THURSDAY.....FEBRUARY 13, 1879

What is this " North Carolina System? is impatiently asked by some, who accompany the question with the answer. that no living man can explain what is meant by the term.

OUR RAILROAD SYSTEMS.

The idea of a North Carolina System of railroads comprehends convenient transportation facilities for all the people of every county of the State, so that all our people may stand practically on the same footing in respect to getting to market with their produce, thereby giving to all sections of the State equal general facili ities for progress and development. The idea is almost as old as the State itself. It originated long before any railroads were constructed in the United States, and the North Carolina System was outlined when no State, north or south of this, possessed a mile of railroad, or had designed any. The backbone of our State System was to be a central line extending from our eastern coast to our western border. It was illustrated by Doctor CALDWELL thus: "The breadth of our State from north to south in its western part is a hundred miles. By extending a railroad through the middle of i from east to west, the greatest distance at which any man can be is fifty miles, or two days travel with a loaded wagon. If we were to divide this distance of fifty miles on each side of the railroad into three equal parts, it becomes evident that one-third of the State would be within seven teen miles of this great highway running through the country like a public street through a commercial city. Another third would be between seventeen and thirty-four miles from it, and the remain ing third between thirty-four and fifty." This first project was to afford transpor-

tation to all the people, as above described, by a main central line, after which the general anatomy of the State System was to be constructed, -the arms, branches, lateral and cross-lines, necessary to make a complete system of transportation for all sections and all the interests of our State. It was never contemplated by any intelliconfine the State to a single line of railroad, or to deny to any portion of our people the largest and most liberal facilities for reaching all the markets of the world. It was the hope of our fathers that long before this every portion of North Carolina should be penetrated by railroads tending in every conceivable direction. That with one general system through the centre of the State from east to west, connecting the mountains with the seaboard, there should also exist a perfect network of railroad all over the State, developing our resources and making our people prosperous, and our State a great commonwealth among the sisterhood. No narrow-mindedness characterized the policy of the former great internal improvement men of North Carolina. One of the first of these (Rev. Dr. Francis L. Hawks) wrote many years ago :-

"The mere construction of a railroad, without reference to its termini, or the country over which it passes, is not improvement. There is no magical potency in the mere existence of such a road necessarily conducive to wealth. It must be constructed to some particular end; and if this be not judiciously studied and appreciated by the scale of probable results, it is obvious that money may be sadly misapplied in its construction. Hence, if a single town would build a road to terminate within its limits, the first inquiries are: Will it benefit the town to an extent equivalent to the outlay of money in its construction?'- 'what products will it bring to the town for sale, for manufacture, or for exportation?'-'through what region of country will it pass, and what, both in quantity and value, are the products of that country?' The subject thus presents itself to be examined judiciously in all its bearings, and the road, if resolved on, rests on a previously arranged system. . This, however, while it plainly illustrates the indispensable need of a systematized plan of proceeding, covers the mere local and particular interests of the supposed single town.

"But there is a larger and more extended interest, requiring precisely similar judicious investigation and treatment, when we let our view reach over the limits of the whole State, of which that town forms but a part. If the town benefits by | ilized nations making a total population of system in its proceedings, so also obviously | 68,708. They have 180 schools, with 6,000 will the State be benefitted by first es tablishing a systematic plan, and sthen carrying it out as an entire unity. The State therefore has questions to investigate as well as the town. She must, for in stance, ask: 'What are my produc's in all their variety and abundance?'-'where are they situated?'-how can I best afford facilities to producers to convey their surplus to market?'- 'have I ports and harbors, either good by nature, or to be made good by labor, whence I, as a State, can freely communicate with the world outside of me, and by sending abroad the surplus, receive in return, money or its equivalent, which will enrich my citizens?' All these and many other questions are to be answered before the State can wisely resolve on any system. But a system it must have, if it would perform aright the duty it owes to itself. There is also this strongly marked difference between a system devised for a single locality and one designed for a whole State. The former may benefit itself only, at the expense of the latter, by interfering with the higher interests of a general system; while the latter, by executing a general system judiciously devised, cannot but include in the execution, and therefore benefit, every locality really susceptible of permanent improvement. Generals may and will comprehend particulars; but particu-

that are local merely. The former may be in the other.

so arranged as to concentrate in some degree the benefit of improvements, making them of value to the State as a whole, by giving her the largest return from the sale of her own surplus productions: while the latter may purchase for themselves indeed a local benefit, but by means which impoverish the general wealth, in affording facilities for transportation of products to foreign depots when better ones can be found at home. There is no selfishness in seeking to secure to State herself the value of that which State herself produces; there is selfishness which, in the end, will prove, as all selfishness does, shortsighted indeed, in the determination to seek only a local benefit, regard less of the injury it may inflict on a wide-spread territory, of which the selfish spot forms but a fragment Now it is just this conflict between general and local interests which has caused so

In the internal improvement of a State there should be no conflict between local and general systems. There is necessarily no conflict between the central system of North Carolina and the north and south system which crosses it; or rather there would exist no competition hurtful to the central system, if the State herself and the people had not encouraged discriminations against it which have tended to its derangement. But if the transportation policy of the country was pursued on a business basis of honest rivalry and fair competition, neither system would have anything to fear at the hands of the other. The law of compensation would regulate their natural interchange of business.

much money to be wasted, both in our

own country and England, upon rail-

When the friends, therefore, of the North Carolina System affect to see its destruction in every line of railroad which crosses the State, they simply misappre hend the situation, and neither understand the true science of railroading nor com prehend the natural laws that govern business. And when the friends and sup porters of these cross-lines deem it their policy to ridicule and assail the system, and consequently the interests of the State. they make a grave mistake that one would expect only of strangers upon the soil of North Carolina.

PERSONAL PRIVILEGE.

The Senator from Davidson rose to question of personal privilege vesterday. and poured forth a terrible philippic in justifying himself. He stood manfully to his record and referred with becoming pride to a service of sixteen terms in the Legislature of North Carolina. General Leach has the courage of his opinions to a very marked degree and a very peculiar but forcible manner of expressing them. The lobby was filled by visitors, and although it was a busy day in the House, a large number of members came over to the Senate Chamber to hear the veteran Senator. The Senate listens to him. The people have done so for

INSURANCE companies of other States doing business in Tennessee are vigorously protesting against the passage through the Senate of that State of a House bill requiring companies to pay the face values of policies where property is totally destroyed. They assert if this bill is passed into law the best companies will withdraw from the State. There are said to be very harsh insurance bills before our own Legislature also. As yet we have had no opportunity to examine them, but gentlemen engaged in the business told us last evening that ninetenths of the companies now represented in North Carolina have notified their agents that if the bills are passed they will be forced to withdraw. As soon as copies can be had the bills will be printed in THE OBSERVER, and the necessity or probability of such unfortunate result may be ascertained.

THE Indian territory contains a vast extent of the best agricultural lands. It embraces something over 41,000,000 acres, 26,000,000 acres of which have been surveyed and set apart as reservations for the Five Nations leaving more than 15,000,000 acres unsurveyed and belonging to the Government. The population includes 48.736 Indians, 8.767 white and negro members of the tribes, 5,000 negroes not members of the Chickasaw or Choctaw nations, 1,200 railroad employees, and 5,000 other white residents of the five civ

THE Commissioner of Pensions, in sug gesting certain amendments to the Pensions Arrears act, estimates that for arrears chargeable up to the date of passage of the bill \$34,000,000 will be required; for cases added between that date and the close of the fiscal year, \$2,500,000, and for arrearages chargeable to the next fiscal year, \$5,000,000. That is to say, the present Congress must provide for an expenditure of \$41,500,000 accruing between the time the bill became operative and June 30, 1880, while the average annual charge thus created will for years to come not be less than \$5,000,000.

THE latest statistics show that the debts of the States of the Union amount in the aggregate to \$345,197,000. Massachusetts takes the lead, and is followed in a descending scale by Alabama, Virginia, North Carolina, New York, Tennessee, Pennsylvania and Louisiana, each of which owes more than \$20,000,000. West Virginia, Missouri, Georgia and Arkansas, owe materially less, although the amount is over \$10,000,000 each, while all the other States fall below the latter figures. Many municipal debts exceed the State

MOBILE will soon cease to be a city. lars may be isolated, and not belong to The bill abolishing its charter and establishing the Port of Mobile has passed one "Another consideration belongs to gen- branch of the Alabama Legislature, and eral systems, which is wanting in those has received a favorable committee report THE PUBLIC DEBT.

Senator MEBANE, Chairman of the Joint select Committee on the State Debt, has reported a bill "to compromise, commute and settle the State debt." The amount of onds to be issued in settlement of the existing claims against the State does not vary materially from the amount proposed by Senator Nicholson's bill, printed in THE OBSERVER of the 9th inst. Nor is here material variation in the rates of per centage in settlement of the several classes of outstanding bonds. In other respects the committee's bill is altogether unlike Senator Nicholson's.

The amount of "the consolidated debt of he State," as proposed to be created by the committee, is about \$5,000,000. The old debt is \$8,371,400, and on this it is proposed to pay forty per cent., or \$3,348. 560. The bonds enumerated in the second class sum up \$4,009,044, twenty-five per cent. of which is \$1,002,261. The bonds of the third class amount to \$4,320,600. and fifteen per cent. thereon to \$648.090 In all it is proposed to issue \$4,993,911 of bonds in payment of the principal of the outstanding debt amounting to \$16,960, 045. The annual interest on the new debt will be \$200,000, and it will be necessary to levy and collect annually \$200,000 of additional taxes.

Section 1. That when any person or per-

The bill is annexed :-

sons, holding and owning any bond or bonds of the State of North Carolina, issued in pursuance of any act of Assembly, passed at any time before the 20th day of May, eighteen hundred and sixty-one; or in pursuance of the act of the General Assembly, passed at its session in eighteen hundred and sixty-five, it being chapter three of he laws of eighteen hundred and sixtyfive; or in pursuance of an act passed by the General Assembly at its session in eighteen hundred and sixty-seven, it being chapter fifty six of the laws of eighteen hundred and sixty-seven; or in pursuance of an ordinance of the Convention of eighteen hundred and sixty-eight, it being chapter nineteen, these being bonds issued for the Chatham Rail road Company; or in pursuance of an ordinance of the same Convention, chapter twenty, these being bonds issued to the Williamston and Tarboro Railroad Company; or in pursuance of an act, entitle 'An act to Provide for the payment of the State Debt contracted before the war. ratified on the tenth day of March, eighteen hundred and sixty-six; or in pursuance of an act, entitled "An Act to Provide for Funding the Matured Interest on the Public Debt," ratified the tenth day of August, A. D., eighteen hundred and sixty-eight; or any registered certifi cate or certificates belonging to the Board of Education, issued in pur suance of an act of the Generally Assembly of eighteen hundred and sixty. seven, shall surrender and deliver such bond or bonds, with the coupons attached there to, or registered ceruficate or certificates to the Treasurer of the State, then, and in that case, it shall be the duty of the Treas urer of the State, and he is hereby requir ed to issue and deliver to the person surrendering such bond or bonds, certificate or certificates, a new bond or bonds of the State, due and pavable thirty years from the first day of July, A. D., eighteen hundred and eighty, bearing interest at the rate of four per cent. per annum, payable semi annually, on the first day of January and July, in each successive year, at the office of the Public Treasurer.

Sec. 2. The said bonds are to be coupon bonds of the denomination of fifty dollars, one hundred dollars, five hundred dollars and one thousand dollars, and are to be numbered from one upwards, in accordance with the order of issue. They shall be signed by the Governor and Treasurer, and scaled with the Great Scal of the State; but the compons' thereon may be signed by the Treasurer alone, or have a fac simile of his signature printed, engraved or lithographed thereon.

Sec. 3 The said bonds shall be exempt from all State, county or corporate taxa tion or assessment direct or indirect, general or special, whether imposed for the purposes of general revenue or otherwise. The said coupons shall be receivable in payment of any and all State taxes, and the same shall be expressed on the face of each coupon; the coupons shall bear the same number as the bonds to which they are attached, and in addition be numbered from one upwards, in accordance with the date of their maturity.

SEC. 4. These bonds shall be exchanged for the old bonds of the State, mentioned in the first section of this act, at the following rates:

Class I. For the bonds issued before the twentieth day of May, eighteen hundred and sixty-one, forty per cent. of the principal of the bond or bonds so surrendered. Class II For the bonds issued since the close of the war, by authority of acts passed before the war to aid in the construction of the Western North Carolina Railroad, and the bonds issued in pursuance of the said act of Assembly of eighteen hundred and sixty five, chapter three, and act of Assembly of eighteen hundred and sixty-seven, chapter fifty-six, and the said Chatham Railroad bonds issued in pu-suance of an ordinance of the Convention of eighten hundred and sixty-eight, chapter nineteen, and the said Williamston and Tarboro Railroad bonds issued in pursuance of an ordinance of the Convention of eighteen hundred and sixty eight, the bonds issued October first, eighteen hundred and sixty-one, by authority of act of eighteen hundred and sixty, and eighteen hundred and sixty-one, chapter 137, for Western (Coalfield) Railroad, the bonds issued October first, eighteen hundred and sixty-one, by authority of act of eighteen hundred and fifty-four and fifty-five, chapter two hundred and twenty-eight, section thirty-five, and resolution September welfth, eighteen hundred and sixty-one, and the said registered cerdificates of the literary fund, twenty-five per cent of the principal of the bonds or certificates so

sixty and sixty-one, chapter one hundred and forty three, for the construction of the Wilmington, Charlotte and Rutherford Railroad, and those issued in pursuance of the said Funding acts of March tenth, eighteen hundred and sixty-six, and August twentieth, eighteen hundred and sixty eight, fifteen per cent. of the principal of the bond or bonds so surrendered. Sec. 5. The bonds so to be issued shall be in the usual form of bonds of this State, same the words, "Issued in pursuance of an act entitled an act to compromise, com mute and settle the State debt," ratified the — day of —, A. D. 1879, and in large red letters, "The consolidated debt

of the State." Sec. 6. That all Sta'e taxes levied and collected from professions, trades, incomes, merchants, dealers in cigars or not tax them one cent, and add to the three-fourths of all the taxes collected from wholesale and retail dealers in spiritous, vinous and malt liquors, shall be held and applied to the payment of the interest on said bonds, and the provisions of this music store and inquired: 'Have you section shall be deemed and taken to be a the notes of a piece called 'The Song of

such taxes shall not in any one year be required to pay such accruing interest, then and in that case it shall be the duty of the Treasurer, with the sanction of the Gover nor and the Auditor, to buy with the sur-plus such of the consolidated bonds as he can buy at the lowest price after thirty days advertisement in at least two papers. ished in Raleigh, and he shall forth

with cancel any such bonds so purchased. Sec. 8. That the Treasurer shall provide substantial bound book for the purpose in which he shall make a correct descrip tive list of the bonds so surrendered, which list shall embrace the number, date and amount of each, and the purpose for which the same was issued, when this can be ascertained, and the name of the person surrendering the same, and after such list shall be made, such surrendered bonds being ascertained to be present, shall be consumed by fire in the presence of the Governor, the Treasurer, the Auditor, the Attorney General, the Secretary of State and the Superintendent of Public Instruction, who shall each certify under his hand respectively in such book that he saw such described bonds so consumed and destroy-

Sec. 9. That the Treasurer shall pro vide a well bound book in which shall be kept an accurate account and descriptive list of the new bonds to be issued, and such descriptive list shall embrace the date, number and amount of such bond or bonds, for which the same issued and the name of the person to whom issued.

Sec. 10 That it shall be lawful for any executor, administrator, guardian, trus tee, director of any corporation, and any and all other persons acting in a fiduciary capacity, holding bonds of the State, to make the exchange provided in this act. and they shall be absolved from all liabilty on account of said exchange.

Sec. 11. The provisions of this act for the exchange and issue of bonds shall continue in force until the 1st day of January. A D 1882.

Sec. 12 That as a further provision for he purpose of paying the interest on these said new bonds, if the taxes for any one year upon the subjects of taxation hereinbefore mentioned, shall be insufficient to pay said interest, then and in that case the Public Treasurer shall be authorized to apply any funds in the treasury not other wise appropriated to that purpose.

Sec 13. That in the event that the taxes collected in any one year, upon the aforesaid subjects of taxation, and the funds not otherwise appropriated in the treasury when added together shall be inadequate to pay said interest, then and in that case. and in order to provide for the deficiency. the Public Treasurer be and he is hereby authorized to issue coupon bonds of this State of the denomination of five hundred dollars, bearing date of the first day of Oc tober or April of the year of the issue, according as the one or the other of said dates shall be nearest in point of time | Poor Blaine! How dead? "Who can to the date of the issue. Said bonds shall be | tell?" (Teller.) payable forty years after date, but redeemable after ten years, at the option of the State, with interest at the rate of six per red letters the words 'Contingent Bond.' and shall be numbered from one upwards in accordance with the order of their issue. They shall be signed by the Governor and Treasurer, and sealed with the Great Seal of the State; but the coupons thereon may be signed by the Treasurer alone, or have a fac simile of his signature printed, enonds and coupons shall be exempt from all State, county or corporate taxation or assessment, direct or indirect, general or special, whether imposed for purposes of general revenue or otherwise, and they shall be lawful investments by all executors, administrators. guardians and fiduciaries generally. The coupons on said bonds shall bear the same number as the bonds to which they are attached, and shall in addition be numbered from one upwards in accordance with the date of their maturity, and they shall be, and shall so express upon their face, that they are receivable at and after maturity in payment of all taxes, debts, demands and dues to the State, of every nature and kind whatsoever.

Sec. 14. That the Public Treasurer shall be authorized to sell so many of said bonds at par as shall be necessary to provide for the deficiencies aforesaid: Provid ed honcever. That the Public Treasurer shall not issue and sell in the aggregate more than six hundred of these bonds. Sec. 15 That all the provisions of this act for paying the interest on the consoli

dated bonds shall apply as well to the payment of the interest on these said contin-Sec. 16. That for the purpose of carrying out the provisions of this act in relation to

the furnishing of proper blank bonds and coupons, the Public Treasurer is authorzed, with the approval of the Governor, to use any funds not otherwise appr) priated in the treasury, not exceeding the sum of five thousand dollars.

authorized to give public notice of this plan for a settlement of the State's indebt edness by advertising in such newspapers as he may select. Sec. 18. This act shall be in force from

and after its ratification.

Senator Nicholson's Public Debt Bill.

[Correspondence of THE ORSERVER] Mr. EDITOR:-In stating the proposition of Mr. Nicholson's bill to provide for the payment of the State debt, I did not think you stated the proposition in a shape

that it would be easily comprehended by every reader of your valuable paper. The first object of the bill is to issue in terest-bearing fractional bonds to the amount of one million of dollars, and with these fractional bonds to buy the old outstanding bonds of the State, then these fractional bonds thus paid out are to be come a circulating medium among the people, and to answer every purpose as a North Carolina circulating currency; and the second proposition is that should this circulating medium become too abundant.

or any holder of it desire to turn it into four per cent coupon bonds of the State, such holder can do so, and this offers am ple security to all the interest bearing bonds based upon the faith and credit of the State. Class III. For the bonds issued July Now, the idea is, (that should this bill first, eighteen hundred and sixty-two, by be adopted by the Legislature) that hold-

authority of act of eighteen hundred and ers of the old outstanding bonds who live in the State, and desire to convert their old bonds into a circulating medium that they can use as capi'al, will come forward first and sell for the interest-bearing fractional bonds and then go into the market and buy anything they choose, and in that way set the circulation affoat, and give it a start; and once under way, would be one of the grandest things that was ever done for North Carolina, and especially at this particular time, when there is such a except as modified and provided by this grand and extensive scheme of internal act, and shall have printed on the face of the improvement on foot. This circulating improvement on foot. This circulating medium would pay for labor, buy provisions, start up manufactories, and put new life into enterprise, and start our good old State once more on the joyful path of prosperity. It would be converting the State debt in the shape of a circulating medium by the people, and utilizing it to their good, and finally pay the debt and

prosperity of the State all the while. KNOWS HIS BIBLE. - A member of a fashiouable up town congregation called at a material part of the consideration for Solomon'?" adding: "Our pastor referred which the bonds of the State shall or may be surrendered.

Sec. 7. That if the whole fund raised by play it."

School r and raise of the pastor referred to it yesterday morning as an exquisite gem, and my wife would like to learn to play it." FROM WASHINGTON.

[Special Correspondence of THE OBSERVER.] WASHINGTON, Feb. 11, 1879. MR. EDITOR: The Democratic caucus ast night was largely attended, and continued in session until 11 o'clock. Among the Senators present were Thurman, Bayard, Wallace, Eustis, Ben Hill, Gordon, Coke, Davis, Randolph and Kernan, The House was largely represented. Discussion was participated in by Senators Thurman, Bayard, Kernan, Gordon. Hill, and Resentatives Blackburn Herbert, Cox of New York, Atkins, Southard and Reagan Mr. Waddell, of North Carolina, offered motion to the effect that the party insist on a legislative amendment to the legislaive, judicial and executive appropriation providing for the repeal of sections 820 and 821 of the U. S. Revised Statutes, known as the jurors test oath law. This was adopted unanimously by the caucus, and it is believed that the Republicans in the Senate will concede this amendment. Mr. Southard, of Ohio, moved that the

further amendment be insisted on, to repeal the federal election law contained in the Revised Statutes section 2 011 to 2 031 in clusive, which was carried by a large majority, As I stated yesterday, if these mendments are adopted by the House and refused by the Senate, the result may be a failure of the appropriation bill to pass, and consequently an extra session of Congress. Judge Thurman took high ground in the caucus in favor of refusing all these appropriations until these laws were repealed Senator Bayard however took the ground that a refusal to make the appropriations was a sort of a revolutionary step, and argued that his people would not sustain such measures—that because the Republican party had passed revolutionary enactments, it did not follow that the Demo cratic House should do the same thing. The country is with Senator Thurman

was so easily entrapped by Edmunds in the Electoral Commission bill perhaps his judgment is not entitled to so great a weight as some other Senators. The emergency demands that a Demo cratic House should do its duty to the people and let the Senate through its pres-

on this question; and since Senator Bayard

ent Republican majority take the responsibility.

SENATOR COKE AGAIN. On the receipt of Senator Coke's speech delivered last week in the Senate) at Austin, Texas, a joint resolution of the Texas Legislature was passed endorsing the scheme of a railroad system connecting the United States with Mexico as a peace and commercial measure, and asking Congress to aid the building the line from points in Pexas to the Rio Grande as a "national en terprise." THE BLAINS TELLER COMMITTER.

It is reported that this grand "humbug" will culminate to-day in its last meeting.

In the House yesterday, Manning, of Mississippi, got the floor and asked a suscent. per annum, payable semi-annually pension of the rules to put on its passage on the first days of April and October, a bill to repeal the jurors test oath and the Said bonds shall bear upon their face in law providing for the appointment of Supervisors in Congressional elections. The yea and nay vote resulted, yeas 126, nays 113, not voting 50. It requires a twothirds vote to suspend the rules, therefore the motion failed by a strict party vote Every single Democrat who voted is recorded in the yeas, while every single Republican who voted, including Gov. graved or lithographed thereon. The said Brogden, voted nay. This is a positive recognition of the Republican party that it intends to retain these iniquitous laws on the statute books of the nation. I am a little surprised at Gov. Brogden who has shown such great liberality in this Con gress. But it is the dying struggle with the Republican party.

Blaine's bull dozing resolutions-Ed munds' tirade about the constitutional amendments, and the terrible effort to bring forth enough "horny-headed Ku Klux" to frighten the North, all bave failed-even Senator Windom's colonization scheme has failed, and the only hope is in the appliances of Grantism, fraud, intimidation, use of money, &c. History records no party more infamous and un-

blushing. THE ASHEVILLE POSTMASTER. The Senate yesterday confirmed G. M. Roberts as Postmaster at Asheville. Col. Fagg, the retiring Postmaster, has met with the Brutus of his party and he has fallen, covered with a multitude of wounds. 'Republics are ungrateful." Col. Fagg, however, has declared war on what he calls the "Greensboro Ring." He is going for Keogh, Douglass, Settle, Judge Dick,

Col. Fagg had strong backing among some of the Senators, especially Senator Edmunds, who thought a yeteran of the Mexican war shou'd not be displaced.

Another one of the Grant ring managers is to have a reception soon in Washington. Gen. Logan, the Senator elect from Illinois, will have a reception tendered on the Sec. 17. That the Public Treasurer is 20th just. by the Grant "howlers." Look out for fire-works, music, and rosetted committees, and after that -the drinks.

> [Correspondence of THE OBSERVER.] siderable interest is being manifested by lunatics outside of the Asylum. The law as at now stands is an outrage, and should be expunged if possible from the statute books. By a casual perusal of the Auditor's report for 1878 I observe hat some of the small tax paying counties received almost as much from the State for the support of into the Treasury. There is simply no justice in this, and the matter should be looked to at once. I observe further from the Auditor's report that it takes over \$1,000 to run the Adjutant General's office. about as much as the taxes of two of the Western counties amount to. We need more retrenchment and less military during these times of peace and quietude. Let the Legislature look to this. Further. am informed from the report of the Autrench let us do it in the right way. begin by stopping the small leaks.

> > Reitef of Disabilities.

[Correspondence of THE OBSERVER.] RALSIGH, Feb. 3d, 1879. MR EDITOR: -I think the present Legslature will compare favorably with any since 1865. It is quite evident after visit. ing bo h Houses that it has the good of North Carolina at heart. There is less bitterness of feeling than in any that has met since the war and the great Democratic party has nearly everything its own way. I sincerely trust that the Senate and House will proclaim to the world that there is not a man in North Carolina but is relieved of all political disabilities. I beheve ex-Governor Holden is the only citi-Quite a number of prominent members say that they are quite willing to vote for Gov. Holden to be relieved. CITIZEN.

Houston (Texas) papers copy.

Col. Brown's Speech.

Mecklenburg said :-

When the Bill to charter the extension of

the R. & A. A. L. to Charlotte was on its

second reading yesterday, Mr. Brown of

MR SPEAKER: . When I introduced this bill to charter the extension of the Raleigh and Augusta Air-Line from some point on its line to Charlotte, there was no opposition to it. When it was first considered by the Committee on Internal Improvements there was a very full meeting of the Committee, and the Chairman was unanimously instructed to recommend that the bill should pass. But that was done before certain railroad officials came to this city. I hope I shall not be forced to the conclusion that what is said in regard to the very great influence certain railroad men have, is true. I tell the members of this House that what I say to them is true, and I ask them to reflect seriously before they vote to defeat a measure to build a railroad through an entirely new and undeveloped portion of our State, that does not ask one dollar of an appropropriation or aid from the State in any way. All the bill asks is simply charter to extend the R & A. A. L. Road to Charlotte, where it can get an outlet and a fair competition for the freights of Western North Carolina And who is to be benefitted by this competition? I ask every member of this House to con sider this question seriously before he votes against this bill. Who, I ask again, is to be benefitted by the extension of the R. & A. Air-Line? I will tell you, gentlemen, The hard-working farmer, the laborer and the mechanic. What are the facts in regard to our rai roads. They are controled by a monopoly, a combination. Every road running into this State is un der its control except the R. & A. Air Line, and a combination has been formed and a pool made against the shippers, the producers, farmers, merchants and mechanics. The producers are the sufferers by this combination, pool and monopoly, and that is the reason why this combination is flighting the extension of this road. It knows it will open up a new route and

give the people another competing line to the seacoast. Why should the people of one portion of our State be required to pay tribute to those of another? Mr. Speaker, you might as well try to change the current of the great Mississippi as to try to force trade out of its channel. It will seek the best market, let that be Wilmington, Charlotte, Raleigh, Norfolk or Charleston.

The county which I have the honor to epresent, together with its citizens, has nearly one million of dollars invested in railroads. Therefore we have a right to speak in favor of free railroad charters. Let capitalists build roads wherever they will, if they will only do so with their own tedious and dangerous.

money. The C. C. Railroad, on account of havother railroads, refuses to have business intercourse with the R & A. Air Line R. So, at least, I have been informed. refuses to extend to it the common cour esles and an exchange of freights on a fair

and equitable basis. What redress has the R & A. Air Line got, after building a road point where they can get an outlet? And try which this proposed line will open up. It will go through the counties of Moore, Montgomery and Stanly. This is the only hope to have a railroad through this section, and will you deprive them of r-simply because the C. C. R. R opposes it. I have very grave doub s about its in juring Wilmington. I do not see how it can, for I know that their merchants are enterprising and energetic, and they have decidedly the advantage of any other seaport town or city in being nearer Charlotte by one half the distance; and I assure my Wilmington friends there is no gentleman in this House who wishes them greater success than 1 do, and 1 regret exceedingly to seemingly oppose them, for I do not feel in my heart that I do. I think it is

all a delusion of theirs, but if I am against

them it is in the interest of the producer,

from

the class which deserves projection at our Mr. Speaker, I know it to be a fact that the merchants of Wadesboro bave been forced to put on a wagon train from that and others, with "gloves off." after being hauled to Cheraw goes from there to Charles-

on, S. C. What difference does it make to the merchants of Wilmington LOGAN IS COMING. Anson, Union and Richmand, of this State, and Lancaster and Chesterfield, of South seems that Wilmington cannot get it, as the

Stop the Leaks.

reights are so high they can wagon it for W. H. M. MR. EDITOR: I am glad to see that con- it would to ship it to Wilmington. I distiller caught in the act. The present that they cannot force trade to their city. Trade will seek the best market and it ought to, and the producer (the farmers) should have the advantage of the best market wherever that is, and gentlemen of this House, it is our duty to give it to them. It has only been a short time ago, that the merchants of Monroe had to wagon lunatics outside of the Asylum as they pay their cotton to Charlotte. And why? I will tell you. Because the Carolina Central Railroad was trying to force the shipment better market at that time, the merchants of Monroe could get a better price for their produce in Charlotte after paying the price of wagoning it. I have seen what was called the Monroe opposition wagon from twenty to thirty wagons at one time. And it created more excitement than any. ditor that it takes over \$1,200 to keep thing I have ever known to occur in our guard over the State Library, not to say city. The very idea of wagons running anything of what is paid to the Supreme in opposition to railroads is an evidence Court Librarian. This is radically wrong. that there is something wrong somewhere. These hard times \$3 10 ought to be enough | The friends of the C. C. R. R. are for the position. If we are going to re- fighting the extension of this road when at the same time they have applied to this tory citizens, and gives them a deleg Legislature to grant them a charter to exextension will run parallel with the road now building, known as the Chester and Lenoir narrow gauge, from Lincolnton to Newton, and it will tap the Western N C.

> the freights with it from that point. As to a N. C. R. R. system, that is all a delusion, as there is no such thing, that citizens of the United States. It was deidea having exploded long since.

Why does Wilmington oppose the extension of the R & A. Air-Live to Charlotte? The reason given for the opposition is that it will divert trade that should go to Wilmington to Norfolk. But there is another side to this question, and what Wilmington moral, social and political condition and apprehends from competition is already a the question of emigration. reality, and it has been brought about by zen in the State that is not a free man. The C. C. R. R. has entirely cut off Wilmington from all participation in the cotton trade east, south and west of received several favorable propositions Charlotte, the per cent, the C. C. from Virginia and North Carolina.

R. R. receives by virtue of the pool, pays that road much better than if they

A number of wealthy New York is HAYWOOD-MANLY.—At the Church of the Good Shepherd, Raleigh, N. C., on 12th February, 1879, ED. Graham Haywood, Jr., to Mary T. Manty.

Days that road much better than if they have pledged \$200,000 for the erection of what do we see? That her valuable cot. a University where colored and white men ton trade is being carried to Richmand.

because the C. C. R. R. is receiving more money from the pool while its freight cars are standing idle than if they were busy, while the cotton and other produce is going to other ports when should be going to Wilmington And this has all been brought about by this combination and pool. I do not see how any member can vote against granting this charter, how he can reconcile it to h conscience to do so.

Causes of England's New Way

1From the New York Times, 11th.1 The causes of the war were sufficiently rivial, as will appear from the ultimatum presented to King Cetywayo in December ast, and to which that potentate peremp. torily declined to accede. The ultimatum contained an acknowledgment that the Zulus were right in the claim they set up o the disputed land on the south side of the Pongolo River, and a great portion of the land which they claimed from the Boers was returned to them, apparently without conditions. There were two out rages for which British officials exacted redress. In the one case a chieftain named Usiravo carried off two Zulu women by violence from Natal territory, and this chief was to be given up and a fine of 500 cattle was to be paid for the outrage. Further, it appears that in the month of September last a party of fifteen armed Zulus arrested two British subjects and detained them for an hour and a buf for being on land which is claimed by King Cetywayo. For this act of interference reparation was demanded in the shape of a hundred cattle. The Zolu King was also required to surrender Umbeline, a Swaze chief who had found refuge in his territories. But the demands which evidently proved too much for the Zulu King were those referring to freedom of marriage among his subjects, to the institution of courts of justice in his territory, and to the free admission of mission aries. These and other reforms were to be carried out under the supervision of a British Resident, and rather than submit to this species of vassalage, King Cety-

Prospects of the War.

wayo went to war, and has achieved a suc-

cess which will probably be the end of his

line and his Kingdom.

[From the New York Herald, 11th.] The defeat of the British column by Cetywayo, the Zulu chief, brings a crisis in British affairs in South Africa. It involves, as a probable result, a costly and tedious war with the majority of the other Caffre tribes, which the Zulus will doubt less be able to bring to their assistance. The country is wild and rugged and such as to make a bush warfare extremely

This is not the first appearance of the Why does the R & A. Air-Line ask for Zulus as warriors. They are a branch of an extension of its charter, when it con- the Caffre race and are said to have come nects with the C. C. Railroad at Hamlet? from the north and to have conquered want every member of this House to their present territory about the beginconsider this question seriously, for it is a ning of the century. Under a chief namvery serious matter. It is because of this ed Chaka, they overran the country as combination and pool against shippers. far as the southern border of Natal. Chaka was succeeded by his half brother, Dingan ing gone into a combination or pool and the latter by Panda, a full brother Chaka. Under these chiefs the Zulus for Z soloos) had a regular military organization, their forces being divided into bands of 1,000 men each, and each band or regiment being distinguised by different col ored shields. It is authoritatively stated that in 1840 they could put 40,000 warners in the field. Their progress was finally from Raleigh to Hamlet, costing millions | checked by that thrifty Dutch-African f dollars, but to extend their road to some, race called the Boers; but the Zulus have grown in strength, and the organization and traditions of Chaka have been in in tained. Of all the Caffre tribes the Zulus have been the most troublesome to the British in the prosecu ion of their schemes of conquest in South Africa. Since acquiring the Transvaal Republic, the Zulus have maifested renewed hatred to the British. Believing truly that Kafirland north of Natal, was to be made a seaboard for the new Territory, and that the native inhabitants were to be reduced to complete subjugation, Cetywayo, inheriting all the courage and energy of his great predecessors, declared war, and the campaign which has been prosecuted for nearly a year, reached a stage on January 27 when it cannot longer be treated as a small affair

Tobacco and Whisky Laws.

[Special to Baltimore Gazette, 12th.] WASHINGTON, Feb. 11.-Your corres pondent was to-day informed by Secretary Sherman that he was violently opposed to Mr. Bayard's revenue bill. The Senate bill he said, would reduce the revenue from place to Cheraw, and the cotton tobacco \$9,000,000 and the House bil Wadesboro \$11,000,000. He is opposed to both or either and will do all in his power to defeat them. He is quite as much opposed as he was when the House bill passed. Senator whether the produce of the counties of Bayard said that he meant to call up the bill on Thursday and if the Senate did not agree to its consideration it must go on the Carolina, go to Charleston or Norfolk? It | calendar and take its place.

Commissioner Raum says it is better than the House bill, because it makes les less than they can ship it over the U. C. | reductions, but regards both against the R. R. And I appeal to the gentleman interests of the government. He wants from Anson to know if his merchants have | two things. One is the authority to de not been hauling their cotton in wagons to stroy illicit distilleries and their products Cheraw because it would net them where the officers cannot get away with more to wagon it to Cheraw and ship them. Another is to allow a revenue off it from there to Charleston, S. C., than cer to arrest without a warrant any illici think that ought to convince our friends | bill has many advantages over the previ ous one in matters of detail, but he will fight it to the last.

The Expected Dead-Lock

[Special to the Richmond Dispatch, 19th.] WASHINGTON, February 11.-After last night's Democratic cancus it is generally conceded that an extra session is inevitable This afternoon, at a quarter to 4 o'clock Eugene Hale, in a speech on the consoli of it to Wilmington; and Charlotte being a dation of the land surveys, gave notice that the Republicans intend to resist to the last extremity, and even at the risk of an extra session, the adding to the appropriation bills of an amendment repealing the election laws. As to the repeal of the jurors train come into Charlotte consisting of test oath they cared but little, because it is now, practically, a dead letter, he said.

The Indians as Citizense

[Special to the Richmond Dispatch, 12th.] Washington, Feb. 11 .- The bill reported from the Senate Territorial Committee to day makes the Indians in Indian Terri-Congress. It establishes for them the intend their road from Lincolnton to Hick estimable boon of a United States court, ory, when they know that their branch or and in effect opens the Territory to settlers.

National Conference of Colored Cit-IZens.

WASHINGTON, Feb. 11 .- A coaference R. at Hickory and will, at least, divide of leading colored men was held in this city last night to consider the expediency of holding a national conference of colors cided to hold the conference at Nashville. Tenn , Tuesday, May 6, 1879. The obj co of the conference is to consider the sing. tion of the colored people in the South relative to the enjoyment of life, liberly and property; also their education

> The shoe operatives of Lynn, Mass, W wish to form a colony in the South, har

ton trade is being carried to Richmond, will be educated as teachers for the chored Norfolk and Charleston cannot be denied, race in the South.