

JOSH. T. JAMES, Editor & Prop'r THE RECENT PURCHASE OF THE CAR

WILMINGTON, N. C.

TUESDAY, FEBRUARY 7, 1888.

Entered at the Postoffice at Wilmington, N. C., as Second-Class Matter.

We do not receive the New York Times but a friend who was in New Pork last week has sent as a clipping from that paper, relative to the port of Wilmington and its railroad system. which we publish in full elsewhere. It is said to have been written by J.C. L. Harriss, of Raleigh.

To oue at all conversant with affairs here Mr. Barriss' ignorance of the subject of which he writes is apparent at a glauce. His assertions relation to the through connections made by the Raleigh & Augusta trains would have been just as correct three years ago as it is to day. Passengers from Raleigh for Charlotte went through then in sleepers. just as they do to-day, and this embraces, of course, nine tenths of the through tr.vel on the fast night trains. As for South by building from Hamlet to Dar-Why Col. Robinson should build from Hamlet to Darlington to strike the sysnow is incomprehensible. The Cheraw & Salisbury road is now completed through to Wadesboro, and Darlington is directly on the route from Wadesboro to Florence, and on a line owned and controlled in the same interest, that of the W. & W. and W., C. & A. roads.

Mr. Harriss' intimation that Col. Rob

New York Times. RAILWAY WORK AND PLANS.

OLINA CENTRAL.

Through Trains From Baleigh to Charlotte -- Plans of the scaboard and Roanoke Company.

BALRIGH, N. O., Feb. 2 .- Passing events of the last two months have shown that the purchase of the Carolina Central Railroad, running from Wil mington to Charlotte and from Charlotte west to Shelby, in Cleveland County, by Mr. John Robinson, for the Seaboard & Roanoke Railroad Company, is a matter of much more significance and of much greater importance than was at first supposed. Persons who own a majority of the stock of the Sea-board & Roanoke Company also own a controlling interest in the Raleigh & Gaston Company. The trains on these two roads now run through from Norfolk to Raleigh without change. The Augusta Air Line Railroad, which runs from Raleigh to Hamiet on the Carolina Cen tral Road, is alsoowned and controlled by the same persons. Passengers from Norfolk now change at Raleigh and again at Hamlet. The puchase of the Carolina will enable the purchasers in a lew weeks to run their trains through from Norfolk to Charlotte without change of cars. It is expected that this arrangement will increase the travel over the Sea-board line because the the connection which Col. Robinson can | Bay line is so popular with all who have make with Charleston and other points once enjoyed the pleasure and comfort of a trip from Norfolk to Baltimore, and vice versa, over this line. Then again, lington, 18 miles, the reference shows up if Mr. Robinson, who is President of the Mr. Harriss' ignorance most thoroughly. | three companies already mentioned, is on the look-out for an opportunity to extend his road further South, he can now do so. From Hamlet to Darling tem of roads he touches at Wadesboro ton S. C., it is only 18 miles. Complete this gap, and through connection can then be made with Charleston, Savannah, and other Southern cities. The filling in of this gap would enable the Seaboard Road to compete at Weldon, N. C., for the travel to Florida, which now takes the Wilmington & Weldon Road at Weldon and goes on by Wilmington. There are upward, of 40,000 persons who annually pass through this State inson bought the Carolina Central be- on their way to Florida. The greater cause he is a great friend to Senator portion of this large number goes by Wilmington, a few go by way of Greeusboro and Atlants over the Richmond & Danville line. The building of the link either of the others, and would, for these reasons, obtain a fair share of this travel. As to the increase of freight, it was considered by Mr. Robinson that the narrow-guage roads running from Ches Central Road, would be the means of greatly increasing the freight traffic over the Carolina Central Road. This connection opens up a large cotton belt that will add from 50,000 to 100,000 bales of cotton to the number heretofore transported over this line, because, charges being equal, cotton shippers prefer Norfolk to Wilmington or Charleston. At Lincolnton, beyond Charlotte, the Chester Narrow Guage hoad again connets with the Carolina Central Road. From Lincolnton the narrow guage road runs north to Newton, in Catawba County, and then on to Lenoir, in Cald well County. From Lenoir to the Cranberry Iron Works, in Mitchell County, is about 30 miles this piece of road will be completed during this year. A Johnson's Depot, on the East. Tennessee, Virginia and Georgia Railroad, where the narrow guage road will end. When completed to the Cranberry Iron Works, to begin to get out large quantities of pig iron that will be shipped over the narrow-guage road to Lincolnton and any iron ore in America. There appears mine has not been developed for the want of a railroad to ship the iron. Great Another reason for the purchase was the fact that another company, chartered in 1872 and headed by Col. L. W. Humboro. N. C. The projectors of this new line think that a line competing with the Sea-board & Roanoke Road from Nor-Produce Exchange and are therefore dividends. Connection at Goldsboro iy quieting effect upon the nervous system, with the North Carolina Road, as man- simply by feeding its ten thousand hung y, prevent a diversion of freight and passen-There are other points which we might gers at Charlotte and would open up another competing line from Norfolk to the Seaboard & Roanoke Company. Mr. Robinson, President of the Sea Richmond & Danville Company has no doubt been pushed further because of the zest added to the contest by the additioncret that the Richmond & Danville Company has been very anvious for some time to purchase a controlling interest in the Sea-board & Roanoke Company. Whether the survey of the proposed new line from Norfolk to Goldsbore and Raleigh was a feint to scare the stockholders of the Sea-board & Roanske Company with a view to purchase on the part of the Richmond & Danville Company at decreased figures is as yet unknown. It is reported on good authority that the Richmond & Danville Company offered \$400 per share for a majority of the Seaboard stock and could not find a seller at that price. There has been a lull in

that the road will be built, and that in a very short time ; that the propused new line is demanded by the growing needs of the country, and that it is to be built as a purely busicess enterprise. When Col. Humparey got the charter through the Legislature in 1872. it was with a view to run through North Carolina by way of Goldsbore and Fayetteville, thence to Columbia, S. C., and into Georgia, and that ultimately connection

would be made with one of Jay Gould's Texas & Pacific lines, which would be the cheapest built road and the shortest line from the Southwest to tide-water at Norfolk. This view was held out a tew months ago, while Gould and Huntingdon were trying to cut each other's throat beyond the Mississippi. A truce was put to the fight in November last, which may have affected in some degree the proposed new line headed by Col. Humpires.

It was announced at the time Mr. Robinson purchased the Carolina Central that the purchase was made as an invest ment and not for speculation; that the cash was paid and no bonds were issued to raise the money to complete the trade. After a careful examination into the management of the arolina Ceptral, Mr. Robinson became satisfied that the local traffic and fare would more than meet all the obligations now resting on the road, and that ultimately, as before mentioned, the road, as a feeder to the line to Nortoik, would be exceedingly valuable. In addition to the financial reasons that induced the purchase, it is surmised, with apparent good reason, that the purchase of the Caroli a Central Road was made in order to prevent the Richmoud & Danville Company from buying the road. Mr Robinson intends to stand by and aid Senator Vance during the campaign of this year in his fight upon the Richmoud and anyille Company, and it was the part of wisdom to increase the miles of railroad in North Carolina as controll ed by Mr. Robinson by the addition of 200 miles, from Wilmington to Charlotte, and to prevent the common enemy from getting control of the road in question. There can be no doubt that the management of the Carolina Central, in connec tion with the Augusta Air Line, the Raleigh and Gaston, and the Seaboard and Roanoke Railroads, will greatly damage Wilmington. There are pregnant signs that Wilmington is on the decline. The harbor is insufficient for vessels of large burden, and while the efforts of the United States to deepen the channel by stopping up inlets and dredging may make some improvement, it seems impossible to increase the depth of the water to anything like that at Norfolk. Of course, all freight not ordered otherwise will be shipped to Norfolk over Mr. Robinson s roads.



Miscellaneous

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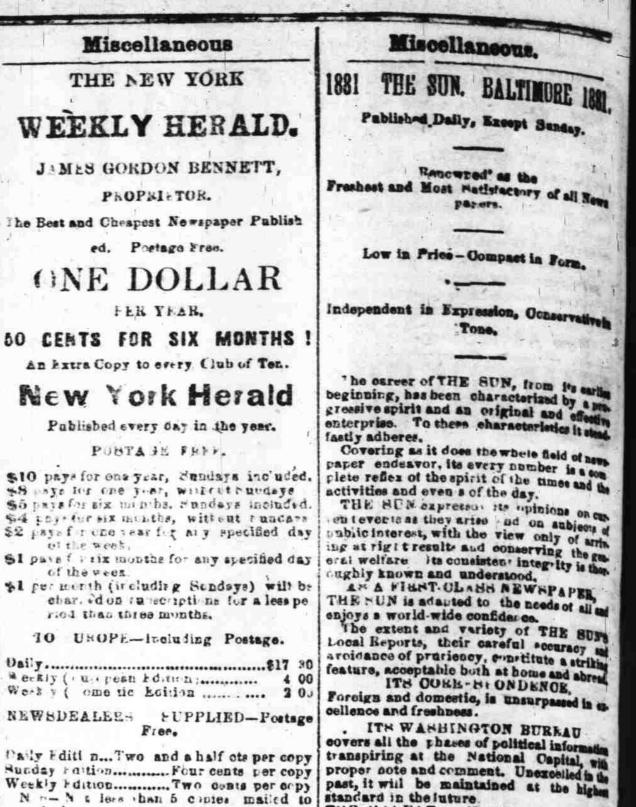
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Vance, and because he "intends to stand by and aid Senator Vance during the campaign," is simply absurd, and is from Hamlet to Darlington would open hardly complimentary to Col. Robinson. | a third line, shorter and more direct than Railroad kings, great as they are in these days, do not carry railroads two hundred and fifty miles long in their breeches pockets to be hauled forth and operated for the benefit of any particular ter, S. C., to Wadesboro, on the Carolina party or of any particular individual.

Mr. Harriss' remarks relative to the "decline of Wilmington" seem to partake of the nature of a willful misrepreseptation. Wherein is the decline ?-Wilmington, during the past decade, has gained fully five thousand inhabitants, an increase of nearly forty per cent. In 1873 maximum high water on the bar at the mouth of the river was 12} feet; to-day it is 171 feet, a gain of 5 feet clear, in nine years, with a prospect of a still farther gratifying gain in the near fature. These figures ' are drawn from official reports and they speak for themselves. And here are some other figures. few miles beyond the iron works is The net gain in exports of cotton and naval stores for the crop year to 31st January, 1882, are nearly \$800,000. This crop year is reckoned from Sept. 1st the company owning these works intend for cotton and April 1st for naval stores. The gain in lumber alone for the month of January, 1882, against January, 1881, from there to Norfolk over Robinion's was about \$200,000. We have not the line. The Cranberry ore is the equal of figures at hand and cannot obtain them in time for this issue, but we feel sure to be an inexhaustible supply. The that the gain in exports of lumber is not for the month of January alone but that returns are expected from this one article there has been an increase for months of freight by Mr. Robinson. previous to January and that the present crop year to date will show a net increase on the previous year of something phrey, of Goldsboro, has had a new line like \$1,200,000, and this estimate does surveyed from Suffolk, Va., to Goldsnot include rice, peanuts and other articles of lesser value. The figures we give are taken from the books kept at the folk to Goldsboro would make paying ed by us in fvll, article by article, in last aged by the Richmond & Danville Comthoroughly correct. They were publish-Saturday's issue of the Ravisw. Does this and his associates as a matter of great look as though Wilmington was on "the importance to their line, as it would decline?" Reduction ascending, perhaps-

make here but have neither the time nor Raleigh by way of Goldsboro. There space at our disposal to day. But here has been a fight of long standing between is one more point which we must make. the Richmond & Danville Company and is one more point which we must make. While nearly, if not quite, all of the Atlantic and Gulf ports have fallen board Company, is a great triend of Sen off this year in the receipts of cotton, as ator Z. B. Vance The fight of the compared with last year. Wilmington has made a decided and a gratifying gain. The receipts of cotton for the al fact that it was killing Vance through crop year up to January 31st foot up his friend Robinson. It is an open se-116.821 bales, sgainst 101,581, for the same time in 1881, a gain of 15,239 bales, or 15 per cent.

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## Miscellaneous.



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