

FOR THE CAMPAIGN.

The political campaign upon which the people of North Carolina are just preparing to enter will, beyond all question, be of vital importance to them. It will be no child's play.

All that is needed to insure Democratic success and continued prosperity to the State is a plain, truthful statement of what are now the facts of history, or are daily becoming so.

As the best means in its power to this end, and in answer to appeals, the Register will be furnished at such low rates as to put it in the reach of every one during the present State and Presidential campaigns.

THE REGISTER will be furnished to Clubs, until November 15, at the following rates: Five Copies, \$ 2.00; Ten, 3.75; Twenty, 7.00; Fifty, 15.00; One hundred, 28.00.

THE REGISTER will gladly return the courtesy of such of its State exchanges as may feel free to copy its campaign rates.

Seven years ago the Democratic party took charge of North Carolina. Every man knows that these last seven years have been the happiest and most prosperous in the history of the State.

And yet, with all these facts known of all men, the Democratic party which, seven years ago, counted its majority by many thousands, was glad last year to have a majority of a very few hundreds.

There must be some cause for this state of things. The Register thinks the cause very plain. The decline of the Democratic majority dates from the spring and summer of 1880, when the people's confidence in the Democratic leaders was rudely shaken by Democrats aspiring to be leaders.

The following paragraph is turning up daily in North Carolina papers, giving public notoriety to rumors that have had wide private circulation:

"Rumors are thick in the air that the Richmond & Danville Railroad Company is pushing a certain aspirant for Governor, who is to be John B. Vance. We do not believe that the rumor is correct—we trust not—but if it be true, and the people believe it, then that candidate for the North Carolina Democracy will have no show."

The distinguished Democrat who is the subject of the rumors—he is also named in the subject of the rumors—is General ALFRED M. SAUNDERS.

General SAUNDERS is not, this year, the Register's choice for Governor. The Register has thought that Colonel WILLIAM L. SAUNDERS was the most available candidate in that, whilst he could make no personal canvass, a more effective canvass for any other Democrat.

General SAUNDERS has thought, and thinks, that Captain COKE will make the strongest candidate whom the Democratic party can put upon the stump. All this, however, is matter of opinion. The Register may be right, and it is very well assured that it is; the Register may be wrong, though it does not at all so think.

Some things about which there is not a shadow of doubt. If the Democratic Convention name General SAUNDERS as the candidate for Governor to be supported by the REGISTER, it will name an excellent man, whose personal and political integrity is beyond all question; whose service as a patriot soldier has been honorable to himself and useful to the country; and whose course in the present Congress has been in absolute accord, not only with his own convictions of public duty, but with the will of the people as unanimously declared by the last Democratic State Convention and by the last Legislature of North Carolina.

It is a thoroughly good man, and if chosen to that high office, will make an admirable Governor. There is not in existence a railroad officer who, knowing anything of General SAUNDERS, would dare to think even of approaching him with corrupt propositions.

The imputation conveyed by the rumor, and printed in the paragraph, is equally unfounded as to the Railroad. The Richmond & Danville Railroad Company is not running General SAUNDERS, nor any other man, for Governor, with or without a view to the defeat of Governor VANCE at the Senate next winter.

The Richmond & Danville Company has its hands about as full as it can hold of much more important business—the building of the Western North Carolina Road, for instance—and its manager in this State has quite enough sense to know that no man chosen by the people for their Governor would dare, even if he desired, to accept a seat in the Senate before entering upon the duties of the office which he had been assigned.

The attachment to Senator VANCE which manifests itself in the press in and out of the State is very commendable, perhaps; but there is no need to make imputations upon the character of other Democrats to sustain him, nor to assail Colonel ANDREWS as desiring to "boss" the State and the Senate, simply because, in the discharge of his duty, he successfully repelled an attack made in haste and repented at leisure.

General SAUNDERS and Colonel ANDREWS are not the only public men among those named for Governor, against whom unfair methods, methods that will tell against the party, have been used.

Since the above was written the REGISTER learns that the counties interested in the Western North Carolina Railroad are being instructed by letters that they must abandon all idea of supporting Captain COKE for Governor because of his vote on the Railroad bill in the Legislature of 1876-77; that when the fate of the Road trembled in the balance and the vote on the bill stood 19 to 19, he voted against it.

There is no truth in the statement. The Railroad bill passed by a vote of 27 yeas to 8 nays. The vote of 19 yeas to 19 nays was on an amendment to limit the amount to be expended on the Road. Governor ROBINSON had proposed a substitute for section 6 of the bill, to give the Governor the power to buy rails and other materials at his discretion, and to draw his warrants on the treasury for the funds necessary.

Mr. YORK proposed to limit the amount to \$30,000, and Mr. TROY to \$70,000. Captain COKE voted against the limitation because he wished the Road built; as any of his friends will perceive when they recollect that he voted for Governor ROBINSON's proposition and to leave the amount subject to the discretion of Governor VANCE.

Here the REGISTER might stop, but it believes in always stating all the truth. Captain COKE at that time represented a Senatorial District which had virtually instructed him in the strongest terms to vote against this and all other Railroad appropriations. He voted against the bill under those instructions, having voted with his friends for every proposition to make the bill useful, and against every proposition to impair its usefulness, and standing prepared to violate his instructions (in so great a State necessity if his vote were needed. It was not needed, as the Senate passed the bill almost unanimously.

The Senate Journals show, and the Senators who had the Railroad in charge will testify, that whilst Capt. COKE voted against the bill under instructions given him by his vote (he did not need) he voted for every amendment offered by his friends to perfect it, against every amendment proposed by its enemies to cripple it, and had tendered to his friends a motion to reconsider and the votes of his friends and himself if they became necessary to save the bill. Later on, when Capt. COKE was untrammelled by instructions from his constituents, his efforts as private citizen and as Chairman of the State Committee to secure the building of the Road are known of all men. That the Road is now an accomplished fact is the result of the labors of many leading Democrats. Among them Captain COKE was very far from the least influential.

As all fight the enemy and quit fighting each other. The enemy will require all our strength, and it is very "bad politics" to make war on any other.

WE heard one of our most intelligent citizens say this week that if the Democratic party at the State Convention declared for free whisky and free tobacco and nominated a man who believed in such a platform that he could not support the ticket. And he is not alone. There are many hundreds in the State who entertain these views, and although they choose between evils, they would not give a hearty support and would vote the ticket under protest. In our desire to gain what we will lose the best element in the East. If the Democratic party in North Carolina is to follow the lead of Sam Rutherford and to favor high tariff and the taking the tax off whisky and tobacco it will pursue a course that will inevitably bring defeat.

The above paragraph clipped yesterday from one of the REGISTER's most valued Democratic State exchanges—and the substance of which has lately appeared in many of them, "free whisky" occasionally substituted for "free tobacco"—suggests two questions. They are asked with no purpose of useless controversy, for con-

trovery is not the REGISTER's business, and the REGISTER does not intend that controversy shall be either its business or its recreation. The questions are these: 1. Has it been wise in these six months past, is it wise now, to tell the people that the Democratic party in North Carolina, in advocating a policy which has been the policy of the Democratic party of the Union from the beginning, has made itself the advocate of "free drinks" or of "free whisky"? 2. It is wise, if it be the fact. Is it the fact?

The REGISTER's impressions are otherwise. Direct taxes and excise taxes were rejected by the founders of the Government and of the Democratic party as the system of raising national revenue, because such a system would carry out Mr. Hamilton's idea of filling the States with Federal tax-gatherers, the most efficient agents for breaking down the States and building up a strong central Government. Tariff taxation was adopted as the system, because it avoided that greatest of political evils. Internal taxation was permitted, not only in case of absolute necessity, most unwillingly then by Democrats, and always repealed by Democrats as soon as the necessity had passed.

That is the whole of it. No Democrat that the REGISTER knows of is in favor of free whisky, or free of any thing else that ought to be taxed, so long as the Government needs revenue. What the Democratic party wishes is relief from a system that is dangerous to liberty. When it compels that, it will not only have relieved the people of unnecessary internal taxes and broken up the most powerful monopoly in the country, but it will have made tariff reduction necessary. So long as the internal revenue taxes are collected, there will be no need to reduce the tariff taxes to a revenue basis. Just so soon as the internal revenue taxes are repealed, the Government will need money and will get it by reducing the tariff and lightening the people's burdens.

THE REGISTER may also remind its friends who object to this time-honored Democratic doctrine of hostility to internal revenue taxes, that their repeal would not leave whisky free. The heaviest tax in the tariff lists of which they complain so bitterly is the tax on whisky. The tariff tax on whisky is 323 per cent, and that too on a valuation three times as great as the cost of the domestic article. On this high valuation, whisky is taxed by the tariff 300 per cent, higher than the tax on any other article taxed by the tariff; the next highest being fireworks, taxed 127 per cent. Reduce the tariff to a revenue basis—say to 100 per cent, on whisky, 60 per cent, above the average tariff tax—and whisky will come in so freely that Government will derive an immense revenue from it, and drinks may approach somewhat nearer a point that may be called "free."

Would our friends like to be called the advocates of "free drinks" because they advocate "a tariff for revenue only?" THE NEW YORK PAPERS are filled with special telegrams from Chicago in regard to the Convention now in session. The telegrams are mainly speculative and generally intended for effect upon the delegates and thence upon the voters. It is known as the Virginia section. This section lies wholly in Virginia, is about nine miles long and unites the waters of North river and Currituck Sound. Pass north, up Currituck Sound and thence up the North Landing river, and thence up the Currituck and Albemarle and Albemarle Sound. Enter this river and pass along up to sixteen miles, and turning to the right he will enter the waters of the Currituck. This section is known as the Currituck section. It is about five miles long and unites the waters of North river and Currituck Sound. 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