

—THE—
Durham County Republican.

Durham, N. C., Tues., July 29, 1884.

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REPUBLICAN NATIONAL TICKET.

FOR PRESIDENT:

James G. Blaine.

OF MAINE.

FOR VICE PRESIDENT:

John A. Logan.

OF ILLINOIS.

REPUBLICAN STATE TICKET.

FOR GOVERNOR:

TYRE YORK.

OF WILKES.

LIEUT.-GOVERNOR:

WILLIAM T. FAIRCLOTH.

OF WAYNE.

Treasurer—WASHINGTON DUKE.

of Durham.

Secretary of State—GEORGE W. STANTON.

of Wilson.

Auditor—F. M. LAWSON, of Madison.

Superintendent of Public Instruction—FRANCIS

D. WINSTON, of Bertie.

Attorney General—CHARLES A. COOK.

of Warren.

Associate Justice of Supreme Court—DANIEL

L. RUSSELL, of Brunswick.

NOT NEEDED.

We make no apology for yielding a goodly portion of our space to the tariff. When we hear well educated and intelligent men saying "they know nothing of the tariff" we feel justified in placing our position before the public. If the opposition have a case they will probably present it. We can tell these intelligent men that if they do not understand it that the laboring classes are coming to understand it and to see that their interests are on the side of Protection,—Protection from bottom to top. This is the main issue of the campaign in its National aspect. It is boldly asserted in our party platform: it will be boldly pushed into notice. Our stake is stuck there: the working classes know where to find us.

The defection of the labor vote from Democrats amounts to a stampede. It is a thing, too, over which neither party has any control. It has come about from natural causes and will have far-reaching results. There has never been anything like it in the history of the country.

BLAINE AND LOGAN.

The letters of acceptance of both Blaine and Logan have been given to the public. They are remarkable documents and entirely in accord with the platform upon which they have been nominated. They are American through and through. They discuss public questions with vigor and originality and those who read them will see that there is no dodging about them. They face each issue and force the fighting all along the line. Our leaders have shown themselves aggressive and the democrats are badly stampeded and are entrenching for a defensive campaign. We can tell our readers that with Blaine and Logan there will be a lively time in politics from now till election.

OUR PUBLIC ROADS.

It is a fairly well settled principle in political economy, that land in its original state has little if any value: that values in lands are in direct proportion to the amount of labor expended in bringing them to their present condition. It matters little what the land promises in richness of soil, valuable timber or hidden wealth. The first expenditure to add value is the construction of roads and it therefore follows that the lands along the highway should not only be charged with the expense of construction but mainly with the expenditure necessary to keeping them in repair at all times. No good reason can be shown for keeping up our public roads mainly by the labor of that large class who have but little, if any teaming to do. Foot travelers do not cut up roads and make them all but impassable. Their travel alone, is an improvement, but for most purposes a foot path answers all their requirements. The main traffic of a public road is carried on by farmers: they are the land owners either directly or indirectly and the land should bear the expense. This is contrary to the generally accepted idea but a plan that places this burden where it rightfully belongs is the plan calculated to furnish good roads. Rail Roads charge most for most service and so should a public road demand most. Under the present system the farmer with his hundreds of acres and ten or a dozen teams contributes no more toward keeping up the high-way than the drivers of his teams: in fact he is the one to sit in the shade and play "boss" while his less fortunate neighbors handle the pick and shovel. It may be safely stated that such conditions do not furnish good roads. The plan of charging the expense of keep-

ing up roads to the lands along the high-way is the only just and equitable one. The progress of our age is demanding some improvement over the system now in force. Our last Democratic Legislature was appealed to for some well devised and suitable plan but they seemed wholly incompetent to formulate one. Place the expense where it rightfully belongs and the rest is of easy accomplishment. Give us the contract system: let the contract and then levy the Township tax and let the Township Justices demand a strict compliance thereto and we shall soon see a marked improvement. It is the cheapest and best of all systems: it needs more of judicious care than of actual labor. A little attention at the proper time renders it unnecessary to expend that amount of labor that is required where neglect is the rule. If it is Democracy to take the labor of the poor and unfortunate to keep up a route of travel for the land owners then it is time we had less of it.

"TRACE CHAINS, SPOOL COTTON, and the INFERNAL REVENUE."

Our readers will probably recall the name of Risdan T. Bennett who was a candidate for Congress and spoke in Stokes' Hall two years ago and made the above caption the burden of his song. He promised most solemnly that when he got to Congress the "infernal revenue" laws should be abolished and that the tariff on trace chains and spool cotton should come off. He got there by the skin of his teeth. Has he kept his pledges solemnly made to the people? We have scanned the records of Congress closely and find that he never made a motion or introduced a bill save one, to prevent the intermarriage of blacks and whites in the Dist. of Columbia. It is ever thus with Democratic professions and the people are finding it out.

THE MAN.

Mr. YORK's private life, THE CHRONICLE has with great pleasure been informed, has been full of good deeds and charity. Those Democrats (if there be such) who fancy that he is a man of a bad life only do themselves discredit. Nor is Mr. YORK a weak man. He has made his neighbors and associates not only respect him but also feel the force of his individuality. He is a plain, good-hearted North Carolinian, with the hard, common sense that God has given the most of our plain Carolina people, and with a heart too big to see a man suffer without an effort to relieve him.—[Chronicle. Dem.]