It is not our province to decide whether the Governor or Colonel Harris is right, nor does it become us to say who is to blame for the contest going on between these two officials. It is enough to know that it is as disgraceful as it is bitter, and as hurtful as it is disgraceful. This we do know, that the unreasonable and unjust hostility of the Governor to the material welfare of the entire Southeastern portion of the State, as evinced in his appointment of Directors for this Road, has given force and character to the claims of the Superintendent of Public Works. The question, we suppose, must eventually be settled before the proper judicial tribunal, and until then the Road, deprived of the aid of the State and robbed of its own credit, must languish.

We are, indeed, beginning to reap the bitter fruits of Radical rule.
"Progress."
There is nothing which shows the tendency of the times to trample law and order under foot and to use power, even with violence, to accomplish ends, more than the official announcement made yesterday by President Smith, of the North Carolina Railroad, in the meeting of Stockholders of the Wilmington, Charlotte and Rutherford Railroad, of which he is a Director by appointment of the Governor, that the State Directors would meet in the afternoon at Masonic Hall to elect officers of the Road. The important question was pending before the Stockholders as to the legality of the appointments by the Governor. Able and distinguished attorneys had been listened to in behalf of both parties. Eminent lawyers and debaters from the body of Stockholders had discussed and were discussing the question. It was a matter of great moment and embraced a nice point of law. A mistake would be fatal to the present interest of the Road and damaging to the already impaired credit of the State.

In this crisis of affairs, when the calm and unbiased judgments of the Stockholders of the Company were demanded to decide in behalf of the welfare of this Road, when passion should have been carefully avoided, when law and order most scrupulously and jealously upheld, when personal preferences and party plunder should, for the moment at least, have been strangled, Mr. Smith announced that the representatives of the Governor intended to meet at some other place during the afternoon to elect the officers of the Road.

This was not the proclamation of a private individual. It was not Bill Smith, the "hail fellow, well met," of the Johnson county court yard, but Mr. Smith, President of the North Carolina Railroad, and one of the Directors appointed by the Governor in another great State work. It was one of the representatives of North Carolina, chosen by the Chief Executive of the State, on account of his special fitness, to take care of the important interests of her people in these great works of internal improvement, on account of his character as a citizen no less than as an individual, and that of his associates, to disregard the decision of the Stockholders, and in violation of order, if not of law, to take the matter of debate in their own hands and elect the officers in spite of the action of the Stockholders.

What a spectacle! What an example for an important official, and the trusted and honored friend and representative of the Governor, to set the law-abiding citizens who compose the Stockholders of the Wilmington, Charlotte and Rutherford Railroad! To give the offices to party friends; to secure the plunder for party favorites, an illegal and violent organization of the Company is threatened, nay, is officially announced as about to be consummated. The credit of the road was to be entirely sacrificed, and the Bonds of the State to be issued in behalf of the road were to be strangled in their birth.

This was indeed a sad but impressive picture of the progress of the day—a progress backwards and downwards, which is fast dragging the honor and credit of the State of North Carolina into disgrace.

In strong contrast with this conduct was the subsequent recognition by the Stockholders of the appointees of the Governor as the legal Directors on the part of the State. Adverse to their feelings and interests and goaded by this threat, they dared to do what they believed to be for the good of the road and what they thought was right. It was a triumph of order, of law, of principle, over a spirit of disorder, of illegality, of feeling and of policy. It was in keeping with the character of the good people of North Carolina, who will always do what is right if they know it, regardless of their own wishes and interests.

During the past week over four hundred head of thoroughbred poultry reached New York from Europe.

Wilmington, Charlotte and Rutherford Railroad.
If we are not pleased at the result of the re-organization of the Wilmington, Charlotte and Rutherford Railroad Company we have, at least, no just cause for complaint. The Stockholders of this Road, our own friends, with a full knowledge of the inevitable result, accepted the amendment to their charter, and by their own vote determined that result. Citizens of our own city, as much interested in its welfare as we are, and endeared to it by every tie of nature, of association, and of interest, after a calm and dispassionate consideration of the whole subject, decided against their inclination to throw the whole influence of this Road into the hands of parties whose sympathies and whose interests are not identical with ours. There is a manliness and heroism in casting aside feelings and prejudices and local interests in order to do that which requires more true courage than to face an "army with banners." However much we may deplore the result of this re-organization we must admire the course of those who could have prevented it, but restrained every feeling and made all subservient to what they believed to be the real welfare of the Road. Such conduct, under all the circumstances of the case, was most commendable, and its very contrast with that which has characterized their political opponents and its antagonism to the prevailing fashion of the day gives it a moral freshness which is indeed most pleasant. Our University is a conspicuous and imposing wreck of the fell spirit of destruction which animates these people.

In giving it as our mature opinion that the Superintendent of Public Works was the legally constituted agent of the State in the late meeting of the Stockholders of the Wilmington, Charlotte and Rutherford Railroad, we do not wish to be understood as casting blame upon our friends in coming to the opposite decision, and we certainly cannot be accused of personal or political preference for the persons named as Directors by that official. And in this latter declaration we desire to be understood as having a most decided preference for the gentleman named by them for the Presidency, to the individual who now holds the office in consequence of the action of the Stockholders. And yet, persuaded that the present interests of the Road demanded this action, we have neither regrets nor reproaches to cast upon any one. Except in a few individual instances, we are proud of the courage and independence shown by the Stockholders in their vote.

We are glad to know that the gentlemen claiming to be Directors by virtue of the appointment of the Superintendent of Public Works in their legal proceedings against those claiming authority under the commission from the Governor, will not in any way embarrass the financial negotiations of the Company. They profess, and we have every reason to believe, with truth and sincerity, the most ardent wish to further the completion of the Road, and will do nothing to cripple its progress. But they are determined, and we approve of their intention, to claim before the proper legal tribunals of the State the franchise of which they believe themselves illegally deprived.

Whatever may be the final result of the contest, we are prepared to submit in good faith. We can have no personal concern in either event farther than the general welfare of our city is involved. As President and Directors of the Wilmington, Charlotte and Rutherford Railroad, Dr. Sloan and his Board will find in us a just, if not an enthusiastic supporter, if their efforts are honestly and energetically devoted to the completion and success of the Road, without detriment to our section of the State. The objections our people had personally to Dr. Sloan, as President, we had the manliness to publish to the world, when those reasons might and should have been heeded. If we have no other support for our course, we have at least the approval of our own conscience in performing our duty as public journalists. If we have erred, in view of what we know to be a foregone conclusion, we alone will be the individual sufferers.

If Dr. Sloan will be true to his promises, if he will urge forward the work and close the gaps between Rockingham and Charlotte, and push the Road to Rutherfordton with the ample means with which he has been furnished, we will forget his past conduct and his present policies; we will overlook the sectional bias which has characterized his first official acts, and aid him all we can while the work progresses, and thank him in behalf of the people of the State, when it is finished.

WILL TEST THE QUESTION IN THE COURTS.—The seven appointees of the Superintendent of Public Works as Directors of the Wilmington, Charlotte and Rutherford Railroad Company on the part of the State, held a meeting Friday afternoon and decided to test the question of the validity of the appointments by the Governor in the Courts of the State.

Col. Robert Strange and M. London, Esq., have been retained as counsel, to whom the mode and form of testing the question will be left.

AN AGED LADY.—THE RELIQUARY OF A REVOLUTIONARY SOLDIER.—Mrs. Margaret Wells, an old lady now past 88 years, residing in the neighborhood of Rocky Point depot, in this county, yesterday made her appearance at the office of the Clerk of the Superior Court for the purpose of making affidavits necessary to obtain a pension from the government. She is the relic of an old Revolutionary soldier, and since his death continued to draw the pension allowed him by the government up to 1859 when her papers were lost. It is gratifying to know that this old lady can have this pension renewed and will receive the amount which has accumulated since 1859.

WILMINGTON, CHARLOTTE AND RUTHERFORD RAILROAD DIRECTORS.—APOLOGISTIC.—In the hasty but correct announcement of the persons to be designated by Governor Holden as Directors of the Wilmington, Charlotte and Rutherford Railroad, pub-

lished on Wednesday morning, we remarked that none of the appointees were identified with the past history of the Road.—In this we were mistaken. Mr. J. L. Brown, of Charlotte, we learn, was an original Stockholder, and has always felt a deep interest in its success. His name not appearing upon the list of Stockholders, he having sold his stock, and purchased again since the transfer books were closed, and the late hour of the night, (12 o'clock), when we were able to obtain a correct list of the names of the appointees, will account for our mistake. It is never our wish to misrepresent or do injustice to any one, and certainly not to a gentleman of the social and business standing of Mr. Brown.

ONLY A CLERK.
BY AMY HANDOLPH.

Cecile Horner was tall and brilliant, with deep hazel eyes, cheeks crimsoned with happy excitement, and heavy coils of shining brown hair shot through and through with arrows of dead gold, tipped with jewels.

Mary Horner, her quiet little cousin, was as different from Cecile's light from darkness. She was slight and small, with big blue eyes that had all the wonderful innocence of a baby's in their azure light; hair of reddish brown, of a complexion pure and delicate as a pink japonica. Nor did her dress compare with Cecile's. It was a plain white muslin scattered all over with knots of blue ribbon, and a simple blue ribbon was all that adorned her glossy, luxuriant tresses. Mary Horner was poor; and all these graceful adjuncts to woman's beauty cost money!

"Oh, mamma, it was perfectly delightful to the party to-night!" ejaculated Cecile enthusiastically. "Everybody was there. Mr. St. John was there, and asked me to go to the dance!"

"Did he?" questioned the gratified mamma. "I hope you invited him to call?"

"Of course I did. Mrs. Emmons says he belongs to the Virginia St. Johns, and is very rich. Such diamonds as he wears, mamma! But Mattie's the favorite with him, I think!"

Cecile turned round, and shook her finger with affectionate archness at blushing little Mary.

"Don't, Cecile," pleaded Mary, as if every drop of blood in her cheeks was turning to blue. "It's all your fancy."

"Is it? Then why are you blushing celestial rose red for? However, I mean to marry him if I can catch him—always did fancy black eyes and hair like a—what's its name's wing? And then he's rich, and I'm determined to have a rich husband."

Mary Horner grew red and pale—opened her mouth to speak, but closed it again without speaking. How wrong it seemed for any one to talk in that manner of Talbot St. John, when she only dared to think of him as a hero shrined afar off in the height of chivalrous romance!

Mrs. Horner only laughed, however—she quite accented to Cecile's reckless chatter. Nevertheless, she disapproved through the light froth of words undercurrent of a definite resolve on her daughter's part. Cecile did like Talbot St. John, and she was quite in earnest when she said that she meant to marry him.

"Why shouldn't I?" meekly asked Mary. "I think a clerk who sells pins and needles quite as good as a Virginia."

"Well," whispered Mary, that same evening in her cousin's ear, "surely, surely, Cecile, you are not so stupid!"

Cecile looked in the direction of her cousin's eyes, out beyond the maze of waltzing couples to the tall figure advancing towards them.

way—and intended to make no exception in this instance. And the proprietor's face brightened in the gleam of golden reason!

"Certainly, sir—by all means. If Mr. Wyman wishes to be absent an hour or two—"

"Hold your tongue!" interrupted St. John. "Wyman may know nothing of our little business transaction. I shall take his place behind your counter, if you please!"

The hook-nosed man of ribbons bowed and rubbed his hands fawningly. Grant Wyman could scarcely believe his own eyes when he saw a young fellow of six feet two standing behind the counter, as calmly and complacent as if his whole life had been spent among tape, ribbons and hooks and eyes!

The next moment Johnson was driving him away from the door with a flutter of his robes and chiming of bells and springing of horses that made him almost fancy himself among the delusive showings of a delightful dream.

And how fared Talbot St. John? "Pretty well, considering," as the ladies say.—Fortunately, he got early in the morning a lot of low bargains in black pins, stay-laces and perfumed soaps, he had very little to do.

Presently, however, the shop began to fill apace—trade grew brisker, and Mr. St. John found plentiful use for all the quantum of business talent that he possessed.

"Have you any crochet-cotton?"

Down came half a dozen boxes of tape about Mr. St. John's ears—the natural consequence of the state he gave on hearing the sweet, familiar sound of Cecile Horner's voice.

"I don't know—that is, I'll see—Miss Horner!"

Cecile opened wide her beautiful brown eyes.

"Mr. St. John!"

"And Mary—looking very daisy-like in a pink bonnet, with white flowers—school girl's fashion, with a total eclipse on the seventh of August." (This is remarkable, because parties assert that she could have no knowledge that this was according to calculation) and that the sun would never shine as bright after that day.

That this would indicate the end of the world, which was speedily apprehended by Hickman (Ky.) Courier.

STATE NEWS
S. H. Edwards, of Wilmington, has been appointed mail agent between Wilmington and Weldon, vice John Busey, removed.

OUR WASHINGTON LETTER.
WASHINGTON, D. C., July 27, 1860.
DEAR JOURNAL.—The recently appointed Collector of Internal Revenue, H. S. Flint, died at his residence in New York Avenue in this city, last night, of hemorrhage of the lungs. Mr. Flint was appointed to this position last Spring in place of Mr. Lewis Clephane, who had held it several years, and had been one of the original Republicans of Washington. Mr. Flint was for several years Assistant Cashier of the First National Bank of this city, (the first bank that commenced business under the National Bank Act) and was esteemed a man of rare financial abilities. The position of Collector of Internal Revenue is one well calculated to lessen a man's popularity in any community, but Mr. Flint's unwavering courtesy of demeanor created for him hosts of friends. He was both a good citizen and a good officer, and every body in Washington is sorry for his death except those who think they can get his position.

Everything about Washington is tightly fully dull at the present. There is no business doing, money is "tight," beyond all former experience, and many of our prominent merchants are seriously thinking of suspending business for a few months. I was told yesterday by a leading dry goods man that he had been compelled to dispense with all his assistants, but three, (he generally employs about thirty) and with this reduction he was barely able to pay his rent. Mr. Boutwell, by his incomprehensible antics in the Treasury Department, has contributed greatly to produce this state of affairs, which is a most unfortunate one. For example, he made up his mind to purchase no more bonds and to sell the more gold. Yesterday he changed his mind and announced his intention of adhering to his previous system. To-morrow he will probably "announce his intention" of doing something else. The truth is, that there is no more money to be had, and a blue-tailed monkey is a mathematician and comprehends the mysteries of that science about as little as the ape does the principles of the differential calculus. He has enough of so-called executive ability to provide very well over a country cross-section, but he is not qualified for a position requiring a higher degree of brains than much out of place as a scawling in the company of a gentleman, or a carpet-bagger in the society of honest men. He is lamentably incompetent to manage the affairs of the treasury, and should be completely removed, to allow some man capable of being Secretary to keep us out of National bankruptcy. For Boutwell is "running the machine in the ground," and if not soon invested with some practical common sense (which nothing short of a miracle can accomplish) or resigns, the country may have cause to rue the day the Massachusetts colored statesman was made Secretary of the Treasury.

The Library of the Agricultural Department has been enriched this past week by a magnificent present from the Austrian Government of a copy of the *Physiologia Plantarum* of Linnæus, in the large folio volume of 500 plates, colored, and containing two quarto volumes of text and plates, by Edlinghausen & Pokorny, describing the grains, grasses, wild flowers, lilies, ferns, &c., of Austria. The work is beautifully executed by the new science of "nature printing," which exhibits the plants with all the accuracy of a naturalist's graph. It is the best work on botany extant, and its publication must have required assistance from the resources of the Austrian Imperial printing office at Vienna, for distribution only to foreign governments. It is a most valuable and interesting contribution to the whole country. A man was arrested by a policeman on the suspicion of stealing a pair of pants. He resisted the officer's arrest. Having been indicted for this offense his counsel plead that as the officer was not cognizant of the alleged larceny, he was not liable for the arrest. The judge had no jurisdiction over the prisoner, nor power to make the arrest. The judge instructed the jury that, unless they were satisfied the accused stole the pants, they could not convict him of resisting an officer; that policemen making arrests without authority are not liable for the injury done by the party accused, were guilty, well and good; but if not, the policeman acted at his peril. The jury returned a verdict of not guilty in the charge of larceny and of resisting the officer. This opinion is probably the best that Judge Fisher has ever rendered. It is a most interesting and a little brief authority, maltrating individuals without shadow of law or reason. Kennedy's policeman, in New York, do whatever they please with the inhabitants, and there is no redress. The police report are that city and county are the scenes of outrages perpetrated upon unoffending citizens, who have no redress. I trust the good effects of Judge Fisher's declaration, as evidenced already in Washington, will extend to other parts of the country.

General Grant returns to Washington, from Long Branch, where his family are for a few days, and will be in the city on Friday next. I anticipate a rather warm time over the Mississippi question. Judge Dent and other prominent gentlemen of that State went to Long Branch to see General Grant about what could be done for Judge Dent as the Conservative candidate for Governor of Mississippi. General Grant did not wish Dent (his brother-in-law) to accept the nomination, but the Judge has determined to do so, and Grant will give him what aid he can, but Boutwell, Creswell and Cox, the dispensers of the great bulk of Government patronage are all avowed friends of the candidates against Dent. How they will arrange matters remains to be seen. Who will prevail in the matter of giving Judge Dent assistance or not? Grant or Boutwell. The split must come in the Radical party. The wedge has entered, and I every episode like this only drives it further in. Who will win, Grant or Boutwell?

Peasant Pickler.
It gives us much pleasure to learn that the Rev. Mr. Crocker, of Hampton, whose invention of an admirable machine for picking and cleaning peaches was noticed in this paper, has been busily engaged in improving and perfecting his machine and has now in course of preparation a working model, which contains all the improvements. We are told by those versed in such matters that when worked up to its full capacity it will pick and clean 1,000 pounds of peaches per day, doing the work of twenty men.—Norfolk Virginian.

The first tea was brought from China to England in 1601.

DELIRIUM TREMENS generally supposed to be confined almost exclusively to excessive consumers of spirits. Cases are not wanting, however, says the Cincinnati Gazette, to show that light wines, tobacco, and perhaps, tea and coffee, when used immoderately, will occasion the disease.—St. Louis, Mich. Wigan, aged thirty-three years, died of apoplexy, after suffering from the usual symptoms of delirium tremens, and also is supposed to have been the direct cause of his death. He was a workman in a brewery, and used the product of the establishment freely, though not to intoxication.