

SENATOR VANCE.

The Democratic party has spoken and ZEBULON B. VANCE is for the third time his candidate for United States Senator.

ZEBULON B. VANCE was born in Buncombe county on the thirteenth day of May, 1830, and no man in the State can boast a better lineage than he.

But notwithstanding he may boast such lineage, Governor VANCE is a self-made man, and owes to his own talents and energy, his rapid advancement in life.

But the years rolled on and the great battle of 1876 drew nigh and the first notes of preparation were for VANCE to take the leadership.

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In April, 1865, he left Raleigh with General JOHNSON'S army, went to Greensboro, and from thence to Charlotte, where he joined President DAVIS.

Of course, during the war of reconstruction it may well be termed, it was impossible for ZEBULON B. VANCE to be an idle spectator.

Better times came in 1870, and honest men once more controlling the Legislature, it was thought the day had come to make an adequate reward for such long and faithful service in field, in camp, and in the council chamber.

Governor VANCE'S disabilities being now removed, the eyes of the great mass of the people everywhere were turned to him as the man to fill the vacancy caused by the expiration of JOHN POOL'S term in the United States Senate.

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stirred to mid-day life gave plain evidence that the occasion was no ordinary one. Busy throngs crowded the hotels, and halls and streets, and men everywhere were the expectant look that characterizes them when consciously waiting for the supreme hour of some grand crisis.

Since his inauguration Governor VANCE has industriously devoted himself to the duties imposed upon him by his high office, duties that have been neither altogether easy nor altogether pleasant.

Time rolled on, and on the 8th of this month a Democratic Legislature again met charged with the duty of electing a United States Senator.

To the annual meeting of stockholders, August 1860, Chief Engineer TURNER reported the completion of the survey of the Western North Carolina Railroad to the western portal of Swannanoa Tunnel.

But suppose the extension to Ducktown should cost, as Engineers estimate, four millions, and that convict labor be substituted for two thirds of that sum.

The division or section of the road from Swannanoa Gap to Asheville had not been definitely located at the date of this meeting above referred to, but the Chief Engineer stated that the information he had enabled him to say that four hundred and nine thousand, nine hundred and twenty five dollars would build, equip and complete this portion of the road to the French Broad River near Asheville, making in all, one hundred and forty miles of rail road at a cost of four millions, six hundred and twenty-one thousand, six hundred dollars.

On the first of January, 1877, Mr. VANCE, for the third time, took the oath of office as Governor of North Carolina, and he was re-elected into the office from which he had been driven by Federal bayonets to make room for W. W. HOLDEN.

Our friends in the Western counties are now looking with renewed hope to the realization of those railroad facilities so liberally extended to other sections of our State to develop and bring into market the

great mineral wealth of that region. The advantage in distance from the Atlantic coast, says New York, to Mountain West, is a fact which you will see fully set forth in the Report of your Chief Engineer.

Chief Engineer TURNER also said, in his report to the same meeting: "Between the road to Cawohene, or Ducktown, and that to Paint Rock, the difference in cost is greatly in favor of the Paint Rock line; for the main trunk of the company to build the main trunk of the road by Paint Rock to Cleveland is thirty-seven miles longer than by Cawohene, and the travel over the present route would not probably leave it for a longer road."

The estimates of Engineers are seldom large enough to cover the actual cost and contingencies of construction, but the above were ample and in excess, as were the estimates generally of Chief Engineer TURNER, on the Western North Carolina Railroad.

With reference both to the Ducktown and Paint Rock extensions, the system of employing convict labor on such works of the State would reduce the cost of the railroad construction to a merely nominal sum. The difference between estimates based on the prices of hired labor and the actual cost of construction by convict labor is readily seen in the fact that it costs an average of thirty cents a day to maintain, feed, clothe, guard and give medical attendance to convicts employed on the railroad work in our mountains, and that the average value of each convict's day's labor in building railroads, has been ascertained to be ninety-eight cents on the mountain section of the Western North Carolina Railroad.

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NEW YORK CORRESPONDENCE.

(Correspondence of THE OBSERVER.)

NEW YORK, Jan. 11, 1879.

I wished to fill an engagement to dine with a family in Harlem, and so I went to the Ninth Street station of the East Side Elevated Road at half past five, expecting to reach Harlem, six miles, before six o'clock, the general dinner hour.

At the station I found a great crowd packed on the platform, exposed to the keen wind that swept over them at that elevation. When over a train would come, which was at intervals of two or three minutes, there would be a rush of men, women and children to get in; only the strongest and most successful, and not those always, for the conductors would close the gates of the cars, already packed full from the dozen stations lower down town.

The West Side Elevated road, in which I frequently ride, is far more comfortable, and far better managed. It is moderately heated with steam, the officers are polite, and the cars are either of a far better class, or they are restrained from rudeness by the general air of order and decency which prevails.

The many friends of Rev. Dr. Deems at the South will be interested in the following account of his visit to the University Chapel with no property. It now has a large church which seats over twelve hundred people; also a building containing chapel, infant school-room, parlor, study, and a room for the Sisters of the Stranger.

I have just had the pleasure of a visit from Bishop Lyman, who returned on Saturday from his long tour in Europe. He is a fine looking man, and preached yesterday at the Church of the Incarnation.

At the annual meeting of stockholders, August 1860, Chief Engineer TURNER reported the completion of the survey of the Western North Carolina Railroad to the western portal of Swannanoa Tunnel, and made the whole cost of the road, from Salisbury through the mountains to the western slope of the Blue Ridge, \$4,211,675.

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RETIREMENT AND REFORM.

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Misses EDITORS: In keeping with many other extraordinary assertions of the Raleigh Press, I see it stated that the bill of Senator Graham, now pending, repeals the law authorizing the distribution of all private acts and resolutions among Justices of the Peace, will save the State ten thousand dollars.

There have not been Senator Graham's bill, but I suppose he proposed to increase the number of the copies of the laws as recommended by the Secretary of State.

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