

WILLIAM H. BERNARD, Editor and Proprietor.

WILMINGTON, N. C.

FRIDAY, October 23, 1891.

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RAILWAY CONSTRUCTION.

According to the Chicago Railway Age there were constructed in forty-one States and Territories in the past nine months 2,829.1 miles of railway, of which 1,250 miles, or nearly one-half, was in the South.

Table with 2 columns: State/Territory and Miles. Includes Maine, New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Louisiana, Tennessee, Kentucky, Ohio, Indiana, Illinois, Wisconsin, Louisiana, North Dakota, South Dakota, Iowa, Nebraska, Kansas, Missouri, Arkansas, Colorado, Wyoming, Montana, California, New Mexico, Idaho, Oregon, Washington.

The leading States, and the only ones in which the mileage runs over 100 miles, are Pennsylvania, West Virginia, Virginia, South Carolina, Georgia, Alabama, Ohio, Wisconsin, North Dakota, Montana, California and Washington, five out of these twelve being Southern States.

As might naturally be expected by far the larger part of this railway construction was in the West and South, particularly in the recently settled States of the far West, the aggregate mileage of eighteen Western States being 1,320, compared with 1,250, (pretty close figures) in twelve Southern States.

It is worthy of note in this connection, that the centers of energy and activity in railway building are in the West and South, the two sections which are becoming commercially more closely allied every day.

Commerce is based on dollars and cents. There is neither patriotism, sentimentalism, nor sentiment in it. The farmer who raises a bushel of wheat and wants to sell it, wants to send it to the best market by the way that will cost the least to carry it, for that puts the most money in his pocket.

But Mr. McKinley did not make his statement in ignorance, but with the full knowledge of the facts and deliberate intention to deceive.

Judge Lowery, of Ohio, chairman of the State Republican committee, seems to be, if reports be true, in a streak of the blues, and somewhat mad, also, because the government clerks and clerks (for the female clerks are expected to "contribute liberally") are not responding numerously, promptly nor liberally to his call for cash to help elect McKinley.

RIVER AND MARINE.

AT THE TABERNACLE.

Deepening the Water at the Mouth of Cape Fear River. Report of the Engineer in Charge.

Capt. W. H. Bixby has issued the following "Memorandum" in relation to the condition of Snow's Marsh channel at the mouth of Cape Fear.

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FOREIGN MAILS.

THE OYSTER MARKET.

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