

THE RALEIGH REGISTER

WEDNESDAY MORNING, APRIL 22, 1903

THE CULPEPPER RAILROAD

A MOST EXCELLENT SPEECH ON THE DISTRIBUTION QUESTION

We give up a good deal of space today to the ablest and plainest speech on distribution we ever read. It is a speech delivered a few days since, by A. Judson Crane, Esq., Whig and American candidate in the Richmond (Va.) District. It literally leaves the anti-distribution men without a leg to stand on, for it not only conclusively shows the entire constitutionality of distribution, and its great expediency, but brings up testimony to that effect from Democratic and Republican sources in the ranks of the Democracy, and who advocated distribution as constitutional, as well as in the highest degree expedient and just.

We have some more Democratic authority for the Standard, which shall be forthcoming in time.

DRIVELLING BOLLY—WHAT DEMOCRATIC ABSTRACTIONISTS DO FOR THEIR COUNTRY

A late number of the Alexandria Gazette contains a correspondence between A. J. Marshall, of Fairfax, and Lewis McKenna, of Alexandria, which shows that an application for a grant of 70,000 acres of the public lands to the Alexandria, Hampshire and Loudoun Railroad would have been reported favorably on by the committee to which it was referred, but for the protest against it of all the members from Virginia, save one, (supposed to be Mr. Carlisle, American.) In this case, the representative from Alexandria, Billy Smith, the representative from the Alexandria District.

AT LAST

Well, our neighbor of the Standard has at last been delivered, although having gone beyond the usual period of gestation, a new operation was necessarily resorted to, to save the life of parent and child. We performed this operation with our usual skill and ability, and will show up the "little one" in our next.

A HANDSOME AND MERITED TESTIMONIAL

Messrs. McDonald & Page, the new proprietors of the Petersburg Intelligence, were presented with a list of upwards of eighty subscribers from Lynchburg. The list comprises the most respectable gentlemen of Lynchburg, and men of both parties. Mr. McDonald (you don't know Mr. Page's birth-place) is native of Lynchburg, and his partner was long a resident of it, and this testimonial to his character and qualifications is well calculated to commend them to the esteem and confidence of the community in which they have just cast their lot.

CAPT. FEAR AND DEEP RIVERS IMPROVEMENT

The stockholders of this Company met in Wilmington on Thursday last, Hon. Hugh Waldell presiding, and His Excellency, Bragg in attendance.

AT LAST

We give a more detailed account of the proceedings in our next.

...the following extract from an article in the last Charleston Mercury. This article contemplates the removal of the old plan for a metropolitan rail-road route.

It is but justice to our worthy friend, S. H. CHRISTIAN, the Senator from Moore and Montgomery, in the late Legislature, to say that in his untiring zeal and labor, the friends of the "Clear and Coal Fields Road" are indebted for the passage of the bill characterizing it.

In another point of view, this Road seems almost equally important to Charleston. We are now off the great lines of the mail and through travel, between the North and South, and we feel deeply the disadvantages of our position. These have been incurred by our refusal to co-operate with Wilmington fifteen years ago, and the consequent construction of the Wilmington and Manchester Railroad. The advantages to our city of having the through travel are great and undeniable. The North-eastern Road was undertaken to regain some portion of it. The Charleston and Savannah Railroad has the same aim. Beyond Savannah, the Savannah and Gulf Railroad, of which 400 miles are now, it is believed, (based) from Savannah to Mobile, and to the North a continuation of the Chesapeake and Darlington Road to Raleigh, N. C. would secure to us all that we desire, almost beyond comparison. From Petersburg, Va., to Charleston, the route would be shortened about 130 miles. Thus, with our connection with Savannah, and even the present system of Georgia Railroads, would render our route far preferable to any other now in existence, or soon to be projected. It will ever be superior to the proposed route from Richmond through Abingdon, or even to the Danville route, should North Carolina ever consent to a connection of that line with her Central Road.

Now, the Coal Fields Road, in its entire length, forms part of this route, and leaves only a gap of 20 miles to be filled up, and but for a point overlooked, even that interval would be in our hands. This road, therefore, forms part of the plan which we have been long laboring. Besides benefiting our city by the through travel as above indicated, and our roads by the freight of coal, it will tend to give them the additional profit to be derived from a large increase of passengers and mails.

THE STATES

We have received the first number of a new daily evening paper, published in Washington City, D. C., by John P. Hees, Esq. at one cent per copy, called "The States." The paper is of convenient size, neatly printed, and gives indication of an extraordinary degree of enterprise in its projectors in the collection of news. The editor speaks in a bold and free manner in regard to what or whom he will support, but announces his determination to stand by the present Administration, and to advocate the Democratic cause. We have seen it intimated that "The States" would be a rival of the Evening Star, and it is our opinion that the latter may find itself supplanted by its spirited neighbor.

The N. Y. Times thinks, and truly we think, that Mr. Cullen's defeat in the late election is owing, not so much to his position on the Chinese question, as to the unpropitious course he pursued during the Russian war, when his speeches denouncing the country's course, figured in leading type in the Russian journals.

Our friends are indebted to our friend, Mr. Kirkham, for some fine specimens of gold, silver, and copper ore. The two first named, came from a place which he owns, about seven miles from the city. We should think that Mr. Kirkham's "digging" merited a thorough investigation by some competent miner, who knows what might be brought to light in the way of wealth, that now lies useless in the earth.

THE WEATHER AND THE CROPS

April 17th.—For several days past the wind has been cold and variable, and the temperature of the atmosphere, and especially of the water, has been low. In the middle and lower portions of the middle of the State, young corn plants have been up, and are now about two or three inches high, and are doing well. The corn in the higher portions of the State, however, is not so far advanced, and is only just beginning to appear. The corn in the lower portions of the State, however, is not so far advanced, and is only just beginning to appear.

THE NICARAGUA NEWS

The last intelligence from Nicaragua leaves little hope that Walker will succeed in his wild undertaking in that country. It seems all the previous accounts of the taking of Castillo by Lockridge, and proves by his vigorous retreat from that point, that Walker's power is at an end on the Atlantic side. The Pacific side, there can hardly be a doubt. There is no direct news from Walker at Rivas, and the silence is ominous. His recent reported retreat there still holds the slightest confidence, and the strong probability is that he has on the Pacific side, already beaten a retreat not unlike that of Lockridge, on the Atlantic—whether with greater or less disaster remains to be seen.

THE NATIONAL HOTEL

The New Haven Palladium says: We understand that our fellow citizen, H. L. Scranton, Esq., of the Towhee, has leased the National Hotel at Washington for ten years, and that he leaves for the capital within a few days, for the purpose of re-opening the renowned establishment. It will be re-opened throughout, and under Mr. S.'s administration, no one need fear mismanagement or misdirection.

THE NATIONAL HOTEL

The National Hotel at Washington, which has been leased for ten years to H. L. Scranton, Esq., is to be re-opened under his administration. The hotel is one of the most prominent buildings in the city, and has been for many years a place of resort for the aristocracy and the wealthy. The new management promises to improve the hotel in every respect, and to make it one of the most comfortable and convenient places in the city for the accommodation of the traveling public.

THE WHEAT CROP IN EUROPE

The wheat crop in Europe is reported to be a very good one, and to have increased in quantity and quality. The weather has been very favorable for the growth of the grain, and the yield is expected to be much larger than in previous years.

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WILMINGTON CHARLOTTE & DETER-ROAD RAIL ROAD

The action was taken on the part of the stockholders of the Wilmington, Charlotte & Deter-Road R.R. Co., to call a meeting of the Board of Directors for the purpose of considering the question of the proposed extension of the road to the town of Deter-Road. The meeting was held on the 15th inst., and the following resolutions were adopted: That the Board be authorized to issue bonds in the amount of \$1,000,000 for the purpose of extending the road to Deter-Road.

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COMMERCIAL

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