## The Weekln dialcigh <br> dienister.

## TOL. LXII



## RALEIGH,

## UTCBDAY MORAING, JAN, 25, 1802.

## OBTON OF THE MINERAL RE,

 WBIN OF DEEP RIVEAOITRLL RA.LROAD.


Whe contral Roilroad. it may appear inexpedient, and


| kinds of iron required at this time for spe cial purposes; growing out of the opnfliot in whiel we are engaged. We have to mak our own boile-plate, our heary ordnahoe abd outr railroad iron, the twa former demand ing the best naterial. From the foregoing, we see a great field opeoing for the manufanture of iran conneoted with neceesities for actien at this time, which cannot, as we be- |
| :---: | Rut again, itis neeessary to state in this

oonpeot on the faot that measures are being
taken to manofoture iron upon an extensive seale upon Deep River (Covernment has al-
ready made coobrrets with parties to furnish
some forty thousand tovis of iron in the shape of pig, bloon, shot and shell. Thi Goverre-
ment of the Confederate States thus inaugument of the Yoniedorate states thus naugn-
rates a busivess destined to become a perma-
nent one, the advantages of mioh esanot be too highly estinutted at this titno. By the
receesitios of z Government strogghing with difficulties, the firf abd most Important of all manufaetures will be placed on a firm
footing, aad a business be established whiob in a few years will necessarily fill the valley
of Deeep River with indsustrious inhabitante, and thereby become one of the wealthiest give even a coontenagoe, to Coverament in
this undertaking, the State, it seems this underiaking, the State, it secms to us,
oannot do less than build a road from Page's to Haywood as speedily as possible; to
point whioh will be connected wilh the coal beds by water. From Page's to Haywood
it is about 20 miles, and from Haywood to it is about 20 miles, and from Haywood to
Egypt it is. 15 by road. Now, if the dis-
tanoe was one hundred miles, the advantages of a railroad would jastify the measure,
But we see that it is really bat a smalr af fair, and yet it has been hanging by the gills for aeveral years, having been the topic of
muob conversation and a good deal of inef-
flieient legislation. We believe if -such an fieient legisiation. We believe if sueh an
opportunity for the judieious expenditure o
money existed in Liberias, a road would be at onoe built; and we might say, though we
admit with some exaggeration, that in the admit with some exaggeration, it is about
present atate of communioation, it it
as ensy to get to Liberia as it is to get to
Egypt. However this may be, it is plain Eggpt. However this may be, it is plain
onoght that if this region in to become ne-
oessarily one of business, one of resort, there most be furnished railmay facilities for get-
tiog there from the Capital of the State-the State must oheerfally exeounate whe which
ily ss possible, for the reason that a vas
amount of manafactured material must be brought out for the Confederate Government,
and it certainly is in duty bound, after hap-
inge as it were, provided the means for esiablishing permanent works there, to do so muob transportation to points where the manífad
tored materials are wanted. The State is party interested in the measure, for by this
short link of a road, her own investments in ghort link of a rond, will be inoreased in value
roads in operation way mith mueh truth adrocate this measure as a peares as well as a
war measure. If it is a war neeessity, is is
not diffeult to see that it also tends to peace.
 be brought out. What is the use of coal and
iton, if they must be hauled to market on wagons, or take long,
cost of haling together with the time con-
sumed, eats up all the profits, or neutralizes
af of economy to fur-
ample menos to get
rd then those whieh sumed, eats up all the profits, or neutralizes
all the advantages which might be derived
from their possession. They may as well be

$\qquad$ reasons for inereasing th
qually important in its nu-

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soor place. Theoso aro the

RALEIGH WEDNESDAY MORNING, JANUARY 29, 1862.
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| Theo, letit so be. |  |  |  |
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