THE NORFOLK POST
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TEN DOLLARS PER YEAR
payable in advance. Single copies, at the counter, FIVE CENTS.

Residents in the city of Norfolk or Portsmouth, desiring the paper left regularly at their houses or places of business, will be served by a carrier, by leaving the name and address at the counting-room of the publication office. They will settle with the carrier weekly for the same.

The Norfolk Post.

VOLUME I. NORFOLK, VA., THURSDAY, JANUARY 25, 1866. NUMBER 185.

TERMS OF ADVERTISING
IN THE
NORFOLK POST
For the Year 1866.

ALL TRANSIENT ADVERTISEMENTS PAYABLE IN ADVANCE.
ALL OTHERS MONTHLY.

1 Square (12 lines solid Nonpariel, or one inch), one insertion		$1 00
1 Square " " " "	two insertions,	1 50
1 Square " " " "	three insertions,	1 75
1 Square " " " "	four insertions,	2 00
1 Square " " " "	five insertions,	2 25
1 Square " " " "	one week,	2 50
And one dollar and fifty cents a week for each additional week. One month		7 00
1 Square " " " "	two months,	12 00
1 Square " " " "	three months,	17 00
And five dollars a month for each additional month.		
2 Squares, 10 per cent. discount from the above rates for any period less than a year.		
3 Squares, 15 " " " " " "		
4 Squares, 20 " " " " " "		
5 Squares, 25 " " " " " "		
¼ Column, 30 " " " " " "		
½ Column, 50 " " " " " "		
1 Column, 70 " " " " " "		
¼ Column one year		125 00
½ Column one year		200 00
1 Column one year		360 00

Special contracts entered into, when desired, with those who advertise largely, and an extensive Job Office patronage will be considered in arranging terms.
Business Cards inserted for FIVE DOLLARS a month or FIFTY DOLLARS a year.

TRAVELERS' GUIDE.

IMPORTANT TO TRAVELLERS
AND SHIPPERS.
THE OLD AND ESTABLISHED
BALTIMORE STEAM PACKET CO.,
Carrying the
UNITED STATES MAIL,
and
ADAMS' EXPRESS FREIGHT,
so well and favorably known to the Traveling Public as the
OLD BAY LINE,
Are now Running their magnificent, safe and commodious Steamers,
THOMAS KELSO,
CAPT. GEO. W. RUSSELL;
ADELAIDE,
CAPT. JAMES CANNON;
The THOMAS KELSO was built for, and is expressly adapted to, the Bay Route, and excels in the splendor of her outfit any steamer now plying these waters. She is provided with Hot and Cold Baths, and all modern convenience.
The ADELAIDE has been recently rebuilt and refurnished throughout. Her accommodations are of a superior order. She is so well known that further comment is unnecessary.
These Steamers leave the Company's Wharf, on Wide-Water street, opposite the Atlantic Iron Works, Norfolk, DAILY, at 3½ o'clock, and High Street Wharf, Portsmouth at 4 o'clock. P. M., SUNDAYS EXCEPTED, touching at Old Point.
Passengers by this Line arrive in Baltimore in time to connect with the early trains to Washington and all points North and West.
Baggage checked to all points, and passengers and baggage conveyed to the depots free of charge.
The Wharf of the Company has been put in excellent order, and is fitted expressly for the protection of freight and other accommodation of Shippers.
Freight taken at low rates and promptly delivered.
For further information inquire of D. C. BALL, Agent, Portsmouth, or to the Purser of the Steamers.
THOS. H. WEBB, Agent.
Norfolk, Va.
Norfolk, December 12, 1865. dec12—tf

BALTIMORE STEAM PACKET
COMPANY.
STEAMER "EOLUS,"
FROM
NORFOLK AND PORTSMOUTH TO FORT MONROE, EASTERN SHORE, MATHEWS COUNTY, GLOUCESTER AND YORKTOWN.
CARRYING THE UNITED STATES MAIL.
The New and Fast Steamer
"EOLUS," Captain P. McCarrick,
commenced her regular trips to the above-named places on the 9th SEPTEMBER.
This Steamer will leave the Company's Wharf, on Wide Water street, opposite the Atlantic Iron Works, Norfolk, at 6½ o'clock, a. m. (touching at Portsmouth and the Government Wharf, Town Point), every
MONDAY, WEDNESDAY AND FRIDAY,
for Cherrystone—every
TUESDAY, THURSDAY AND SATURDAY,
for Mathews and Gloucester counties and Yorktown, touching at Old Point, going and returning each trip.
This Steamer connects with the Baltimore Steam Packet Company's Steamers "THOS. KELSO" and "ADELAIDE," for Baltimore, and all points North and West.
Through tickets sold on this Steamer for Baltimore and her connections.
This Steamer is especially adapted to the service in which she is engaged, being very Fast, having Fine Accommodations, and is noted as an excellent Sea Boat, and will make her trips regardless of the weather.
For freight or passage, apply to D. C. BALL, Agent, Portsmouth, or to the Purser of the Steamer.
All freight must be prepaid.
THOS. H. WEBB, Agent.
Norfolk, December 12, 1865. dec12—tf

FOR
RIO DE JANEIRO.
CALLING AT
ST. THOMAS,
PARA,
PERNAMBUCO
and BAHIA.
he United States and Brazil Mail Steamship Company will dispatch regularly,
ON THE 29TH OF EVERY MONTH,
A NEW AND FIRST-CLASS
STEAMSHIP,
To leave at 3 o'clock, P. M., from Pier 43 North River.
All letters have to pass through the Postoffice.
An experienced Surgeon will be in attendance on board.
For freight and passage, having splendid accommodations, apply to THOMAS ASCENCIO & CO.,
oct26—3m No. 17 Broadway, New York.

FOR PHILADELPHIA.
RICHMOND AND NORFOLK STEAM PACKET COMPANY—SEMI-WEEKLY.
THIS LINE IS COMPOSED OF THE SWIFT, FIRST-CLASS STEAMERS
VIRGINIA,
(CAPTAIN SNYDER
MAY FLOWER,
(CAPTAIN J. ROBINSON
CLAYMONT,
(CAPTAIN E. ROBINSON;)
And one of them will leave Higgins' Wharf, Norfolk every TUESDAY and SATURDAY, forming a Semi-Weekly Line of fast and reliable Steamers, with good passenger accommodations and plenty of freight room.
For freight (which will be taken at low rates, or passage), apply to
THOS. P. CROWELL & CO., Agents,
Higgins' Wharf, or No. 6 Campbell's Wharf,
Norfolk, Va.
☞ One of these Steamers leaves Philadelphia every WEDNESDAY and SATURDAY for Norfolk.
aug26—tf

HARNDEN EXPRESS.
OFFICE, NO. 16 ROANOKE STREET.
SAFE, RELIABLE,
COURTEOUS, PROMPT.
Owing to the facilities offered us by the
NEW LINE OF STEAMERS,
and our connection with all the
RELIABLE EXPRESS COMPANIES
IN THE UNITED STATE
EAST, WEST, NORTH and SOUTH,
We are prepared to forward
FREIGHT, MONEY, and VALUABLE PACKAGES, &c. at lower rates than ever offered the public before.
NOTES, DRAFTS and BILLS for COLLECTION made on all accessible POINS, and RETURNS PROMPTLY DELIVERED.
SHIPPERS in NORFOLK and PORTSMOUTH will find it to their advantage to give us a call before engaging their freight by any other Express.
Freight delivered in Portsmouth without extra charge.
For further particulars apply at the Office, No. 16 Roanoke street.
Express closes for the North 2.45 P. M.
" " " South 6.30 "
oct11—tf F. R. HILL, Agent.

COASTING MANIFESTS
FOR SALE AT THIS OFFICE
nv22—tf

TRAVELERS' GUIDE.

NOTICE.
NORFOLK AND RICHMOND STEAMERS.
On and after
TUESDAY Dec. 5th,
The steamers
M. MARTIN
AND
CITY OF RICHMOND.
Will leave from the wharf at the foot of Roanoke and Market Squares, for RICHMOND daily, "SUNDAYS excepted," at 6½ A. M., until further notice.
dec 4—tf J. J. MARTIN, Agent.

NEW LINE STEAMERS.
FOR OLD POINT AND BALTIMORE.
CARRYING
THE NATIONAL AND HARNDEN'S EXPRESS FREIGHT.
The new and elegant Steamers,
GEO. LEARY (Captain Blakeman),
JAMES T. BRADY (Captain Landis),
DICTATOR, (Capt. Mulligan,)
Leave Norfolk for Baltimore, DAILY, (Sundays excepted) at 3½ o'clock, P. M.
Through Tickets sold for all principal cities North and West. Passengers and baggage transferred from boat to cars free of charge.
Fare to Baltimore $4 00
" " " and return 6 00
The Superior Accommodations
offered by the
NEW LINE STEAMERS
are well known by the traveling public. The Steamers are all NEW, constructed with great regard to speed, comfort and safety, and are commanded by experienced, courteous and attentive officers. Their superior speed enables them to make sure connections with all trains, thereby causing no delay at either end of the route to travelers.
The Fare has been reduced by the general solicitation of the traveling public, to whom we feel grateful for their very liberal patronage, which, we trust, by a just course, to continue to merit.
N. B.—Passengers and baggage transferred to and from Portsmouth free of charge.
Leave Norfolk from wharf foot of Roanoke and Market Squares.
H. V. TOMPKINS, Agent.
oct27—tf

PEOPLE'S LINE FOR NEWBERN
AND THE
INTERIOR OF NORTH CAROLINA!
CARRYING THE UNITED STATES MAIL.
The Only and Entirely New Route.
The Steamers of this line will leave mail wharf, Norfolk for Newbern, on the arrival of the boats from Baltimore on Tuesdays, Thursdays and Saturdays.
Returning, will leave Newbern Tuesdays, Thursday, and Saturdays, connecting with railways for Goldsborough, Raleigh, Weldon, Beaufort, Morehead City and Wilmington.
The various lines of Railways are nearly all completed in the State of North Carolina, and passengers will have little or no difficulty in reaching their destination on any of the lines of Railway.
The boats are of the first class, and commanded by men of experience, who will see no pains spared to make passengers comfortable.
Being entirely an Inland Route, it will be found far more pleasant than by a sea route.
☞ Freight taken at Low Rates.
For further information, apply to
W. C. EDWARDS,
Roanoke Island, N. C.
GEO. OLNEY, Newbern, N C. jy 1—tf

FOR BOSTON.
Freight of every description will be received at the wharf of the
OLD NORFOLK AND BALTIMORE
STEAMBOAT COMPANY
for Boston and other Eastern cities.
The goods will be taken to Baltimore by the OLD BAY LINE, and thence to Boston by the Steamships of the
BALTIMORE AND BOSTON LINE.
Through Tickets will be given accordingly, on as reasonable terms as heretofore, and the goods will have greater despatch. For freight or passage apply to
JAMES PATTEN, Agent,
dec16—tf Norfolk, Va.

PACIFIC MAIL STEAMSHIP
COMPANY'S THROUGH LINE
TO CALIFORNIA,
TOUCHING AT MEXICAN PORTS,
AND
CARRYING THE UNITED STATES MAIL,
Leave Pier No. 43 North River, foot of Canal street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railway, with one of the Company's Steamship's from Panama for SAN FRANCISCO, touching at ACAPULCO.
FEBRUARY 1ST,
HENRY CHAUNCEY,
CAPTAIN GRAY;
connecting with
COLORADO,
CAPTAIN WATKINS.
10TH,
ATLANTIC,
CAPTAIN MAURY;
connecting with
SACRAMENTO.
CAPTAIN CAVERLY.
21ST,
NEW YORK,
CAPTAIN HORNER;
connecting with
CONSTITUTION,
CAPTAIN FARNSWORTH.
Departures of 1st and 21st connect at Panama with Steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.
THROUGH PASSAGE RATES IN CURRENCY.
First Cabin, $300; Second do., $200; Steerage $100
A discount of ONE QUARTER from steamers' rates allowed to second cabin and steerage passengers with families. Also, an allowance of ONE QUARTER on through rates to clergymen and their families, and school teachers; soldiers having honorable discharges, HALF FARE.
One Hundred Pounds Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers who prefer to send down early.
An experienced Surgeon on board. Medicines and attendance free.
A Steamer will be placed on the Line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.
For Passage Tickets or further information, apply at the Company's Ticket Office, on the Wharf, FOOT OF CANAL STREET, NORTH RIVER, NEW YORK.
dec2—3m F. W. G. BELLOWS, Agent.

NOTICE.
On and after the 29th INSTANT, the Steamers of the Baltimore Steam Packet Company,
OLD BAY LINE,
will leave the Company's Wharf on East Wide-Water street, opposite the Atlantic Iron Works, Daily, for BALTIMORE,
OLD POINT,
CHERRYSTONE,
MATHEWS,
GLOUCESTER and YORKTOWN.
T. H. WEBB, Agent.
Norfolk, November 28, 1865. nov28—tf

ADAMS' EXPRESS COMPANY.—
OFFICE NO. 54 CHURCH STREET,
(THEATRE BUILDING.)
FREIGHT, MONEY, and VALUABLES forwarded with care and despatch to all parts of the United States.
BILLS, DRAFTS, &c., collected, and prompt returns made.
Our wagons call in any part of Norfolk and Portsmouth for goods to be forwarded: and will deliver without extra charge, all goods that arrive by Express.
Express going North closes at 2.30 P. M.—going South, at 6 P. M
sept6-tf J. H. RIGNEY, Agent

TRAVELERS' GUIDE.
NEW YORK AND VIRGINIA
STEAMSHIP COMPANY.
THE
OLD LINE,
FOR
NEW YORK.
The New and Elegant Side-Wheel Steamships,
NIAGARA,
GEORGE W. COUCH, COMMANDER,
and
SARATOGA,
A. L. KING, COMMANDER,
Leave Norfolk for New York every
WEDNESDAY and SUNDAY, AT 8 o'clock, A. M.
Returning they will leave New York every
WEDNESDAY and SATURDAY, at 3 o'clock, P. M.
For expedition and security this route, as past experience has proven, will be found the best in every respect.
In the construction of these Steamers SPECIAL attention has been paid to the finish and comfort of the Saloons, and State-Rooms, in order to induce travel by them.
Passengers can secure their Tickets and State-Rooms before the arrival of the ships by applying to the Agents.
When ordering goods from New York, the patrons of the line are requested to order by the "OLD LINE," New York and Virginia Steamship Company, Pier 21, North River.
Freight taken at low rates.
J. M. SMITH & BROTHER,
dec22—tf Agents, Town Point, Norfolk.

ATLANTIC COAST MAIL
STEAMSHIP LINE
FOR NEW YORK!
THE NEW AND FIRST CLASS SIDE-WHEEL STEAMSHIPS
HATTERAS AND ALBEMARLE.
Will leave Norfolk for New York as follows:
HATTERAS, CAPT'N LEWIS PARISH,
Will leave Dickson's Wharf every WEDNESDAY at 8 o'clock, A. M.
ALBEMARLE, CAPT. H. A. BOURNE,
Will leave Dickinson's Wharf every SUNDAY at 8 o'clock, A. M.
Passengers by this line will be only one night at sea.
Returning, these Ships leave New York every
WEDNESDAY and SATURDAY,
at 12 M., from Pier No. 36, North River.
These Ships have superior accommodations for passengers and freight.
The undersigned having been appointed Agent of this Line, would respectfully ask the continuance of the patronage heretofore so liberally bestowed by the public, and would beg leave to assure them that he will endeavor to give satisfaction.
All freight shipped by this Line will be taken at low rates and promptly delivered.
Passage and rooms can be secured before the arrival of the steamers by applying at the office.
For Freight or Passage, apply at the office of the Company, on Dickson's Wharf, East Wide Water street, adjoining the wharf of the
BALTIMORE STEAM PACKET COMPANY.
jan12—tf T. H. WEBB, Agent.

MISCELLANEOUS.

WRIGHT, CARTER & CO.,
GENERAL SOUTHERN LAND AGENCY,
No. 62 BROADWAY
NEW YORK,
Negotiate LOANS for FARMERS and PLANTERS; also for ASSOCIATIONS, CORPORATIONS and COMPANIES, and partnerships for the cultivation of COTTON, SUGAR, RICE and all SOUTHERN PRODUCTS; also for the LUMBER and TURPENTINE business.
Procure WHITE LABOR, native or foreign, to supply special demand. Orders are solicited.
Organize Associations for the development of MINING and MANUFACTURING interests and the SETTLEMENT of SOUTHERN LANDS.
Purchase and forward MACHINERY, IMPLEMENTS, SUPPLIES, &c., for FARMERS, PLANTERS and MINERS.
Give careful attention to the collection and securing of debts, and the adjustment and settlement of claims of every description.
Their correspondents and associates are men of the highest professional ability, business capacity and social position in their respective localities. Their plan of business is thoroughly systematic, and all its details are carefully arranged to ensure the utmost responsibility and reliability. All business entrusted to them or their correspondents will receive prompt attention. Their compensation will consist ENTIRELY of COMMISSIONS, and charges will be moderate.
AUTHORIZED REFERENCES.
PETER COOPER Esq., New York.
A. A. LOWE, Esq., Pres. Charmber of Commerce N. Y.
JAS. COOKE, Esq., Philadelphia.
GEO. H. STUART, Esq., Philadelphia.
Messrs. FOLGER, CARTWRIGHT & CO.,
No. 22, Wide Water Street,
Agents for the city of Norfolk.
dec 4

BURNING OF THE MUSEUM.
LETTER FROM MR. BARNUM.
NEW YORK, July 14, 1865.
Messrs. Herring & Co.:
GENTLEMEN:—Though the destruction of the American Museum has proved a serious loss to myself and the public, I am happy to verify the odd adage, that "It's an ill wind that blows nobody good," and consequently congratulate you that your well-known safes have again demonstrated their superior fire-proof qualities in an ordeal of unusual severity.
The safe you made for me some time ago was in the office of the Museum, on the second floor, back part of the building, and in the hottest of the fire.
After twenty-four hours of trial, it was found among the debris, and on opening it this day, has yielded up its contents in very good order—books, papers, policies of insurance, bank bills, all in condition for immediate use, and a noble commentary on the trustworthiness of Herring's Fire-Proof Safes.
Truly yours,
P. T. BARNUM.
HERRING'S PATENT CHAMPION SAFES.
The most reliable protection from fire now known.
HERRING & CO.'S PATENT BANKERS' SAFES, with Herring & Floyd's Patent Crystalized Iron, the best security against a burglar's drill ever manufactured.
HERRING & CO.,
No. 251 Broadway, cor. Murray street, New York.
FARREL, HERRING & CO., Philadelphia.
HERRING & CO., Chicago.
☞ KNOWLS & WALFORD Agents, Richmond, Va.
oct7—tf

W. M. CLARK & CO.'
BANKERS
AND
DEALERS IN
GOVERNMENT SECURITIES,
MAIN STREET, OPPOSITE BANK STREET,
Keep on hand and buy and sell, at market rates, all issues
OF
UNITED STATES BONDS,
SEVEN-THIRTY TREASURY NOTES,
COMPOUND INTEREST NOTES,
CERTIFICATES OF INDEBTEDNESS, &c.
Southern STATE BANK NOTES, BONDS and SECURITIES bought at the highest figures.
COLLECTIONS MADE ON ALL POINTS.
dec21—tf

WINE AND LIQUOR STORE,
N. A. THOMPSON & Co.
No. 20 WATER AND ROANOKE STREETS.
We offer to consumers and to the trade a large and well selected stock of
BRANDIES,
WINES,
GINS,
RUM,
WHISKIES,
BITTERS,
ALES and PORTER.
N. A. THOMPSON & CO.
octl1—tf No. 20 corner Water and Roanoke Streets.

The Norfolk Post.
THURSDAY, JANUARY 25, 1866.

Mr. Charles B. Goodrich is now, we presume, the foremost man at the bar of Massachusetts. Most of the late Mr. Choate's clients—upon the death of that great lawyer—went to him. A correspondent in Washington writes as follows, concerning Mr. Goodrich's appearance before the Court of Claimes in that city a few days ago. "The claim of Thomas W. Peirce, of Boston, vs. The United States, was argued in this city a few days since, before the United States Court of Claims, by Charles B. Goodrich, Esq'r, of Boston. For close legal analysis, sound logic, clear and forcible reasoning, and comprehensive intellectual grasp of all the legal points and bearings of the case, as well as for the manifest fairness in presenting the facts, it is admitted by the best legal minds here to be the most masterly effort ever made before this Court. Mr. Goodrich seemed to completely exhaust by his legal knowledge and extraordinary research, every authority from the flood down to the present time. It is admitted by the leading members of the Bar in this city, to be one of the strongest legal arguments ever heard in any of our Courts."

LET US TALK ABOUT A PRINTER.

There has always been a clan of writers ready to sound the praises of self-made men—those whose fortunes have been the result of their own hard and persistent exertions—and we have always felt refreshed and encouraged with recitals, which fanned the hope that our turn was to come, when all of our struggles would culminate in the success that we felt was deserved. Frank Leslie has commenced, in his Weekly, a series of these papers, and some valuable names and facts have been given to the world, that the world is better for knowing; or, that portion of it that is striving with the hope of like results springing from like causes in their cases. Useful to us, especially, more at the present time, when we are rising from the prostration in which recent events have placed us, through the indomitable energy and perseverance that characterize the people, and need such lessons as stimulants to activity.

There is this, however, too often seen in sketches of self-made men, that the mere fact of their condition is dwelt upon, and the position in which their wealth has placed them, irrespective of the true manhood that may, all the while, be wanting. We cannot shut our eyes to the fact that money-making and manhood-making are too often confounded, and that the glare of dollars, like charity, may conceal or obscure many serious defects in character, that would be but too plain in one who is not self-made, or even made at all, reckoning his life by his shekels. In estimating self-made men we should take all into the account, and the noble individual who, by his industry, self-reliance, sagacity and manly worth, has won himself fame and fortune, should in justice have precedence of him who has secured his fame by the ability or brains of others, or by the accident that at times suffers a clown to rank wisdom in the great battle.

One of the most fallacious teachings of the times, we think, is that where money is represented as the be-all and end-all of life, and that virtue should be regarded only as it is represented by "the tin." There are certain firms in the large commercial cities who, on New Years Day, give their clerks, as a present, the life of a very excellent man, who had died rich after a life of hard rubbing and close saving; the argument of which is that every young man who strives for money and saves it, will come out in the end as he did, with half a million, more or less, and go straight to heaven at last, without a question being asked.

We have in our mind one who comes fully up to our own high standard of excellence as a "self-made man"—one who has become rich by his own industry, but who has so cultivated the amenities, the while, that his happiness is coequal with his dividends, from the return of the happiness he imparts to all around him. He is of the New England, Boston, stock of self-made men—one who sprung from the hard subsoil of life, made fallow by the plow of necessity. Have our readers ever heard of "John H. Eastburn, printer?" who was for nearly thirty years "city printer" of Boston, and would have been till this time but that some one wanted the place more than he did? We have selected him to illustrate our meaning of a "self-made man," and those who know him as we do, will readily assent to the propriety of the example.

Mr. Eastburn is a Bostonian, born in April, 1805, and at the age of sixty-one, is a handsome and hearty specimen of well preserved manhood. He was left fatherless in 1812, and thus early learned that he was to rely upon himself for advancement. In 1820, he went apprentice to Major Ben. Russell, of the *Columbian Centinel*, with whom he remained until he was twenty-one, discharging all the duties of his position, from "devil" to graduate, with fidelity and ability. His mother died on his twenty-first birthday; a sad calamity for the commencement of manhood, but one which served to strengthen his manly resolution. He began business with his freedom. He was elected city printer in 1827, during the Mayoralty of Hon. Josiah Quincy, and retained the office until 1854, a period of twenty-seven years, closing with a vote of thanks from the City Council.

With a dear love for the "Art preservative of Arts," he has pursued it for more than forty years, diligently and honorably, earning the confidence of all by his strict integrity, and realizing a handsome fortune by his persistent application to business. For years he was the leading printer in Boston, and his work sustained the highest character for excellence. His patrons were among the first men of the nation, between whom and himself existed through life the warmest personal relations. The best names known to Boston, for the last forty years, are included in his list of friends and correspondents, among whom the late Mr. Everett was prominent.

We have spoken of Mr. Eastburn as a mechanic—a printer, if a printer, is a mechanic and not an artist. In his day, he did the best book and job work in New England. We remember an occasion of Mr. Webster's growling—reader, did you ever hear Black Dan "growl?"—over the style of printing done in Washington. We replied that "the worst specimen of it was superior to anything ever accomplished by Claxton or Ben. Franklin." "Sir—Claxton and Franklin were great men; but they are dead. I do not despise the meanest performance of the printers you name; *but* I want printing such as honest John Eastburn frisks from his tympan." The compliment was very just.

Several literary papers have borne his imprint, which, though discontinued, and most of them forgotten, were famous in their day. The "Literary Gazette," edited by Saml. G. Goodrich (Peter Parley), and "The Lounger," were the most popular, estray copies of which are occasionally found among relics; and in 1832, he commenced the Boston *Atlas*, the fame of which as a political vehicle, has extended even to this day, the memory of which is still respectfully cherished by those who look back to the former glories of the Whig party. With this party Mr. Eastburn zealously acted, and it is one of his boasts that in the great campaign of 1840, he printed eight hundred thousand documents in aid of General Harrison.

He has prospered in everything he has undertaken, and one secret of his success is his systematic business habits. He is a most methodical man, though not a Methodist. Every job he has done since commencing business he has indexed, and the inquirer at his office may learn the date of any play, the name of a star actor, or even the color of the poster of years ago. It has been our privilege to look at his books, where this system is apparent at a glance. One thing attracts the attention of the inspector: at the close of each balance, showing a favorable result, are the words,—"Thank God!"—which come in like a benediction.

We can not do better in closing the account of his business life than by quoting a brief paragraph of his, from a letter to a friend, wherein he is giving a short account of his career of usefulness:

"My early life (says he) was one of unwaried labor and perseverence, and my after life has been blest,—thanks be to God—with an ample fortune and good health. I have never lived a day since I arrived at manhood, that I was not better off than I was the day preceding."

Mr. Eastburne is a married man, of course, and in this relation he has found much of his happiness. He has no children—we are sorry to say—having lost his only child at an early age. He lives in comfortable style at Roxbury, where his plain house is open to his friends, who find there a cordial and hospitable welcome. Even his fruit trees are more prolific than those of his neighbors for the benefit of his friends, whom he loves to inundate with his pomological favors.

His geniality, generosity, and hearty personal qualities make him a universal favorite. He has a cheerful word and smile for every one, and a presence whose influence is felt even in State street. He is bountiful without stint, believing that to do good is better than to talk about it. There is a free bed in the General Hospitsl, in Boston, supported at his expense for the accommodation of poor sick printers, and his name is found on many lists for the aid of benevolent objects. He is zealous in every thing he sets about; an intense worker, he is always found at his office in State street, and is as ready to take a job, and as prompt in its execution, as he was forty-five years ago.

His returns, however, are mostly from his stocks in which he has largely invested, and he pockets his dividends with all the grace that usually attends that operation. He was for his country during the late rebellion, and gave freely of his money and his personal influence. Loyal to his country, loyal to God and loyal to manhood, Mr. Eastburn stands as fine a specimen as may be seen in a day's journey of a well-made "self-made man."

Edwin Booth plays *Ray Blas* instead of *Hamlet* at the Wednesday afternoon entertainment in New York this week. "Hamlet" still holds the boards for the evening performances. In the last act of the tragedy one night last week, Mr. Booth, while fencing with *Laertes*, was struck in the right eye by the foil of his opponent. The blunted point prevented very serious effects, but the eye has been partially closed and very painful.

LETTER FROM GEN. SHERMAM.

The Alexandria (La.) *Democrat* publishes the following extract from a private letter addressed by Gen. Sherman to a friend in Rapides parish:

I have seen several numbers of the Louisiana *Democrat*, in one of which is made a common mistake which I have observed before, attributing to Bragg and Beauregard my appointment as Superintendent of the State Seminary in 1860. I was at Leavenworth City a member of a law firm, when General Buell, then a Major in the Adjutant General's office, on duty near the Secretary of War, Governor Floyd, sent me the invitations for applicants for the different professorships, which he had received from Gen. G. Mason Graham. I applied and was appointed just as you were at the same time.

Beauregard had no agency in the matter at all, and Bragg, who was my friend, had no knowledge that I was an applicant; for he told me that, ignorant of the fact, he had recommended Jenkins for the same office. I am under no personal obligations to either Bragg or Beauregard in the matter, though both were most friendly to me all the time I was in Louisiana, but not in a way to lay me under obligations to anybody that could qualify my allegiance. I was hired by a contract, earned my pay, and recieved it.

Again, the idea is given out that I left Lonisiana pledged not to take service againgt the South. That *you* know is absurd. At that day no one at the South expected war; but I always told you and others that war was the inevitable result of secession. In my last interview with Bragg at the hotel in New Orleans, I may have said that I did not go North to seek military service, which was true; for I came here (to St. Louis), and corresponded with you from there. Even our Northern papers mistake my position. I refused to enter the volunteer force, first called out by Lincoln—the 75,000 call—because I considered that the rebellion was bound to involve the whole South, and could be handled only by vast armies, and these of regulars. I urged an army so large as to make your rebellion ridiculous.

But events have drifted otherwise, and thank god, it is over. I think such a thing will never be dreamed of again. I wish you all well; I wish the South well, and if I have been a scourger, think how much better that it was I than Ben Butler, or some other of that school.

Present me kindly to your associates and write to me fully and frankly as of old. Your friend,
W. T. SHERMAN.

GALLOWS TWADDLE.

The woman named Grinder, who was hanged on Friday at Pittsburg, was the most vulgar of assassins; so ignorant that she could not write her own name; a murderer not to revenge a wrong, not to gain wealth, but from a mere fiendish lust for destroying life. Yet even this disgusting creature, about whose history and crimes there is no more romance than there is about a hyena gorged with the putrid carcasses of a battle field, has not escaped an "ovation" at the hands of the Jenkinses of the press.

These persons attended her "last moments" with as much interest, and describe them as pathetically, as though she had been the victim instead of the murderer. They write about her "pleasant smile"—the pleasant smile of a poisoner; about the "remarkably graceful inclination of the head, coupled with [another] sweet smile;" her "mild and cheerful tone;" the "pleasant glance of her expressive blue eyes"—all this on the gallows—just as though this abominable and accursed wretch, who had but a day before confessed to the most hateful and unprovoked murders, had been an innocent martyr condemned by unjust laws.

Now does Jenkins surrender his subject to the undertaker without a final struggle. The drop did not put a stop to his delightful labor when the body was cut down Jenkins appears to have rushed up to the gallows to finger it—to paw it rather—with disgusing pleasure; and, thus wrought to a fresh frenzy, he bursts out with redoubled fervor:

"The cap was removed, and, to the astonishment of every person who saw it, the face wore the same placid, cheerful, smiling expression which characterized it on the scaffold, during the trial, and on all other occasions. The face looked as though she might be in a sweet sleep. There was no discoloration or disfigurement, save a mark around the left side of the neck, the eyes were closed, but when the lids were pulled back, they still looked bright and animated. Thus ended the career of a woman who was fully the peer, not the inferior, in crime, of the world-renowned Lucretia Borgia. Had she been a titled lady, like her predecessor, or even walked in superior society, her name would yet figure in plays and romances."

And then Jenkins maunders on through yet other paragraphs about the "meekness, gentleness and childlike cheerfulness" of this monsfrous creature who had what he would probably call "an unfortunate habit of administering arsenic to her friends." If she had only poisoned Jenkins.—*New York Evening Post.*

Three cheers and a tiger for our noble namesake. Jenkins is the meanest form the American lakes. Will the Philadelphia *Press* please copy.

INTELLIGENT PRESS DESPATCHES. The Charleston *Courier* furnishes the following specimen of a press despatch received by it from the Agent of the Associated Press. We copy it *verbatim et literatim*:

CONCORD, 3d. In Republican State Convention to-day resolution adopted declaring that tone and temper President's Message meets with warm approval argues well for success administration. Resolutions also declare that scheme to plant by foreign damages claimed one hundred thousand cotton steady fifty-two three naval stores dull gold forty-three three-eighths.

The New York *Herald's* Montreal despatch says the ice bridge on the St. Lawrence is being formed at all points, and this fact has led Sir J. Michel to look after the state of the forts. The fort at Prescott has had new guns mounted, and heavy Armstrong guns are being placed in battery at Quebec. A great quantity of lumber is changing hands at Ottawa, that it may go free into the United States, while the reciprocity treaty is in force. A Boston firm is making arrangements for the carriage of 3,000 car loads before the 17th of March.

TERMS OF ADVERTISING.
THE NORFOLK POST
Offers the best terms to ADVERTISERS, and its prices will always correspond with the general advertising rates of other cities.
TWELVE LINES or less will constitute a square.
For a single insertion per square ONE DOLLAR will be charged, and for each subsequent insertion TWENTY FIVE CENTS.
Merchants, Auctioneers and all others who advertise regularly, and occupy one-fourth of a column or more, can make special terms, and will receive a liberal deduction.
Business Cards, FIVE DOLLARS per month or FIFTY DOLLARS per year.
All transient advertisements payable in advance—all others monthly.

JENNY LIND. The *Orchestra* says: We are glad to be able to correct any statement contained in a late number of this journal concerning the health of Madame Goldschmidt—a statement derived from foreign sources of information. It appears that her general health is excellent, but that she has been suffering for the last two years from a dryness of the throat, which to a great extent prevented her singing. The waters of Ems, which have before proved restorative, have been used by her with advantage during the past summer; and to render permanent the benefits thus obtained, she has been advised to pass the winter in the south of France. We learn that the improvement in her throat has already been such that Madame Goldscmidt has promised to take part in the Rhenish Festival, to be held next spring at Dusseldorf, which M. Goldscmidt has undertaken to conduct.—*N. Y. Weekly Review.*

GEN. GRANT. The Washington correspondent of the New Bedford *Mercury* thus describes Gen. Grant as he appears on the streets of the capital:

Gen. Grant rides about town in a one-horse buggy just like any other man. I saw him on F street Saturday. The top of his buggy was turned down, and he sat in the carriage alone (smoking a cigar, of course,) with as little concern as if assassins were never known. He is quite a horse-jocky and doesn't allow any team to pass him on the road—if he can help it. Think of Wellington, or Napoleon or our own Gen. Scott even, appearing on the street in a buggy and driving his own horse! And yet Gen. Grant has commanded larger armies, fought more battles, won more victories, and captured more cannon than either of them."

THE PRICES OF NEWSPAPERS. Those who grumble at paying four cents for daily and ten cents for weekly papers here, would do well to notice what European costs. The *London Times* costs forty-five dollars a year. The *Morning Chronicle, Daily News, Globe, Herald* and *Post* charge the same rate. The London *Evening Mail* is published three times a week at twenty-five dollars a year. The London semi-weekliest twelve dollars. The French daily papers, large ones, are about the same price as the London prints. Those are about the size of our pennies, cost twenty and twenty-five dollars a year. The German papers cost from twenty-two to thirty-six dollars a year.—*N. Y. Citizen.*

NEWSPAPER NEWS.

Additional details of late severe marine disasters off our Atlantic coast have been received. The schooner Pattie Martin was wrecked on the 7th instant outside of Hatteras Inlet bar, and her captain and cook were frozen to death. The mate and a seaman remained on board the wreck for five days, enduring great suffering, and living for the last twenty-four hours previous to their rescue on the dead body of the cook. The ship Elvira Owen and the bark Adelaide Pendergrast arrived at Fortress Monroe on Thursday last, after passing through terrific storms, in a completely disabled condition. The former is considered unfit for further service. The schooner General Sheridan, from Newfoundland for Gloucester, Mass., was wrecked on Tuesday night off Cape Canso, and four of her crew perished.

An earnest advocate of foreign missions forced himself into the presence of the *Tribune's* editor-in-chief in the Bible house the other day, while he was hard at work on his "Conflict," and importuned him to subscribe to the cause. The veteran journalist looked up from his manuscript in very choleric mood, and said crustily: "Don't ask me to give anything for the salvation of souls. I am convinced (looking significantly at the intruder) that not half as many people go to h—l now as ought to." For which irreverent jests, H. G. makes, I presume, ample amends, by frequent attendance at Chapin's (Universalist) Church, where he enjoys the reputation of one of the soundest sleepers in the entire congregation.—[Corres. *Cinn. Com.*

We published a short time ago a paragraph taken from the Cincinnati *Gazette*, stating that Major General Godfrey Weitzel was on the point of resigning and taking up his residence in that city. Although several weeks have elapsed since the first publication of this statement, no communication of such an intention has been made by the General through the regular channels. Although the country has perhaps no necessity at present for his valuable services, General Weitzel is so deservedly a favorite with our people that they would regret to see him leave so long as an army is maintained in the South. *N. O. Delta.*

Charles Huefner, a German, aged 30 years, who has for some time lived an intemperate life, and worked in the brewery of Adrian Busch, No. 266½ William street, New York, committed suicide on Thursday night, by jumping into a vat of boiling beer, while under the influence of liquor. After lingering in great agony at the New York Hospital until Friday night, he expired from the effects of the injuries received.

The Duke of Augustenburg a year ago, imagined he had a principality, and bought certain "state carriages." The action of Prussia after the Holstein war, convinced the Duke that he had no use for his big gigs, and now they are to be sold at au