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THE SOUTHERN ADVANTAGE IN COTTON MILLING.

The Augusta Cotton Factory has averaged 20 per cent. every year since 1860. In that town there are 120,000 spindles. Do not the Augusta people believe in manufacturing cotton, think you? One mill during the first six months of 1881 made \$100,000 clear on a capital of \$600,000. Will not that do? In what other legitimate business can so much be made? 35 per cent. for one year ought to satisfy. It is believed by the superintendent that the six months from July 1 will turn out as well. The Langley mill paid 8 per cent. on six months and passed 10 per cent to its surplus. The following from a cotton milling authority in Augusta, Ga., is well worth considering, for it is important, as there are hard years as well as good years. There are experiences in cotton milling, as in other kinds of business, when the lean years (like the case of our own Egypt) eat up the fat years; when the profits in good times go to pay the losses in hard times. Says Mr. Francis Coggin:

"The real and essential advantages of mills in the South over mills in New England will be best shown when the times are hard and trade is depressed. When the New England mills are not making a dollar, mills in the South properly managed can earn dividends. To verify the proposition: We can sell cloth at half a cent a yard less than the New England mills, and even find this discount makes more money than they do. I do not make this statement lightly, but of my own actual knowledge and experience.

Mr. Coggin has spent his manhood in the business of manufacturing. He knows what he is talking about when he says that the Augusta and other Southern factories can sell cloth at half a cent a yard "less than the New England mills can and still make more money than they do." All Southern mills cannot do this simply because all Southern mills have not the proper facilities and are not well managed. Mr. Bessey, of the Eagle and Phoenix mills, confirms this statement. He says the Southern manufacturer has one and nine-tenths cents (19 10) per pound the advantage over a Northern manufacturer. This is a fortune in itself. There is every encouragement in these statements made by practical business men who have experience and knowledge. It sets to flight the adverse opinion of the Boston writer on cotton, Mr. Atkinson. Like the old woman's proof of the pudding, the profits of the Southern mills confirm all that is said.

Here are the figures of the manufacturing of Baltimore, of all kinds. We copy from the *American*:

Capital invested	\$39,440,772
Number of hands employed	62,993
Value of annual production	71,744,772
Annual wages	13,376,493
Annual cost of materials	44,064,883
Agg. cost of labor and materials	57,600,876

Deduct this from the annual product—it leaves.....\$14,113,896

This is the statement for 1880. Taxes, wear and tear, &c., are to be deducted. These amount to \$3,899,892. The *American* says the net profit is \$10,220,002, or more than twenty per cent. upon the capital invested. This calculation embraces the whole operations, large and small. There are individual enterprises that show greater results. Ye men of business and capital think upon these things.

Mr. Parnell's candidate in Tyrone was defeated. His candidate, Rev. Harold Bylett, received less than one-sixth of the votes cast. Mr. Thomas A. Dickson (Liberal) was elected by a small majority over the Tory candidate.

ANOTHER INSTALLMENT FROM SENATOR VANCE.

We publish another instalment of Senator Vance's very able letter in reply to Capt. Andrews's letter. It is a strong paper. When Senator Vance stands by the people he may rest assured the people will stand by him. Let the people only unite, and no corporation, however rich and overbearing and unjust, can withstand them. The intelligent readers of the STAR know why we fought the sale to Mr. Best. It was because the State could complete easily the Paint Rock road, which Senator Vance affirms to have been the case; and because we did not believe Mr. Best could or would complete the very costly Ducktown railroad. He could not, so he sold out to Buford, Clyde & Co. Senator Vance tells us how they acted. Buford himself swore before the Senate Committee on Internal Improvements that he did not intend to do any more than suited their own interests, or, as he put it, only so "far as the ability and interest of the capital they represent would allow."

The sale was made, we believe, in July, 1880, to Buford & Co. It was April 30th, 1881, when Capt. Andrews said to the State Commissioners that the Buford crowd had about "made up our minds to go to Ducktown."

That route was almost everything. But how are they going to Ducktown? By the wide-gauge as on the Paint Rock line? Senator Vance says they are building a "narrow-gauge." Capt. Andrews refused the full five hundred hands the State was to furnish because he was in doubt "as to the ownership." The people are now in a fair way to get at "the bottom fact." They will find out that the position taken by the STAR was patriotic, judicious, and proper, and that it was a mistake to sell out over seven millions of property to a weak concern like Best represented for a few hundred thousand dollars. The result is the property, that cost so much and is of so much real value, is in the hands of a great plethoric, aggressive, grasping corporation without soul or conscience, that is determined to swallow up every other road that can compete with it in the slightest way; that hesitates at nothing, and that is doing what it can to injure the people of North Carolina.

The people—the voters—the sovereigns have their eyes on the men who are warring against their interests. Let them take heed unto themselves. The people have some rights left yet. Let the violators of these rights beware. No man can stand by the corporations that war upon the people and get the support of the people. Politicians of an aspiring turn will please put that little piece in their pockets, and after committing it to memory then commit it to their pipes and puff away in peace if not in hope.

PROGRESS IN THE SOUTH.

The Northern papers during the last two or three months have had a great deal to say about progress in the South. At first, under the teachings of Mr. Atkinson, of Boston, Massachusetts, the Northern press accepted the theory that New England had the advantage in cotton spinning and manufacturing. But under the light of discussion this error has disappeared. Recently the *New York Herald* said:

"There is every reason why a decided advantage should exist in the South, except in the existence of a laboring class accustomed to the work, and perhaps some climatic, educational and social influences. But in the long run labor is sure to find its market, and the cotton staple is undoubtedly to be largely manufactured where it is grown. But, as the industry, advances, it will be found that New England money and brains are in it, as they are in pretty much everything else that is adding to the welfare and development of the country."

We are glad to know that New England "money and brains" are already engaged in Southern manufacturing. It is a good way for Southern capitalists who desire to embark in cotton milling to combine with one or more experienced British or New England manufacturers—men of intelligence, of means, and who can come well indoctrinated. After awhile the South will have enough experienced superintendents of its own for all practical purposes.

The days of carpet-baggery are over now and the animosities of the past are gone with them. It is true there are extreme men and extreme papers in both sections, but the great body of the people, we must hope, are tired of strife and ready for progress.

FRIDAY'S STORMS.

Further particulars of the great gales of Friday last—damage to vessels below—houses at Fort Fisher swept away—death of one of the victims of the W. & W. freight house disaster—damage to crops, turpentine trees, &c.

A stroll through the streets and along our wharves yesterday gave us a much more adequate conception of the ravages of the tempest on Friday than we had previously entertained. In fact, in the brief interval allowed us after the subsidence of the storms we had very little opportunity to acquaint ourselves with all the particulars of the numerous disasters which they entailed upon the people of Wilmington and its vicinity.

The destruction of shade trees throughout the city is not among the least of the evils entailed upon us by the terrible blow. It is probable that at least six or eight hundred of the finest trees in the city have been prostrated, while others have been stripped of most of their limbs. The most of the elms stood the blast remarkably well, but the mulberry, chinaberry and some others stood no showing; but a great many even of elms and oaks succumbed to the fury of the gale, especially in exposed places. All over the city, too, fences were lying upon the ground, and the sound of hammers could be heard in every direction, as the busy workmen toiled to remedy the damage done. It is an old saying that "it is an ill wind that blows nobody any good," and the truth of it is verified in this case, as it is probable that carpenters and other workmen will be kept busy for some time repairing the damages resulting from the storms. The scene at the Wilmington & Weldon and Carolina Central depots yesterday was a fair indication of the fury of the hurricanes. We found those who witnessed the sight of the roof of the W. & W. shed on the wharf being taken off bodily and hurled through the air a distance of one hundred yards or more and thrown upon the hill in the vicinity of the machine shop, and they describe the scene as a fearful display of the power of the tempest when in its most furious mood. Some of the flying beams and rafters and tin from the roof came in contact with a tree just inside of the inclosure, near the machine shops, and twisted the top off of it, leaving a large portion of the tin dangling from the trunk.

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The house on the southwest corner of Ninth and Red Cross streets, known as Browning's church, where religious services are frequently held by colored people, was blown down. A colored woman who was in bed at the time made a narrow escape, one of the beams having fallen against the bed-post, but she was rescued from among the rubbish without much injury. Tin from the roof of St. Stephen's A. M. E. church struck the Peabody school house on the other side of the square, and damaged it slightly. Several of the pillars supporting the upper piazza of Mr. W. G. Fowler's residence, corner of Front and Ann streets, were blown out, but the piazza remained in position. The tin roof of the rice mill on Point Peter, belonging to the W. F. Potter estate, was blown off. One of the chimneys of Capt. Divine's residence, on Mulberry, between Third and Fourth streets, was broken off and thrown down upon the roof. Some of the windows were also blown out and carpets, etc., damaged by water beating in. The severity of the gale was greatly felt on the still-yard of Messrs. Morton & Hall, who had all of their still chimneys blown down, sheds broken in, and a portion of the roof of their spirits turpentine shed taken off, water-pipe broken, etc. Mr. Morton was standing in his office door and witnessed the taking off of the entire east-side of the roof of the spirits shed, which was whirled into the air and precipitated into the yard about one hundred feet from the shed. He estimates his loss at about \$200. The store and residence of Mr. Chas. Schulke, corner of Fourth and Swann streets, was unroofed, and his furniture was badly damaged by water, and the store and residence of Mr. J. W. Robbins, corner of Fourth and Nixon streets, was served in the same way, while the whole neighborhood was blockaded with trees. A dwelling on Third, between Red Cross and Campbell streets, occupied by Mr. H. Clowe, had the tin blown from the roof. The tin roof of the old Roberts foundry, or Clarendon Iron Works, was blown off.

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"Reluctant as I was to see this road fall into the hands of a corporation that had already done so much to reduce North Carolina to a state of commercial vassalage to an adjoining State, by diverting its trade from our own towns and cities, yet so great was my anxiety to see this road completed that I determined to aid as much as I could the assignees to prosecute it with all possible diligence and energy, depending for the protection of our people upon the provision in the act of sale, which forbids discriminations against North Carolina towns and cities on the part of the assignees. I soon found, however, at least I came to believe, that they did not intend to build the Ducktown branch. In other words, that they did not intend to pay the price for which the road was sold to them. I came to believe also that in defiance of the law they were determined to discriminate against the interests of our own people as to ruin many and greatly injure all. By degrees they have secured control of nearly every road in the State or leading into it west of Raleigh. They have now so got the commerce of North Carolina in their grasp that they can crush to death all of it except that portion which they foster for the benefit of Richmond. I came to believe also that they did not intend to prosecute the work even on the French Broad line with the 'diligence and energy' required by the contract, but intended to take their time and finish it at their convenience. The circumstances which induced me to believe that they did not intend to build to Ducktown are many. In the first place the fact was stated in my hearing at a conference in September last, between Messrs. Best, Clyde, Logan and others, in the city of New York, and was not denied by anyone present."

"Another reason is found in the sworn testimony of Col. Buford before the Senate Committee on Internal Improvements, in February last, in Raleigh, in which, among many other intimations thrown out to the same effect, Mr. Buford declared 'that the parties contracting with Mr. Best took the assignment of his contract with the State when it became absolutely necessary, in the manner heretofore stated, with the intention to carry it out in good faith as far as the ability and interest of the capital they represent would allow.'"

"Again, at the meeting of the Board of Commissioners in Raleigh, on the 30th of April last, when Col. Andrews appeared before it, he handed us his application for an extension of time with the remark, 'gentlemen, I think I can say to you we have pretty well made up our minds to go to Ducktown.' And still another reason was that up to June of this year almost all the work done was on the French Broad line."

"Lastly, they began to build the Ducktown line from Asheville as a narrow gauge road, being advised, as Col. Andrews said, they could build it any gauge they pleased."

He gives corroborative evidence, and says that the Governor tendered Andrews the five hundred convicts, but they were not received. He shows that Buford & Co. did not have any hands until May last on the Ducktown route save only convicts furnished by the State, and did not have enough hands to complete the road, as per contract, to Pigeon Run by July 1. The Senator adds:

"My modest opinion is that but for the withdrawal of my assent to that application for an extension of time, and the threatened danger of a forfeiture of their contract, there would not now be any except the convict force on the French Broad branch, and none on the Ducktown branch."

"In the matter of discriminations on freight and charges, forbidden alike expressly in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities; against one town in North Carolina in favor of another; and against all roads connecting with the

REASONS FOR HIS ACTION.

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