# TUE DAY, MAY 18, 1875.

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### HON. M. W. RANSOM.

We see it stated that Senator Ransom will be present at the celebration in Charlotte this week and will read the Mecklenburg Deciaration. This, we regret to state, authoritatively, is a mistake. The condition of his health will not admit of his attendance. His absence will be a matter of regret by many thousands of North Carolinians, who had expected the pleasure of shaking hands with him and thanking him for his able, eloquent and manly defence of the State and the whole South, in his recent truly great speech in the United States Senate. One or Charlotta and the pleasure of me Senator Ransom was among the greatest inducements of the visit.

## COLORAGO.

Two political complexion of the comfollows: Political parties are rather evenly divided, and personal popularity will go a great way in the election of State officers. The northern portion of Colorade is settled from the Northern and Eastern States, and is Republican. The middle portion is to a great extent Democratic, and the southern portion is almost entirely Demogratic, having been settled largely from the Gulf States. The election for members of the Constitutional Convention will take place in the fall. The Convention will be held in January, and the vote on the ratification of the Constitution will be held in July, 1878. Colorado is to be called the "The Centennial State,"

Tan Count of Paris has nearly completed the fourth volume of his "History of the Civil War of the United States." The Academy says of it: "It is, in the author's opinion, the most important portion of his work, dealing as it does with the turningpoint of the war-the events that immarch. The volume will be published in the autumn. It has been stated about to be issued by a London firm. into with a view to such an arrange-French author announced that he nimity, why should we not turn toward would rather his history should be the future and bury our petty animositranslated and published by Ameri- ties, our stupid distrust of each

prejudices in the contemplation MAILWAYS IN PRANCE. of the sure rewards that invite our united pursuit. Great as has Some interesting statistics have been published concerning the highways been the progress of this nation and railways of France, It appears since it consisted, a hundred years that there are 40,000 kilometres of routes nationales in France, which ments between the mountains and the cost the State 1,200,000,000 francs. the interest of which is 60,000,000 frace. To this sum must be added the expense of keeping and reparation, which is 30,000,000. In return for entrance, in hearty accord, on this this the Government gets, by way of tolls and passengers and merchandise, unlimited resources; we have the labor, only 5,000,000. The railways, how- the skill, and in great part the capital ever, present a very different ratio of required for the immediate future. expenses and receipts. The State has paid to the various companies about cerned, is political tranquility, and to 1,100,000,000. To the interest on this sum, which is 55,000,000, must be ad- is the urgent, unquestionable duty of ded 40,000,000 as State guarantees. The Government, therefore, spends 95,000,000 per annum on the railways, in return for which it gets 187,000,-000, vis: 106,000,000 in money, 56,000,-000 for services rendered, and 25,000,-000, the revenue of the tax on goods as voted last year; so that, whereas the Government loses by the national highways and navigable ways, it respa a good deal of profit out of the rail-

ed only the doctrine of hate and continued oppression; in the columns of the leading newspapers; and better than all, in the bearts of the masses able evidences of a change-a very The WEEKLY JOURNAL, (Friday) a great change. The extremist no lonopinion which must soon overwhelm either section, be he President or be he private citizen, must be, inevitably, overrun and cast one side.

Take for instance the New York Times, the leading and one of the paragraph. most pronounced organs of the Northern Republicans. Its columns are now devoted to the work of real recon cilliation, as the following extract will

"We risk nothing in saying that the
Bepublican party, as a whole, longs for the complete extinction of all political differences with the South, as such; it lougs for the time when it can eafely believe that geographical lines and lines of race shall be obliterated in party contests, and that the Southern and Northern citizens of our republic can choose their party associations utterly uninfluenced by the part which either took in the civil contest. Whether this can happen so soon as the next Presidential election we do not pretend to say. It will depend, we believe, on how clearly the people in both sections can be made to understand the facts, and on how far they are misled by prejudice and orror. In our opinion, there is no sound or substantial reason why a sectional element should enter into the approaching canvass. The re-appearance of such an element would be an unqualified misfortune, more to be regretted because unnecessary. The interests of the North and the South are precisely the same. Each is bound ble ways has been done away with-

up in the success or want of success of the other. The one thing that separated them in so many sad and terridone away with absolutely and fortwo gentlemen from distant States ever, in all its forms. There is no told us that they intesded going to reason why South Carolina and New Week. Offices will be established all York should not be as heartily united as New York and Pennsylvania. As a matter of fact, there is no longer such a thing in existence as a sectional interest opposed to suother sectional interest from the gulf to the ing State of Colorado seems to be as Adirondacks. Those who would make it appear that there is, are either hopelessly blind or wickedly reckless. There are American interests only, and these are common to the whole GO country. Every act, every word on either side that obscures this great fact is a blunder or a crime. It is a RII common thing to hear the Mississippi spoken of as the great bond of union between the sections. It is, indeed, a noble one, which, the country should strengthen in every possible manner. But there are others scarcely less important. The magnificent ranges of the Alleghanies and their outlying courses of hills, sweeping from the granite coasts of New Hampshire to within sight of the gulf, constitute such a bond. On their flanks and in their valleys they hold coal and iron and bear forests, that must, sooner or later, give birth to industries such as the world has never yet seen, and has scarcely imagined, while the enormous water-power from the streams that flow down their eastern slope stands ready to make its rich contribution. mediately followed Sherman's famous In connection with these are the harbors of the southern coast, from Norfolk to Mobile, every one of which that a translations of the work was will, in the course of time, be the depot and entrepot of a thriving com-Negotiations were, it is true, entered merce. Why should the possessors of such a beritage as ours quarrel? If ment, but at the eleventh hour the we cannot look on the past with equa-

> ago, of a thin fringe of scanty settleseacoast, it has been almost insignificant compared to that which is possible in the next hundred years. Why should we postpone unnecessarily our flattering career? We have almost All we lack, so far as the South is consupply that lack, as far as in him lies, every American citizen. Most of all, it is the duty of every member of that party which justly boasts that its es-sential purpose has been to establish the country in a perfect Union."

other, our costly and irritating

Mn. Danwin has in a press a description of a few of the "missing links" between animal and vegitable life, in a memograph on carnivorous plants, a well-known type of which is the fly-catching dionea, the original ancestor, perhaps, of the human gobernouses.

FAIRBARES & Co., 502 and 304 Washington Avenue, St. Lewis.

FAIRBARES & HUTCHIPSON, San Francisco, Unit of the human gobernouses.

GRANT has had two Segnstaries of FI State, Washburn and Fish; four of the Northern sentiment towards the Tressury, Stewart, Boutwell, Richard-

th has been as sudden as it son and Bristow; two of War, Rawnted. These Center- lips and Belknap; two of the Navy, one seemed to have en- Boris and Robeson; four Attorneydered a feeling of reconcilisation Generals, Hoar, Akerman, Williams hich years of legislation have not and Pierrepont; two Postmasterought about. In the speeches of Generals, Creswell and Jewell; two distinguished Northern soldiers and Secretaries of the Interior, Cox and politicians, who have heretofore preach- Delano, and the latter soon to retire.

A BERLIN correspondent, writing of German betrothals, says: There is one disadvantage connected with the of the people, we have the unmistak- German fashion of making these matters so openly known to the public, which will, I think, forever prevent hirty-six column paper, Two Dollans ger find themselves floating smoothly our changeable American lovers from per year; three copies Five Dollans and down a swift running current, but are following their examples, Sometimes, struggling against the torrent of public in the columns of "Family Intelligence," in which births, betrothals them. North and South now seem and marriages appear, occurs such a united in the goodly work of reconcilliation, and he who interposes in one the betrethal of our daughter Margarette Catharine Gotz with Herr Johann Wilhelm Schuneman has been dissolved by us." The names of both parents in full legal form follow this

> THE SLEEPING CAR BUSINESS. On the route from Mobile to Meridian, from Meridian to Jackson, and from Jackson to Vicksburg, while man for too ready an acquiescence with the spirit of the Civil Rights bill. It is thought that unless a change occurs, the sleeping cars will soon be withdrawn from these lines where they now receive no patronage. As no one can be deprived of the inalienable right of sitting up and suffering in a eramped seat rather than occupy a luxurious berth, there seems no remedy for the sleeping car man, though it is a painful fact, which unfortunately cannot be desied, that he will suffer least in the case. Vengeance may be sweet but it is exceedingly unprolitable when obtained at such a sacrifice. -St. Louis Republican.

The Mobile Register well says that the people of the South do not propose to deprive themselves of the comforts of the sleeping car. They propose to break up the business of the company which permits the races to mingle in their cars, and to patronize that company which will give the whites a car to themselves. We are glad to hear that a sleeping car company has been organized at Atlanta, headed by Mr. Wadley, President of the Georgia Central Railroad, to be styled the "Lucas Sleeping Car Company." It is expected that at least two cars of the company, which do not violate the Pullman patent, will be on the track as early as the present be built. There will be no difficulty in this company supplying the white people of the South with sleeping accommodations while traveling, as the Pullman Company have but few exclusive contracts, and have violated most of them



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Carolina Central

Railway Co.

OFFICE GENERAL SUPREINTERPRET. } Wilmington, N. U., April 14, 1875.

Change of Schedule

On and after Friday, April 16th, 1875, the

PASSENCER TRAINS

FREIGHT TRAINS

No Train on Sunday except one freigh rain that leaves Witnington at & P. M., in stood of on Saturday night.

Papers publishing C. O. Railway schedule will please notice changes.

CENERAL SUPERINTEND'TS OFFICE

CHANGE OF SCHEDULE

On and after Monday, Apail 5th, the follow

ing schedule will be run : NIGHT EXPRESS TRAIN, (Daily).

PASSENGER TRAIN, (Daily except Sun-

WILMINGTON AND WELDON RAIL

ROAD COMPANY.

CHANGE OF SCHEDULE.

On and after Jan. 3d. Passenger Trains of

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Bus copy.

Wilmington, W. O. Jan. 2, 1875.

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