WILMINGTON, N. C:

The Daily Journal.

TEURSDAY, FEB. 18. 1875.

The DAILY JOURNAL, the oldest daily saper in North Carolina, is published very morning, except Monday, at Brony DOLLARS & YEAT ; FOUR DALLARS sixmonths; SEVENTY-FIVE cents per month for shorter periods. Served by Carriers in the city at SEVENTY-FIVE cents per mor h, or Two DOLLARS and Twes-TY-FIVE cents per quarter.

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pired, and the North Cerolina Rail-

ment of the people of the whole State,

Or suppose the Court holds that the

Mr. Mathews did not invest his

Advertising Rates (per Inch of twelve sould lives of advertising type.) One irch one insertion, ONE DOLLAR; two inser tions ONE DOLLAR AND A HALF: three Insertions, Two DOLLARS; four Deortion Two DOLLARS AND A HALF; five has true THEER DOLLARS; six insertions. 1 HEE DOLLARS AND A HALF; twelve insertions, FIVE DOLLARS AND A HALF, Outmonth. EIGHT DOLLARS; two months. FIFTEEN DOLLARS; three months, TWEN TY-TWO DOLLARS. Contracts for longer periods and longer space made upon liberal terms.

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Wilmington, N. C.

EDITORIAL NOTES.

except such as are now paid large sal-In a shop window in Paris is the aries to rua it. following announcement : " A fine human skin, taken off whole and tan-First Mortgage is not valid, which is ned in that condition. It is the akin not probable, as some of the most disof Aissa, who was the most lovely of tinguished lawyers of the State who the slaves of the Emperor of Morocco. have carefully examined into the mat-She was only twenty when she died, ter, have pronounced it valid, the and her skin was milk white."

State could reap no benefit, for the The proposed telegraph conference railroad and its entire franchise have at St. Petersburg will probably meet been sold under execution in each in March or June. The principal procounty through which it passes, and posal designated for discussion is the have been purchased by a citizen of suggestion that in future the tariff the State. If, therefore, the mortshall be framed not as at present, acgage is not valid, the title to the roat cording to the number of words, but of single letters contained in a mesbe lost to the State, sage, as continental companies find the scope given to the use of compound money in our railroads in any secret words largely abused.

or suspicious manner. He purchased The Railroad Gazette, which takes the Wilmington, Charlotte and Ruthnote of all the accidents to passenger trains resulting in injury reported in erford Railroad at an open sale, after American papers, figures up 204 killed due advertisement, under a decree of and 978 injured in 1874; against 276 our Superior Court, to which the and 1,363 in 1873. This is a decrease whole world was invited to be present and to bid upon the property. Since of about one-fourth, and is due to in-

THE CAROLINA CENTRAL AND Carolina Railroad, under set of 1818-THE WESTERN ADRIE CARO. LINA RAILEOAD.

Our friend, Hon. William A. Smith, President of the North Carolina Bailegh and Gasten Bailroad, &c., 206 road, has attempted to reply in the Baleigh News, to our article in regard to the completion of the Western North Carolina Railroad, and while he each, \$2,794,000.

does not answer our facts and arguments, he is at 1 ast extitled to a respectful reply on account of the courtesy with which his article is written. He denies that the Western North Carolina Railroad is to be sold, and that the carolina Central Railway \$1,827,000.

Company controls the decree under which the sale is to take place. The of said bonds proved up to and inclu-facts, as we understand them, are as ding those due October 1st, 1874, 25,-683, \$770,490. follows: General Hiram Sibley became

posse sed of a large majority of the paid under decrees of the Court, h a o First Mortgage Bonds of this railroad, | in the above named suit, at several and in November, 1872, sold his intertimes, (about) \$525,000.

est therein to Mr. Wilson for \$270,000,

to be paid in two years Mr. Wilson subsequently transferred his purchase by the holders, and if allowed, will smount to between \$175,000 and \$180,the Southern Security Codpany, and that Company in turn transferred

it to the North Carolina Railroad Company. In the meantime Mr. Edward Estimated coupons past due on these bonds 11,504, making \$345,120. Matthews purchased General Sibley's

mortgage and interest in this Railroad, proved bonds now due and uppaid, thereby becoming the owner of the to wit : \$246,490. First Mortgage Bonds of the Western due January 1, and April 1, 1875, will North Carolina Railroad. On the 7th amount to \$54,810. of November, 1874, the two years ex-

road Company failed to pay the pur-300.

chase money and redcem the bonds. reason to change the opinion express What the creditors of the Western ed in my regular message in regard to North Carolina Railroad will do, or this matter, as follows : what the Federal Court will decide, we

of course cannot tell. But suppose the former decree of the Court is set the past due interest on the construction bonds, and thus save the stock of aside, who is benefitted ? Not the the St te from sale under the decree State. She is in no condition to buy. of the United States Circuit Court, The completion of the road will be dewill probably amout to more than \$200,000. layed, which will work to the detri-

corporation which is a supplicant to the State to pay the interest due on its construction bonds, to save it from sale, is in no condition to build a railroad through the mountains. We ask our Western friends what prost of out by a corporation which must deit from sale less than two months from this time under a decree of a court? Central Railway Company can, will and must complete this road, unless the State or individuals will do it for is vested by this purchase and would it, we are satisfied that through the agency of this Company we have the only favorable-certainly the only early solution of the great railroad problem of connecting our system of Carolina is so closely connected.



PRINTING SEATLY EXECUTED AS the most resemble to me at the JORMAN OFFICE.

By fab 1

D. PIGOIT.

oreasing care, a decrese in train mileage, and in the speed on account of the dullness, and more favorable weather in the winter months.

The will of an old man, who died recently in Brussels, tells how he cumbed. once found a valuable diamond in Asia, which he concealed in a cut in the calf of his leg, where he had made an intentional wound. The apparent misfortune procured his release from the mine, and he was made immensely rich by the sale of the gem, which is now one of Russia's crown diamonds.

The Bristol, Va., News, in making mention of the fact that eighty five exrebels have siready been elec ed to the next Congress, says "they are expected to kill and broil for breakfast each morning a nice, tender, juicy, stall fed ourpet-bagger, pay the confederate debt, revive slavery, blot out the starspangled banner, dig up the union cemeteries, pension confederate soldiers, legalize and arm the ku-klux, and crown Jeff Davis emperor,"

The navy for years past has cost the country \$30,000,000 a year, but if a form any exception to the general rule year, but if a report of Admiral Fox- of working for one's own interest, hall A. Parker, lately made on the just as our friend, Major Smith, being condition of our fighting vesse s, is to the Receiver of the Western North be believed, they are better adapted Carolina Railroad, is not personally to the days of our graudfathers than to the age of steam. He condemns the immense masts, spars and rigging but the interest of the whole people of many of our ships as liable to be shot away in action and necessarily foul their screws, in which case, without power to turn, they would be quickly sent to the bottom by an ordinary ram. The fleet of the future, he says, must consist of steam rams with of the Railroad Investigating Compowerful engines and little or no top mittee, offering to sell his entire claim hamper for attacking vessels afloat; and dcoree against the Western North armor-plated vessels, carrying heavy artillery for attacking forts; and low torpedo boats for creeping stealthily upon large vessels at night in thick weather or amid the smoke of battle. All should have low masts, made 'elescopic, and be able to turn short round with celerity, so as continually to keep' head to the enemy. If any one will take the pains to con-So much for fighting vessels. For sult the map, it can be seen how much cutting up an enemy's commerce, he it would be to the advantage of Mr. good judgment in the selection of his famous erniser, and recommends the Alabama as the type of vessels needed, having a long range pivot gun for- Ducktown. ward, two steam torpedo cutters and a Gatling battery. He furthermore says that every Admiral, in time of war, should be supplied with a number of extraordinarily fast steamers to carry dispatches and act as lookouts. Taking into view the outlay necessary to place our out-of-date and inefficient

avy with the apparatus above recomneeded, the country will undoubtedly ton in the aspiration of the President, "Los or have peace."

its purchase he has completed it to Charlotte at a cost of nearly one and a half-millions of dollars, at a time of an unprecedented monetary crisis, un- BUY der which every other uncompleted railroad in the United States suc-

And now what does he propose? A man of immense wealth and resources. he is desirous of making his large investments in the Carolina Central Railway more profitable by connecting it with the roads leading to the Ohio aud Mississippi valleys. He owns a large interest in the Memphis and Charleston Railroad, and a controlling interest in the Memphis and Little Rock Railroad. So we see with the exception of a short link in Western North Carolina, he is very largely interested in Railroads from Wilmington to Little Rock, Arkansas, a distance of at least seven hundred miles, ig the direct lin of the Southern Pacific Railroad. Mr Mathews is therefore vitally integested in the completion of the Western North Carolina Railroad, and he does not profess to

injured by matters remaining just as they are. We do not complain of him. of the State, and especially of those of that part of the State, are as much bound up in the early completion of that road as Mr. Mathews' is,

Indeed that gentleman has written a letter to Senator Graham, Chairman Carolina Company, to the State or any one else for what they cost him, provided the parties will bind themselves to complete the road, and will co-operate with the purchaser to do so, and when finished to Paint Rock will gladly assist the State or individuals n building the road to Ducktown, And thinks Captain Semmes showed very Matthews, and to Wilmington, for this connection to be made, shortening the route to Memphis, to say nothing of the vast' wealth of the mines at

> But it is said that "the North Carolina Railroad owes less debt, and has better oredit than any railroad company in the State, and is therefore more able to do this great work than any other corporation." We have, in reply to this statement, only to quote the following facts and figures from a recent message of Governor Brogden to the President of the Senate :

The whole number of Biate Bonds much for construction of the North

W CARDEN & Specialty at the JOURNAL OFFICE.

No. 58 Braver St., New York.

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P. O. Box 199.