

The Carolina Watchman.

VOL X.—THIRD SERIES

SARAH BERNHARDT'S SONG.

They sing of all the gifts bestowed,
With plenteous hand on woman fair—
The gentle voice, the beaming eye,
The smile to soothe the brow of care,
But, oh! to me one gift alone,
One sunny joyousness impart,
All could I claim it as my own!
It is an unsuspecting heart.
A little while the gentle voice
Grows tremulous in its decay;
The eye that beamed is lustreless,
The sunny smile must fade away;
But let me keep when all is gone,
When beauty, birth and love depart,
One gift that I may call my own—
It is an unsuspecting heart!

VINDICATION OF THE NORTH CAROLINA SYSTEM.

The father of railroad thought and enterprise in North Carolina was old President Caldwell, of the University at Chapel Hill.

He began the agitation of the subject before the introduction of the locomotive, and he first proposed and urged as a central system of internal improvement a horse railway through the centre of the State, beginning at the waters of Beaufort Harbor and running west to the Tennessee line at Paint Rock.

The idea of Doctor Caldwell was that an air-line from Newbern, to Raleigh, and from Raleigh to Paint Rock, striking through the centre of the State, would best serve the purpose and convenience of all the people, placing the great majority within fifty miles or less of the line of railroad, after leaving the eastern section, where the State attains its greatest width, and where the natural facilities of water transportation were enjoyed.

It is interesting to trace on the map the proposed line of this grand old man. From Newbern he would have crossed the Neuse six miles northeast of Kinston, and entering Greene, passed six miles southeast of Snow Hill, striking Peacock's Bridge in Johnston, crossing the Neuse again near Pineville and on to Kinston through the neighborhood of Clayton and Auburn. From Kinston west the air-line would have touched Cary, passed through the upper portion of Chatham, five miles north of Pittsboro, through Randolph, six miles north of Ashboro, touched Lexington, left Salisbury ten miles, Statesville five, and Morganton seven miles south, passing twelve miles to the north of Swannanoa Gap, twenty-two miles north of Asheville, and on to the Tennessee line.

This line would have been three hundred and seventy-five miles in length, against four hundred and sixty by the present lines of the Atlantic, North Carolina and Western North Carolina Railroad from Beaufort to Paint Rock. A slight modification of the route suggested by Doctor Caldwell, as seen by reference to a State map, would have brought his proposed line either by Snow Hill, or Kinston and Goldsboro, and practically taken the route of the railroad line east from Raleigh, and from Raleigh west, Pittsboro, Ashboro, Salisbury, Statesville, Newton, Morganton, Old Fort, Asheville, Warm Springs and Paint Rock, could have been included without destroying its character of an air line.

Practically, then, old Doctor Caldwell, was the father of our Central System. To him, more than to any other original mind of the State, shall we indebted for our system of railroad connection between Beaufort Harbor and Paint Rock and Ducktown when it shall have been completed, as it will be within the next two or three years. He it was who originated the scheme; his arguments the ponderous blows that hammered the idea into practical shape. As was shown yesterday, natural reasons and larger local interests diverged from the route of an air line, greatly to the advantage of a large section of the country, as well as to the Central and Western North Carolina Railroad, had the line from Raleigh, through Chatham and Randolph, to Salisbury, been adopted, as was proposed long after the day of Doctor Caldwell, the deviation from the line projected by him would have been comparatively slight.

In an age of progressiveness, and of aggression, like the present, it is well to occasionally recur to our great men and their schemes of other days, and as we do so, we shall find that much of the boasted improvement of the age is, after all, but an improvement on the ideas of a former generation. Let who will read the Carlton letters of Doctor Caldwell, and he must realize that, not only were he and the men of his day who had never seen a railroad, the founders of our railroad Internal Improvement System, modified only to meet the demands of changing conditions, but that we are actually returning to the old ideas of these fathers in the revised interest manifest in the improvement of our water ways. The scheme of inland navigation by ship canal across the eastern portion of our State, now being tested for prac-

ticability by actual survey, under authority of Congress, was as much a subject of discussion by Doctor Caldwell and his compatriots, as by the people of our own day. So that we may not only go back to our forefathers for our system of government, State and National, but for our system of internal improvements as well. While these reflections are, perhaps, not calculated to inspire the false pride of an over self-importance in ourselves of the present day, it is well worth the reflection to be reminded that systems which have stood the test and scrutiny of an intense practical age, are themselves of necessity practical systems; and that in returning to the ideas of our fathers and pursuing them, we are moving on the only line that leads to the complete restoration of our State, and the thorough development of her resources of industry and wealth.

In respect to the restoration, complete development and maintenance of a North Carolina System, which the *Observer* has advocated and will continue to urge, the strongest argument in that behalf is, that it was the idea of our fathers, the idea upon which our greatest works of internal improvement have been constructed, an idea which has stood the trial-test of time and experience, and which has vindicated along with the other great thoughts of a race of men who planned a State's prosperity, and consecrated their nobility of intellect to the service of a mother-commonwealth as their best legacy to posterity.

In number nine of his Carlton letters, dated October 27, 1827, sixty-one years past and gone, Doctor Caldwell, having traced out the North Carolina System to completion, having stretched a line of communication from the waters of Beaufort Harbor through the State to her Western boundary, said:—

"Admitting all this to be accomplished; we are now arrived at the moment when the whole scene is changed. That which till now was a subject of anticipation, however well founded, is brought to the touch stone of experiment. The Harlow canal would be open for steamboats. New merchants from our own and other states, in the prospect of gain, would have flowed into Newbern and Beaufort, and the old ones would have enlarged their means of business to the utmost. There would be created all the rivalry and capital necessary to insure the best market to the agriculturist. A locomotive engine would run through the whole distance in a few hours, with the advantage of reducing the price of conveyance by carrying fifty tons in its train. The entire population of our extensive sounds and their tributary rivers, would see them beginning to display a frequented theatre of steamboats, moving ten miles an hour. It is such a revolution as must be felt. No longer would the trade of North Carolina be seen running away to Norfolk. That place, as all the inhabitants of these counties know, has long been declining, and is now sunk to a very low ebb. It is struggling to maintain itself and revive its hopes, by enlarging the gauge of the Elizabeth canal, and thus preparing to swallow and subdue upon our spoils. It is for us to say, whether the commerce of all that portion of our State shall centre there or at Beaufort. This grand question may be decided in a short time, and happily the decision is in our own power. It is for us to say, whether we will direct the whole trade of the interior part of our country by a railroad to Newbern, and by combining with it that of the Albemarle and Pamlico, raise Beaufort as with a wand into a popular and commercial sea-port."

Conciliation by New Methods.

Since we have read the list of donations sent by Northern people to Vicksburg, to relieve the distress caused by the yellow fever, we have firmly determined never to call a northern man ugly names again. We now call Mr. Blair, citizen of Maine Brother Blaine, and we never intend to call Mr. Butler, of Massachusetts, that old Beast, that old Spoon-Thief, again. We intend to refer to the New York Times and other bloody-shirt organs as our wayward contemporaries, and when Mr. Wendell Phillips tells a real big one about the South, we designed to remark that he is indulging in a little thoughtlessness, but to him agreeable prevarication. We are worse licked now than we were when Lee surrendered.—*Vicksburg Herald*.

Beverly B. Douglas.

Congressman Beverly B. Douglas, representing the First district of Virginia, died at the National Hotel in Washington city at an early hour Sunday morning, after a brief illness from inflammation of the bowels.

DIVERGING AND STRAIGHT RAILROAD LINES.

The location of the North Carolina Railroad has often been the subject of disparaging remark and criticism, on account of its circuitous route, taking in the Court-houses of Orange, Alamance, Guilford and Davidson, instead of going direct by air-line from Raleigh to Salisbury, through Chatham and Randolph, and the southern point of Davidson, thereby saving, it has been estimated, forty to fifty miles between the points.

Such criticism is in no sense a just one. It was eminently wise, in point of convenience and usefulness to the greatest number of people, and manifestly to the interest of the railroad, to locate it by the route adopted. Strict air-lines are well enough for the connecting links of great trunk roads, where every other consideration must give way for that of the shortest possible distance, but with a State road, designed for the development of the largest portion of the State, the air-line idea must give way to local interests, and counties and towns to be consulted. As a through line, delayed in its Western connections for twenty-five years, and tapped as it was at Greensboro, draining it through north and south business and crossed by north and south lines at Raleigh, the North Carolina Railroad would have starved long ago through business, deprived of the local support which the towns and counties through which it passes have given it. As a through line of the future, a saving of forty miles would never compensate for the valuable business that Orange, Alamance and Guilford assure it for all time. And what the State has gained in the development of this line has wrought in those counties cannot now be approximately estimated. In locating a line of railroad it will nearly always be found wisest to strike as many of the established trading points of a section of country as practicable.

When the great Pennsylvania Railroad was about to construct its Baltimore and Potomac connection, it was suggested by a distinguished railroad manager from this State to avoid Washington and go through the Point of Rocks. The then President Edgar Thompson, inquired why they should do so. On being told that it would save seven miles in distance, he replied: "Is it not worth the building and running of seven additional miles of railroad to pass through the capital of the nation?" The pertinence of this inquiry should never be lost sight of by our people in the location of any of their railroad lines. Our country towns and market places were mostly located by the physical laws that govern trade and direct the ordinary business of the country. It is well to consult these circumstances in every application of artificial means to material development. Almost every great railroad route was outlined by nature when the engineer came to locate it. Thus, Mr. Calhoun is said to have predicted, as far back as fifty years ago, the present Atlanta and Charlotte Railroad along the precise route it occupies, because, as he said, it was the old buffalo trail, north and south, the instincts of these wild animals of the primitive forests foreunning the intelligence of man, and fixing the guide mark to his commercial interests.

It is, therefore, very deferentially suggested, at this time of general revival of interest in internal improvements, that the people of our State, of every section, in projecting their railroad lines, consult localities and established towns and points of business in the selection of routes. Through the Piedmont and Northwest sections, which the *Observer* has been studying of late with reference to their railroad facilities and connections, there are established towns and trading places that it may be wise to include, even at the additional expense of longer and less direct routes, than by pursuing straighter lines, avoid the towns, trusting to the building up and development of new places. Instances might be referred to wherein it would have been to the interest of the railroads, the people and the State to have pursued more devious routes, penetrated better agricultural sections, and brought under development richer volumes of local business. The Atlantic and North Carolina Railroad is an illustration in point. A less direct route in the case of this road, so as to have included both the counties of Greene and Jones, and calling within reach of the county of Owsley, would have made it a paying road from its local business alone, for all time, whereas, cut off from all through business by the suicidal policy which has governed all North Carolina corporations for all past time, the Atlantic Railroad has had a struggling and precarious existence, numbering but three intermediate stations of any importance on a length of line of nearly a hundred miles, La Grange, Kinston and Newbern. Under such

circumstances it is next to impossible to maintain a line of local railway. The good people of the Piedmont and North-west counties, as well as of all other sections, are cautioned against the repetition of any like mistake in the location of new lines. The future patronage of the roads, the sections to be penetrated and developed, and number of people to be accommodated all, alike, point to the necessity of sacrificing straight lines to the wants of the resources and the business capacities of the largest sections of country.

The rule of departure from direct lines has pretty generally prevailed in the railroad construction of North Carolina, the Wilmington and Weldon and the Atlantic being the only roads that seem to have attempted the preservation of strictly air-lines. The old Wilmington, Charlotte and Rutherford Railroad, next to our old North Carolina Central system, the greatest of our North Carolina railroads, touching the Court Houses of eight of the ten counties it penetrates and should the line be extended to Asheville, it will touch the main towns of the remaining counties. But there has been nothing so comprehensive as the North Carolina Railroad, including all of the ten county towns from Goldsboro to Charlotte, except Smithfield, and missing that point by only three miles. The success of this road from its local business is a sufficient indication of the policy of diverging from straight lines, and it is an example that should not be lost on any of our people in the construction of railroads for local service, and affording transportation facilities to outlying tributary sections.—*Raleigh Observer*.

AN INIQUITOUS SYSTEM.

It is given out that, after Congress shall have reassembled, Senator Coke of Texas, will move for a change in the system of doing business by United States District Attorneys in the South. The bill which he will introduce proposes to abolish the present fee system, and substitute instead thereof a regular scale of salaries. Mr. Coke says, and he is not alone of the opinion, that there is no other way to put a stop to the petty espionage exercised by the agents of the attorneys over the small dealers in whiskey and tobacco in the South for insignificant and purely technical offences. But it is not in the Southern States alone that dealers are bound down and fined without the least benefit therefrom according to the Treasury; nor is it the small dealers only who suffer by this iniquitous procedure. Neither are the prosecuting attorneys of the Government the only ones who are enriched by this quasi-legal method of blackmail. The pernicious practice of giving fees to officials and moieties to informers has grown in vogue in nearly every branch of the Government. Customs spies have become rich in their loathsome pursuit. Yet men have been found to defend, in our own halls of legislation, the practice and the acts of the spy and informer. We are gratified that one has, at last, been moved to attack the system which has obtained under the Government. In the speech which he will make advocating the passage of the bill, we are told Mr. Coke will go over the whole ground. But the desired object will not have been accomplished unless his bill, or some other to become an act, shall be broad enough to sweep out the whole secret service, as well as the list of fees and emoluments.

Presidential Gossip.

While Bayard is able and brilliant he is also young—too young to be President—and he hails from a Southern State. Bayard is particularly obnoxious to the Greenback-Democrats and for that reason is not a safe candidate. Seymour has made no recent record on the subject. He is a Democrat, and easily chief of the party. No Democrat can object, with reason to supporting him. Bayard contains the making of a great Democratic leader and statesman, but Seymour is a great Democratic leader and statesman. He occupies commanding political situation. New York must be carried to a Democratic President. True, he was defeated once, but he had no chance of election. With the South in shackles Seymour was handicapped. With the South free he is the strongest man the Democrats can name.—*New Haven Register*.

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THE FALL OF GOV. MOSES.

After giving a full sketch of his life, the *New York Times* says of Gov. Moses' present condition: Moses returned to South Carolina after his father died, begging of his family and friends to give him one more chance. His mother sold for a few hundred dollars a small piece of property, giving him the proceeds, with which he promised to go to Texas and start again. But he had hardly quitted their sight when they discovered that he had taken the few trinkets and articles of value that his wife and mother had preserved from the wreck of their fortunes. They traced him to New York, procured an indictment against him, and sent an officer to arrest him. He made some resistance, and the officer did not take him into custody. His wife has lately procured a divorce, and he, when last heard from, was still living on his wits in New York. He has been frequently known to beg so small a loan as half a dollar, to save himself from absolute starvation.

The Golden Age of the Republic.

We have had a period of unbridled extravagance, of reckless waste, of heedless enterprise, of prodigious business expansion, of speculation, kite flying and wild issues of irredeemable paper money, followed by a natural collapse, ruin, bankruptcy and stagnation.

We are now commencing to build on a firmer foundation an edifice that shall be both lasting and grand. In fact, the golden age of the Republic is fairly ushered in by an immense favorable balance of trade, prodigious domestic exports, the rapid extinguishment of the foreign debt, the large and steady accumulation of gold in the National Treasury, the successful restoration of the coin basis, the triumph of American manufactures in European markets, the increased power and self-reliant enterprise of domestic capital and the progressive reduction of the principal and interest of the national debt; —*Philadelphia North American*.

A Darky's Idea of How to Live Honestly.

A few days since a gentleman was endeavoring to secure the services of an African as a farm hand, and offering him the sum of \$15 per month. The darky said he could not work for so little money. He was then told that he must work to live. To this he replied that rather than work for so small a sum he would go to the penitentiary "honestly." The red victor was overcome and gave up his attempt at being in disgust.—*Raleigh News*.

NORTH CAROLINA INVENTIONS.

Mr. H. A. Rust, of Bridgewater, Burke county, passed Hickory last Monday on his way to Washington and New York, to secure patents for several inventions recently made by himself. He invented a combination axe last year, and was showing the model to some friends on the streets of Charlotte, when one T. K. Downing, of Mississippi, noticed it very closely, had a model made at once, and went directly to Washington and secured patent before Mr. Rust applied. Mr. K. entered suit against him which was decided a few weeks since in favor of the real inventor. Public feeling is very strongly excited against the directors, and their condemnation is thought to be certain.

Proposed Invasion of Mexico.

A company of American mechanics

have planned, with the help and encouragement of Mr. de Zamoucon, the Mexican Minister in this country, an invasion

of Mexico of a novel, and, happily,

an inexpensive plan.

Two negroes stole a number of articles

belonging to some of the other laborers

in the works, whereupon the latter pursued the thieves and overtaken them with

no great difficulty. A singular scene then ensued. The two offenders were hanged up, a court was organized in regular form, and the culprits were arraigned, charged

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