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THURSDAY, FEBRUARY 24, 1881

C. F. & Y. V. RAILROAD.

We gave our views two weeks since in regard to this road and expressed the the Algent an word Sawano, signifying hope that it would be fostered as a State Southern According to the narranve enterprise, and at no very distant day would be a source of lasting income to the State; but, alas! how soon our hopes begin to dim or vanish from view forever Scarcely had the REPORTER left the press, when the intelligence reaches us that propositions to buy the road are received with the e-idence that they will be fivorably entertained by at least some of those who have the power to sell.

Just here, the question naturally suggests itself, why sell the road? If foreign corporations can buy our roads after years. Their name may not unlikely being built, or build roads through our State and make money out of them, why cannot the State do it; especially is this a potent question when we consider that addition to the direct income to be derived from the road, the State having control of it, will have the power to discriminate in favor of her own people and cities. Nor is that all, the growth of corporate power, especially of foreign corporation in the State should be cause of alarm to every true North Car olinean. This is no visionary fear, no imaginary foreboding of evil, but a reality, a power that we have seen exerted in our own Legislature, and a power that we believe is being exerted to day in the "wining and dining" of the members to the detriment of the people of the State. We know that it is contend- last season. Lower grades have risen ed that it has been the experience of several States that railroads do not pay as State institutions, again we ask why is this, when private corporations will take the same roads and make immence fortunes out of them; is it because they are mixed up in politics, and their man agement trusted to incompetent officers, is it from the fact that they are under the influence of those corporations before they pass from under control of the State, or is it because managing politicians use the roads to keep themselves in power? be the cause what it may, it need not necessarily be so, and one of the greatest needs of the State, is the "coming" man who will prove himself patriot enough to look after the best interest of the State, whether returned to power or not, and statesman enough to frame laws for the government of State institutions in a manner that will be to the interest of the people who have the burden to bear, and not such as will form them into a hebby horse for this or that party or individual demagoguto ride into office on. On the other hand it is contended that many roads do not pay under the management of private corporations, this we admit, no difference what the management of a road is, if it does not have a certain amount of patronage it will not pay But in regard to the C F & Y. V Railroad, we have nothing to fear in this particular, for we doubt whether there is a road in the United States having the monopoly of a section possessing so many natural ad vantages as this road will have; not only is the variety of the products of this figures are only approximate. They are section very great, but the quantity is intended to give the farmer a fair immence and valuable, even at this time, estimate of the commercial value of the to say nothing of the now almost worthless products that the road will develop, active-the only ones for which he taking as it does within its range a numher of conaties with no means of trans pertation whatever, and in which the wagon roads are not even what we Though only approximations as to their would call ordinary. Again the freights absolute value, they show accurately from this section that must be carried away before they are utalised are not farmer will select wisely, therefore, that the only source of profit that will accrue to the State from a road that will extend from the miasmal swamps in the east, to the mountains with its pure air, health giving waters, and magnificent scenery. all of which will tend to induce travel and make this one of the best paying roads in the country. Thus we see by keeping control of this road with its branches, we have a road that will be a will build up manufacturing towns in the total of the population of the country our own borders, and will pay by keeping down the power of foreign corporations in the State which lost if not checked natives of the United States, 43,475,506; before too late, will one day cause the people of this State and nation to mourn. If the State keeps control of colored persons to each hundred thousand

pipe and smoked

up the center and east and he an ad-

wantage to every part of t e State.

#### CORRESPONDENCE.

The Meaning of the Word Saura-

I have been asked for information regarding the word Sauratown given to the mountain in this county The word Sourcetowns, as Maj r P well, Director of the Bureau of Ethoology, Smithsonian Instruction, Washington, informs me, is possibly a corruption of of Coluen, c e "Salabos" or Shawness were driven at an early day by the "Fire Nations" from the neighborhood of Lake Eine to the Carolinas A portion of them were 'or a long time living upon the headwaters of the Sautes (Catanba) and Great Pedce (Yadkin) rivers under the name of "Outawagannah." This people began a migration in the latter part of the seventeenth century to Penusylvania, which continued at intervals for many have been perpetuated in the mountain in this county. I regret that I am not in possession of any juiler information upon the subjet, though I trust wha is given above may be sa istactory, as in WILLIAM SHARSWOOD as it goes. Daubury, N. C.

North Carolina Agricultural Experiment Station-builetta No. 1.

F bruare 18 h. 1881

Value of active ingredients of fertilizers this season. The price of the average ammoniated superphosphate is somewha advanced on last season. The chief cause of this is the sevance in price of the nitrogenous materials, yielding ammonia and ammonia salts. The best materials are considerably higher than less. The station valuation of nitrogen is a little advanced accordingly.

Available phosphorie acid costs, last year, 121 cents per ib. The soluble and so cailed "reverted" will together receive this valuation. The so-called 'reverted" is not as active as the soluble as plant food. There are excellent grounds for maintaining, in fact, that the soluble is all precipitated or "reverted" in the ordinary soil, before it is taken up by plauts. Practically, too. its costs the manufacturer just as much to produce it as the soluble. Since Peruvian guano is exhausted almost entirely, in which phosphoric acid was supplied in a form corresponding to the 'reverted" at prices lower than manufacturers could produce available acid by dissolving phosphates, the last ground of preserving this distinction is ren oved.

Potash in pure, high grade sulphate is still high as compared with muriate Though the tarmer can buy potash in the latter cheaper, the preference for the former rules and and fixes our valuation at the higher figu e.

The following prices per pound of the active ingredients of fertilizers as found by analysis are adopted as a practical approximation to their value in our larger markers, v z :- Available phosphate acid, 121 cents per pound; nitrogen, 23 cente, equivalent to ammonia, 189 cents per pound; potash, 8 cents per pound.

It is to be borne in mind that the valuations arrived at by the use of these them is capital, and capital is coming ingredients of fertilizers immediately wishes to pay anything. The valuations afford a simple and accurate method of comparing the different fertilizers their relative commercial value. The brand which has a good valuation, equal to or very little under the cash price per ton asked for the fertilizer by the authorized agent.

Bulletin No 2 next week will give a number of analyses.

CHARLES W. DABNEY, JR., Director.

The census office announces the shis road it will develop the west build whites is 15,153, against 14,528 in 1870.

North Carolina is 52 500 000 pounds this improvement. The Colonel is a This item will do to "chew" upon for stirring man and we expect much from This item will do to "chew" upon for stirring man and we expect much from him tewards the development of the uppipe and smoked page in your bound find the find the

A New Field for the Iron Industry

The following paragraph clipped from the Baltimore Sun, of February 12th, contains some potent facts for the people of this State as well as other sections :

DANBURY, N. C. Feb S. 1881. There are three reilroads in course of construction in North Carolina—the Cape Fear and Yadkin Valley, the North Carolina Midland, and the Danville Mooresville and Southwest railroads— each of which, according to the respective ocated routes, would intersect at or near point on a tributary of Dan River a region rich in magnetic iron ore which is conspicuous for its freedom from phosphorous. The quality of this ore for making an iron of superior grade for soltness, toughness and tensile bammered iron that was on a liquited scale, at a number of lands are located in a country covered with a dense growth of excellent timber for making charged, while Dan River and its tributaries allows addresses sights. for water powers, several of which are equal to the power of several large cinging the ore to the state of nature e gr and are here found ready to hand such as limestone, soupstone and f departie clay, for making linings and hearthstones for furnaces and forges. the block of marble that was contributed to the Washington Monument by North Carolina was precured from a quarry in that county by the Thatia Club of Wilmington. The Piedmont coal measure also extends through that county, presenting very encouraging indications. It is a semi-bitaminous coal. Some years ago a few individuals meiuding William Sharswood, of Philadelphia, became interested in some of these iron lands, but not withstanding the possibilities for making a high grade of iron in that region, attempts a devel pment have been delayed for want of transportation, the newrest railroad communication being twenty miles distant. It is proposed, in view of the transportation facilities that will be afforded at a not distant future day, by one or more of these railroads, to organize company that may obtain control of all the iron lands in that county, which extend on Dan River for six miles in a northwesterly direction from Danbury, when this isolated mountainous region would likely become a triving seat of the iron industry. Much attention is now being drawn to the iron lands of No.th Carolina

#### North Carolina Outrages.

North Carolina is guilty of still further outrages In addition to ku kluxing and moonshining, the State has fifty seven cotton factories in operation, with all they can do. New England manufacturers should be looking after this.

If North Carolina should multiply the cotton mill "outrage," loyal New England will be moved to more wrath and indignation than was was provoked by the worse the ku klux could do was to kill a few North Carolina negroes, while every cotton will in that State kills just so much New England trade.

It is one of the most encouraging Southern signs of the times that the example of North Carelina is being extensively imitated elsewhere in the should not be manufactured where it is There is every natural facility for so doing, and we firmly believe that in ten years there will be ten cotton mills where there is one now The advantages which will accrue therefrom, and political as well as commercial and of the Bouth, these fifty seven wills are better than as many gold mines.
When "King Cotton" is utilized in his own dominions, his sovereignty will be mor complete than ever .- Saint Louis

PAYING FOR PAPERS - Mr. E. J Hal , in a late letter to the Fayetteville Examiner, in speaking of paying subscriptions to newspapers, says: "In connection with this I recall the venerabie Winship Steadman, of Pittsboro who for many years-thirty or forty I believe.—a ways paid in advance to a day his ha f yearly subscriptions to the Raleigh Register. If all newspaper subscriptions were like these I would be some thousanus of dollars better off than I am; and other editors could doubtles say as much. The fact is that payment in advance is best for both printer and subscriber, and is the only system on which a newspaper ought to be publish-ed. It is universal here, I think."

Mr Catlin, of Brooklyn, having written to the Charleston Gourier that the Northern mind could not comprehend how the South could believe the North to entertain ill feelings towards us, in view of the uniform kind treatment o our soldiers when prisoners during the mourn. If the State keeps control of his road it will develop the west build up the center and east and he an advantage to every part of t e State.

The annual production of tobosco in forth Carolina is 52 500 000 pounds.

Chicese, 105 463

The number of colored persons to each hundred thousand war, the Courier replies and says:

Why if there is anything that there is no doubt about in the South, it is that at Camp Look Out, at Elmira, at Fort Delaware and Johnson's Island, the Courier replies and says:

TELEGRAPH TO LEAKSVILLE—Col Delaware and Johnson's Island, the Confederate prisoners were, at times, if place to Leaksvilla. We are glud to see the court always, denied sufficient food, meditary and state of the court of the course and subthing and state of the course and subthing the course and subthing and state of the course and subthing and state of the course and subthing the course and subthing and state of the course and subthing the c cines, and clothing, and were the sport

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