

The Wilson Advance

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JOHN E. WOODARD, Editor.
J. W. LANCASTER, Editor.

FRIDAY, APRIL 2, 1880

GEN. GRANT'S SPEECH.

At Galveston, Texas, a few days ago Gen. Grant made the longest speech except one he has ever been known to make. His Chicago speech was longer and equally as carefully prepared. In that speech he took occasion to emphasize the idea that the United States is a nation and so regarded by European Powers. That the Confederate Republic of our forefathers no longer existed, in the opinion of the crowned heads of the Old World, who had always regarded our general Government as a rope of sand. But since our late civil war, we are everywhere regarded as a Nation. This was his conception of our political relations. He said the Philadelphia Times says "will bear a good deal of studying before it will afford any glimpse of the workings of the mind of the Speaker," we give entire, as we find it published.

GALVESTON, March 25.—At the banquet last night, in response to the toast, "General Grant, Our Honored Guest, greater armies than Napoleon's have marched at his command and greater glories than a crown have been his." General Grant replied as follows: GENTLEMEN OF GALVESTON: I am very much obliged to one and all of you for the very kind reception which I have received at your hands and at the hands of all citizens of this city and I assure you that it affords me very great pleasure to be here on this occasion and to see so many of you. It was my fortune, more than a third of a century ago, to visit Texas as a second lieutenant and to have been one of those who went into the conflict which was to settle the boundaries of Texas. I am glad to come back now, on this occasion, to behold a territory which is an empire in itself and larger than some of the empires of Europe. I wish for the people of Texas, as I do for the people of the entire South, that they may go on developing their resources and become great and powerful, and in their prosperity forget (as the worthy Mayor expressed it) that there is a boundary between North and South. I am sure we will all be happier and much more prosperous when the day comes that there will be no sectional feeling. Let any American who can travel abroad as I have done, with the opportunity of witnessing what there is to be seen that I have had, and he will return to America a better American and a better citizen than he was when he went away. He will return more in love with his own country. Far be it from me to find fault with any of the European governments. I was well received at their hands on every side by every nation in Europe; but with their dense populations and their worn-out soil it takes a great deal of government to enable people to get from the soil a bare subsistence. Here we have a rich virgin soil, with the use of a very little government. I do hope that we long may be able to get along happily and contentedly without being too much governed.

OUR REPRESENTATIVES.

Dr. King and Taylor have returned to mingle again with their constituents, after fifteen days absence at the extra session of the legislature. We learn that the former, voted against the sale of the Western N. C. Railroad to Best & Co., and the latter, in favor of it. Which voted in accordance with the will of their constituents it is not for us to say. Both, we have no doubt acted from honest conscientious motives, and their acts are entitled to respect and confidence. The ADVANCE opposed the sale of the road from the beginning, and we have nothing to regret in our course. After all the light which has been turned upon the subject, we still adhere to our views. But we cheerfully accord to others, the right of individual opinion and private judgment, which we claim for ourselves, and we shall as zealously support those who differed with us when nominated by our party, as if they had agreed with us upon this subject.

The extra session of the Legislature passed 70 laws and 14 resolutions. We would publish the captions of the new laws, but they really convey but little idea of what was done. They will be printed and distributed by the proper authorities at an early day.

NEW REVENUE BILL.

The Statesville Landmark says, that Col. Armfield will introduce during the present session of Congress, a new revenue bill, which will materially reduce the taxes on whiskey and tobacco. On the former, from 90 to 25 cents, and on the latter, from 24 to 10 cents. That the bill will be directed toward a simplification of the internal revenue system, and have in view the reduction of the vast army of the revenue officers. Under his bill the internal revenue service can be maintained with entire efficiency and yet at a great reduction in cost.

Synopsis of the Remarks of Senator King, of Wilson, on the Proposed Sale of the Western North Carolina Railroad, and His Substitute to Section 18 of the Bill.

The Senate having under consideration the bill to provide for the sale of the State's interest in the Western North Carolina Railroad, Mr. King, of Wilson, proposed to amend section 18 by adding after the word *act*, in line 26, the following words:

"And in no contingency shall the said grantees enforce their said lien for such expenditures, either in law or equity, until the said road shall be completed to said town of Murphy, and if the said road shall never be so completed to said town, then in that case the said lien shall never be enforced, but the same shall be treated as stock paid for in the said Western North Carolina Railroad Company for that amount."

Mr. King said: MR. PRESIDENT:—I do not offer this amendment as a test, or to embarrass this legislation. I offer the amendment to make the bill speak unequivocally what the friends of the bill say it does speak, and what its opponents declare, as it stands, it does not speak.

The amendment can do no harm, but may in saving trouble and removing doubts, do much good. Mr. Best and his associates ought not, they cannot, object to the amendment if they mean what they and their friends say. If they do not mean what they say, if they do not mean business in this transaction, then it were better that we had no more to do with them.

Our ablest lawyers differ in their construction of the bill before us. If I were a lawyer I might have my own differences of legal opinion also. But mine is not the opinion of a lawyer, but a layman, and I say the provisions of this bill in all their details do not strike me as a plain, business like proposition. I do not believe there is one business man of ten in North Carolina who would sign a contract in his own individual matter so uncertain in its sounds to the business ear as this, and I do trust that Senators will not stand in the way of perfecting and making plain and unmistakable the provisions of this bill.

The bill before us proposes to place in the hands of a company or corporation valuable property of the State—to surrender, without adequate or any compensation the commercial gateway on the western boundary of North Carolina, the only consideration being, as I hear from Senators, that it looks to the completion of the Western North Carolina Railroad to Paint Rock and to Ducktown. If that, then, be the object of the bill, it should be so guarded, in express terms as to compel the new company to carry out in good faith the obligations it assumes in regard to the Ducktown route. The amendment which I propose does this. It contemplates the certain completion of the railroad from Asheville to Murphy, or failing to do so the company cannot enforce their lien on the road from Salisbury to Paint Rock. The amendment protects the interests of the State on the one hand, and better secures the building of the railroad through Cherokee county on the other.

For quite half a century the people of eastern Carolina have been desiring an outlet to the great Northwest, and devising a line of inter-communication with the Mississippi Valley, and to that end have patiently borne the burdens and cheerfully paid taxes for the construction of State lines of railroad from Beaufort harbor to Paint Rock. Now when after many vicissitudes their hopes are about to be realized, it is proposed to surrender the advantages, from the possession of which we had hoped so much, to South Carolina or Virginia, and to relinquish valuable property, acquired through taxation of the eastern counties to a foreign corporation, with no sort of guarantee that the road from Asheville to Ducktown shall be built.

No apprehension is or need be felt regarding the Paint Rock connection. The commercial necessities of the country demand the building of that line, and any one would undertake it. But the Ducktown line—this is the burden. A parallel line, running between two other roads lying near to-

gether, to give it connection through the Statesville and through Asheville to Cleveland, Tennessee, a distance of two hundred miles, at a cost for roadway and equipments for a good through line of from eight to ten millions of dollars. In the face of such stupendous figures, no private capitalist or railroad man has ever before been found who would entertain the purpose of undertaking it. And now the proposition is not to build the Ducktown line for itself, but in consideration that the State contributes to these parties the line finished from Salisbury to the vicinity of Asheville. If this is the price which the State is to pay for the promise of the road to Ducktown, let us make the conditions binding and obligatory.

To sell or part with the Western North Carolina Railroad on the terms proposed is, as to that line, a sacrifice of the State's property. No Senator would undertake to support or sustain the proposition except in consideration of the other and more expensive line to develop and accommodate the counties of the extreme west. Then let us secure this great consideration. Representing the counties of Wilson, Nash and Franklin, and speaking intimately the sentiment of the people of Wilson I can say, in the name of my own locality and for the people of the east generally, that my action here, short of securing the whole object contemplated, will meet the unqualified condemnation of the people of eastern Carolina.

The sentiment of the east is that if we part with this property now, we finally and forever throw off the burden of its construction, and that section will never vote another dollar for the Western North Carolina Railroad after the consummation of this legislation. The people of the west may take it as the final determination of the State that if they cut loose from her now they can never return asking for aid in behalf of this work. When we go away from here now we go telling our constituents that they are forever and finally rid of taxation for all future work on the Western North Carolina Railroad. Therefore, in the interest of the west, in behalf of these people, for whom I have been, and am willing to go on appropriating the necessary money for their improvement and development, I have proposed this amendment, which, in my opinion, binds Best & Co., to the performance of their undertakings, and without the adoption of which they are neither bound to complete the Ducktown road nor is the interest of the State protected in the Paint Rock and Salisbury line.

Mr. President, I have not been in favor of the sale of the road, unless we sell the whole line from Beaufort to Paint Rock; for I have not seen the exigencies of the occasion demanded it. I believe there are other means for the completion of the work than either resorting to sales or continuing to tax the people for it. But the predominant sentiment is for the sale, and I shall not assume to stand in the position of obstructing this legislation, which the majority seem to desire, and which the people of the west appear to universally desire.—But I shall not vote to throw away the Paint Rock and Salisbury line on the terms proposed unless the obligation to complete to Murphy is made clear, unmistakable and beyond the peradventure of forfeiture. This is the property of eastern and middle Carolina. It is the creation of their capital—their own peculiar line of inter-communication with the Northwest, and they should not and will consent to its sacrifice and the defeat and dismemberment of their central system of transportation without some compensating advantages to the State.

Several unimportant bills passed their third reading and on motion of Mr. Snow the Senate adjourned.

GENERAL ASSEMBLY—EXTRA SESSION.

FRIDAY, MARCH 26.

Senate met at 10 o'clock President Robinson in the Chair. Mr. Scates presented a memorial from Lodge No. 7 Good Templars of Greensboro in regard to sale of Spirituous liquors. Mr. Lyon: A bill for the relief of peddlers of tobacco. Mr. Henderson: A resolution providing for adjournment *sine die*, at 12 o'clock next Monday—unanimously adopted and sent to the House for concurrence.

Mr. Ryan: A bill to amend Chap. 70 laws of 1869. Bills taken up on suspension of the rules and passed their several readings.

To authorize Tax collector of Halifax county to collect arrear of taxes. To authorize the public Treasurer to issue new bonds to the Admr. of Seth Jones. Resolution for the relief of Tiedon Walker of Buncombe county. Bill in relation to employees attend-

ING ON THE SUPREME COURT.

Bill to charter the Atlantic and Charlotte Air line Railroad company. Resolution in regard to the Centennial celebration of the battles of Guilford Court House.

Resolution appropriating \$1500 to aid in centennial celebration of the battle of Kings Mountain.

Mr. Leach reported upon the proposition of Geo. A. Fitch to purchase the Western N. C. Railroad and asked to be discharged from its further consideration. House bill to sell Western North Carolina Railroad was then taken up and discussed by Messrs. Everett, Snow, Davison, Graham and others the vote was taken upon its final reading and passed Ayes 40 Nays 6.

HOUSE OF REPRESENTATIVES.

MR. SPEAKER MORING CALLED THE HOUSE TO ORDER AT 10 O'CLOCK.

BILLS INTRODUCED.

By Mr. Norment: A bill to repeal Sec. 1 Chap. 187 laws 1875-74.

By Mr. Powers: To amend Sec. 5 art 15 Chap. 18 Bat. Revisal.

By Mr. Moore: To amend Chap. 20 laws of 1875-74.

By Mr. Armstrong: To amend Chap. 138 laws of 1871-72.

By Mr. Ellison: A bill concerning the working of Convicts in tunnels.

By Mr. Scott: To amend Chap. 192 and 116 laws of 1879.

By Mr. Dunn: A bill concerning Guano and other fertilizers, also to amend Chap. 94 laws of 1879.

The Railroad bill was then taken up and discussed by Messrs. Davis, Carter, Covington, Atkinson and others, and passed by Ayes 89 Nays 21.

A resolution was introduced by Mr. Ford to expel Mr. Turner of Orange after some discussion was passed and Mr. Turner was expelled.

The consideration of business was then resumed. Several unimportant bills passed.

On motion of Mr. York the use of Hall was tendered Mr. W. J. Best and his associates to-morrow evening to attend the members.

The House on motion then adjourned.

SENATE.

MONDAY, MARCH 23.

Senate met at 10 o'clock, Speaker Robinson in the chair.

The following bill passed their several readings, under a suspension of the rules:

Bill to prohibit sale of liquors near churches in the county of Carteret.

Bill to incorporate the town of Wake Forest.

Bill to amend chap. 117, sec. 14 in relation to widows years allowance.

Bill to amend chap. 60, Bat. Revisal.

Bill to amend an act providing for the appointment of cotton weighers.

Resolution relative to the muster rolls of 1812.

Mr. Everett introduced a resolution of thanks to the President of the Senate to which he responded appropriately and then declared the Senate adjourned *sine die*.

HOUSE OF REPRESENTATIVES.

House met at 10 o'clock, Speaker Moring in the chair.

Sundry committees reported.

Mr. Reynolds from the committee to investigate the causes of the failure to sign the School Bill, reported that it was solely attributable to the confusion and haste of the Legislature, on the last day of the session. Report unanimously adopted.

By Mr. Christmas: A bill authorizing the speakers to sign the School bill.

Bill to amend the law in regard to the keeping in repair the public roads was taken up and passed.

Bill to incorporate the Wilmington Telegraph Company passed.

Resolution to pay S. T. Carrow per diem and mileage.

Resolution allowing the Governor to employ counsel in making contract with W. J. Best and others passed.

Bill to allow the inferior court of Halifax county, to continue two weeks, passed.

Mr. Ellison offered a resolution of inquiry about whipping convicts—discussed by Messrs. Ellison, Jones, Norment and Vaughan.

Mr. Clarke introduced a resolution of thanks to Speaker Moring—unanimously adopted.

Mr. Moring then, in a few remarks declared the House adjourned *sine die*.

BE WISE AND HAPPY.

If you will stop all your extravagant and wrong notions in dieting yourself and families with expensive doctors or humbug cures, that do harm always, and use only nature's simple remedies for all your ailments—you will be wise, well, and happy, and save great expense. The greatest remedy for this, the great, wise and good will tell you, is Hop Bitters—rely on it.—See another column.

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May always be found at his shop on Tapscott Street, where he will be pleased to serve his friends and former patrons. Shaving 10 cts; shaving and cutting hair 30 cents.

bill by Messrs. Amis Barroughs and others. It finally passed its third reading.

Judiciary Committee reporting seating Robbins col. from Bertie in place of W. C. Etheridge.

Several House bill passed their third readings.

A bill was introduced to amend Chap. 69 Bat. Rev. so as to make women free traders.

A bill to incorporate the Historical Society of Wilmington passed its readings.

By Mr. Christmas: A bill to amend Chap. 62 Sec. 30 laws of 1866-77.

A bill to committee and settle outstanding debts of Western N. C. Railroad was taken up and discussed.

Bill to appropriate \$10,000 for construction of the Duplin Canal provoked considerable discussion.

Mr. Blucker offered an amendment making the appropriate \$5000.—Lost.—Amendment that the State should grant one half the lands through which the canal runs was adopted. It was then referred to a special committee.

Several resolutions for relief were passed and the committee reported a substitute for the Duplin Canal Company bill, providing for the conveyance by the State of alternate sections of land, it then passed its final reading.

Bill to establish the dividing line between Wayne and Greene passed its final reading.

House adjourned until Monday 10 o'clock.

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300,000 Choice fruit Trees, Grape Vines, Raspberries, Gooseberries, Currants, &c., and 1,000,000 strawberry plants for sale. Strawberry plants set out in September and early part of October will yield half a crop of nice fruit next Spring. Send for catalogue.

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