HALE'S WEEKLY. By P. M. HALE, PRINTER TO THE STATE.

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THE MUD-CUT BOOM.

For some weeks ramors have been thick upon the Streets as to a "Mud-Cut Boom, so called that was to affect seriously the polities of North Carolina but in spite of bur efforts w found it impossible until last Saturday to of tain a copy of it for publication. This morning, however, the readers of HALL'S WEEKEY have the paper had before them explation at literation with the assurance that its late presentation to them has been from no lack of persistent

seal habitation and bears no name by which to indicate its source; but while this s true its purpose to divide and distract the Democratic party in North Carolina is so salisable that we are unwilling, without the illest and analiest proof, to avow a beliehat it had its origin in any other than a called bear. Certainly he is no true Denjoerst who does not look upon all at empts to destroy the harmony and conseon ally the efficiency of the Democratic party as attempts to do great wrong to our State and our people, but when such attempts take shape in efforts to stir up strife and to excite had blood between the people of the different sections of our State they constitute a crime that in purpose and intent falls short in nothing of the nest odious treason. Of the purpose and intent to commit such a crime the paper which we print below furnishes evidence full and complete and varied.

The precise form which this latest attack upon the integrity of the Democratic party in North Carolina has assumed is that of an argument against the completion of the Western North Carolina Railroad by cutting short the work at Asheville, the point at which it has now practically arrived. The reasons assigned for the stoppage of the road at Asheville by the paper which, in spite of its select and careful circulariol, is popularly known as the Mud-Cut Boom, are interneral:

legislation more than two millions of, dollars have been wasted in building the road from Henry to Asheville, a distance of only 21 miles by stage road, a gap that it was punecessary to fill, and that when filled must ever remain unprofitable; and furthor that unless the aforesaid Democratic legislation is undone many more millions will be wasted. In a word, all money spent on the Western North Carolina Railroad or to be speat on it under Democratic administration is money wasted: There is neither complaint we believe as to any money spent under Radical legislation nor complaint made as to management unof the company. It is only Democratic

der and scatter its forked lightning. 2. That the Spartanburg & Asheville Railroad Company, a private corporation, is both able and anxious to continue its road down the French Broad River to Paint Rock, on the Tennessee line, and there make onnection with the railway system of the lississippi Valley, thus accomplishing a completion in part at least of the Western North Carolina Railroad without, expense

waste that makes the Boom roll its thun-

3. That the continuance of the road by the State under existing legislation will advantage, and in point of fact is intendof by the leaders of the Democratic party to advantage, only the mortgage bondholders of that road by laying down more track for them to gobble up when they foreclose their mortgage which they can and will

Upon these three assertions the Mud-"Cut Boom rests ; but fortunately for the people of the West especially, and for the Democratic party of the State generally, neither assertion has any foundation in

It certainly is not our purpose at this late day to enter into any discussion as to the propriety of completing the Western North Carolina Railroad, for upon this question the Democratic party has spoken too often, too loudly, and too plainly, to leave any doubt as to its position. Indeed, the question is no longer a cause of disbute between parties in the State, and it is sufficient to say that if there is any one thing to which the Democratic party is fully, thoroughly and completely committed in every possible way it is to the combletion of that road. The Boom, however, takes issue squarely with the Democratic party on this question and maintains that the road ought to have stopped east of the mountains, that is to say at Henry. On that issue, however, the Democratic party prevailed and the Boom was defeated, for the road is already practically across the mountains and at Asheville. The Boom is persistent, however, in thinkwhere. When it was at Henry the Boom thought it ought to stop at Henry. It is now at Asheville and the Boom thinks it ought to stop at Asheville, and we venture to say at every succeeding station on its way west the Boom will think the road ought to stop there. But, as we said, it is not our purpose to consider whether the Boom is right or whether the Democratic parts is right in regard to the completion of the Western North Carolina Railroad. for it is a settled question. We therefore

The Boom charges that under Demo- simply absurd, for the road from Salisbury eratic legislation two millions of dollars to Asheville, a distance of 148 miles, is

proceed to point out at once the errors of

assertion in this last arraignment of the

Democratic party before the people of

wasted in building the road from Henry to Asheville. The truth is that none of the money has been wasted and only \$494. 609.91 have been spent under the legislation referred to. Any one who desires may see for himself from the records in the State Treasurer's office that the exact amount spent under the act of 1876 menioned in the Boom is \$256,609.91. Of his amount \$121,919.23 was for the sunort of the convicts and the remainder, \$134,690,68, was for the purchase of iron; that is to say, in 1877, \$34,437.26, in 1878, \$48,226.59, and in 1879, \$52,026. 3. Under the other act referred to, that 1874-75; the State Treasurer's books iso show that only \$238,000 have been raid out making in all \$494,609,91.

This much has been spent, but not a lollar of it has been wasted for the simple reason that for its repayment the State has the amplest security and not only that, but ecurity for the him of the convicts as well. For all the work done by the convicts on the road the State is credited and he road is charged at the usual market rate for such work, and to secure payment, herefor, the State has a lien upon the road. Instead then of a waste of over two millions there has been an expenditure only of just \$494,609.91, the repayment of which, together with the payment for the hire of the convicts, is amply secured. And in this connection it will be well to bear in mind that whether idle, or at work n the Penitentiary of out of it, the State annot escape paying for the clothing, guarding and feeding of the convicts. By iring them out to the road with a lien for their hire, the State not only gets its money back but makes a substantial profit. The books of the State Treasurer show that under Democratic legislation to the first of October, 1879, the State paid for the support of convicts on the road \$121,919,23. nd for the hire of said convicts to July 1st. 1879, the State has a lien constituting ample security for \$201,347.00, that is to ay giving a profit of over \$100,000 at impletion of the road to Asheville. This loes not look much like waste; but if it be waste we doubt not the people will pray for more Democratic legislation as that is the kind of legislation that makes convict

casion to correct another persistent misepresentation and state that the land slides into Mud-Cut have not damaged the road a dollar, but on the other hand have saved money. Within two hundred vards of the cut is a deep fill and the slides from the mountain side actually save money to the road by the readier access thereby given to dirt to put in the fill. But the assertion of the Boom is absurd

ent including Penitentiary and Asylum and other construction bills amounted to just about the same sum. According to the Boom, however, our worthy State Treasurer by some magical financiering not only paid current expenses but furnished a million of dellars besides to throw away between Henry and Asheville. Now we have great confidence in Dr. WORTH's financiering apacity, but to pay \$2,500,000 of debts, dollar for dollar, with \$1,500,000 of assets is, we think, beyond even his skill. And strange to say while all this waste is going on, taxes are actually being lowered and no debt is being made! We doubt not the people will think a lessening of their taxes is a curious accompaniment of extravagant expenditure. It has been often said of old that "figures do not lie," but that was before the days of Pinafores and Booms; the qualifying "hardly ever" will now doubtless be added. So much for the great waste in building the fond between Henry and Asheville, a road that according to the Boom ought never to have been built, and that will never be

And now a word as to the reason given why the road that ought not to have been built to Asheville should not now be built beyond it. The Boom says it will be folly or the State to spend its money to build a road from Asheville down the French Broad River because Mr. President McADEN's Spartanburg Company is ready, anxious and able to build it with private means. Upon this point, however, we doubt not Mr. President McADEN is better informed than the Boom, and here is what Mr. President McADEN says; it is conclusive:-

CHARLOTTE, N. C., Nov. 17, 1879.

In reply to yours I will state that the ssertion in circular referred to, that the Spartanburg and Asheville Railroad Comany was able and anxions to build the ad to Paint Rock, is made without the authority or approval of any one connected with the Company. The authorities of the Spartanburg and Asheville Company have ever contemplated any connection with he Great West except through the Western Railroad at Asheville. The Spartanburg and Asheville Company is without ans to build from Hendersonville to Asheville, and is anxiously looking to the ompletion of the Western Road, hoping that the western connections will so help its credit that means can be raised to get to Asheville. R. Y. McADEN. So the second assertion falls to the

ground for want of foundation. The third assertion is simply a charge of corruption against the Democratic party and crops out in every part of the Boom. A single word, however, and a word that has already been spoken flings it at once to the winds. The Boom charges that the effect and purpose of the aforesaid Democrafic legislation and its continuance will be to give the mortgage bondholders greater profit and the State greater loss. This is

alone worth far more than all the liens upon it; which fact puts it in the power of the State to set at defiance one and all of the mortgage bondholders. The fact is,. the mortgage bondholders are safe and se is the State. So the third assertion also, the puny child of vindictive malice, falls helpless to the ground for want of founda-

And here we might be well content to stop if the Boom did not strike at every work of pholic improvement in the State. So long as our present financial distress continues, a distress by the way that is due not to Democratic legislation which excites the ire of the Boom, but to Radical legislation that affects it not at all, the only possible way for the State to aid works of public improvement is through the labor of the convicts. When, therefore, the Boom shall succeed in making any other disposition of the convicts than that no adopted under Democratic legislation it will sound the death knell of material progress in North Carolina. Are the people of the State ready for this? The Boom may be ready for it but we doubt if the people of the poor West are ready for it; and too we doubt if the friends of the unfinished Cape Fear and Yadkin Valley Railroad are ready for it. We doubt too if the friends of the various projected canals and roads in the tax-paying East that will s soon come in for their share of convicts under the present system are ready to cut the free down just as their share of the fruit is ready to ripen.

And then too to hire out the convicts, to put them to labor in the Penitentiary. or indeed to put them to labor in any way except on works of public improvement. involves the forcing of the products of the labor of a large number of convicts into competition with the products of the labor of honest men and honest women. Is the Democratic party ready for that when there is no necessity whatever to force such a competition? The Boom may be ready for such competition but we cannot think the Democratic party is ready for it.

The Boom, however, cares for none of these things, and would fain persuade the Democratic party to believe it could still be the dominant political organization in North Carolina after having cut itself loose labor pay profit. And just here we take from every section of the State unprovided transportation! Was ever folly so supreme. was ever madness so great, as to believe such a suggestion to be honestly made? No Democrat who will take the trouble to count up the Democratic members of the Legislature from counties demanding their share of convicts will doubt the impolicy of forcing an unnecessary conflict with them on so vital an issue. In the bosom s well as untrue. The public records of the Boom, however, the result of such show to every one who will examine them a conflict creates no apprehension, and in that in the last three years the amount of lits mouth the fruit of the policy of forcing taxes collected by the State from the peo- unnecessary conflicts inside of party lines, ple is \$1.420.981.10, and that during that of which there was so lately so plentiful a time the current expenses of the Govern- crop in New York, testes not bitter but sweet; and it would fain persuade North Carolina to seed her political soil for a similar harvest! In a word, to divide us a the best way to conquer us is the purpose of the Boom. With the fate of New York right before its eyes, however, the Democratic party of North Carolina will do well to reflect maturely aml count carefully before it attempts to crush out or to cut loose from any section of the State, lest in the expressive slang of the day it

may "cut off more than it can chaw." Especially will the so called negro counties be slow to endanger the power of the Democratic party so long as those counties are entirely dependent for protection from the horrors of negro local rule upon a Democratic legislative majority. The Boom neans death to white rule in negro counties just as surely as it means death to public improvements in counties that have them not. It is so easy for the tax-payers, and heavy ones they are in the negro counties, to foot up the cost of negro rule in their county governments that we doubt not they will do it, and having done it we are quite sure the Boom will find no friendly: lodgment with them. The control of the Democratic party in the Legislature is the only security the negro counties have for the continuance of their present system of county government.

THE BOOM

Where Half of Our State Taxes Go.

Distance from Henry to Asheville, by Distance from Asheville to Paint Rock 44 miles Distance from Asheville to Ducktown 150 mile THE "MUDCUT" SECTION."

By legislative action, which it is now too late to recall, over one million dollars raised out of the tax-payers by the medinm of the sheriff will have been spent. before the next Legislature meets, to build the railroad across the mountains from Henry to Asheville (21 miles by dirt road), in addition to nearly a million dollars more previously spent but raised partly from sale of State roads. It has been an almost total waste of these Two Millions since the railroad when it gets to Asheville will be met there by another railroad coming up from Spartanburg, being the natural outlet, and built by private enterprise without costing the tax-payers a cent. This railroad will take the great bulk of the freight and passengers, not having the dangerous and ever-sliding "mudcut" on its line, bcsides being 100 miles shorter distance to the seaboard, and will leave the State without any return for its two million dollars spent in tunnelling and "mud-cutting" to et across the mountains from Henry to sheville. The road would doubtless ave been equally profitable by remaining with its terminus at Henry and the two millions might have been spent on the Public Schools, or kept in the pockets of the tax.payers. Asheville has its railroad the Spartanburg anyway, and the only posible benefit derivable from this huge expenditure of the public money is to the holders of mortgage bonds on the Western N. C., railroad who will have 29 miles on the State as they eventually must do. It is useless to speak of the expensive engineering on this track from Benry to Asheville or of the ever-sliding, evervawning gulf at "Mudeut," which like he historic one in the Forum & Rome, threatens not to close till all our saluables re thrown into it.

THIS WASTE OF TWO MILLS NS of public money, on this little distance from Henry to Asheville could there have taken place if the facts had bee known and indeed if persistent efforts is certain quarters had not kept, them care illy concealed. For this reason, the facts in regard to the expense and propriets of going beyond Asheville should be fully and widely made known, and thoroughly discussed, that the people, who should only be taxed by their own free will and consert, can instruct their representatives in the next Legislature whether or not to reeal the act levying taxes to pay the annual subsidy to this railroad coaporation to mild un-productive branches beyond Ask ville. The acts, the partial repeal of which or heir medification so as to stop the raising taxes to hay subsidies to built beyond Asheville are chapter 106 (page \$6) laws

1876-'77 and chapter 150 (page 172) laws 1874-'75. It is to be fedged the passage of some of the provision of said Acts was procured rather by the extrous manipulations of shrewd politicans and wire-pullers living beyond the Blog Ridge, or if from this side acting in the interest of the mortgage bondholders of Sie road who are its real owners though he State holds a large part of its worthles and unsaleable shares as a pretext to progree sub-sidies) than in the interest of the great body of the tax-payers who live gost of the Blue Ridge while the money is to be spent west of it. East of the Blee Ridge pays (24-25) twenty-four-twenty lifths of he taxes that go into the State Reasury. West of the Blue Ridge-eleven counties -pay one twenty-fifth of the State taxes. not as much as their proportion of the expenses of the State government so that the tax for the railroads beyond the mountains is all to be raised this side of them and sent over there. The provisions in the acts in question

PERPETUAL IN THEIR TERES and unless repealed the levy of axes for these railroads must continue indefinitely for to use the language of a Sepator be youd the mountains, who sat in the last Legislature, they "have our noses to the grind stone and intend to keep them there until all the trans-montane rails ads are built." 'Not content with taxing he taxpaying portion of the State for on unproductive railroad from Henry to Aneville he act provides for two from Ash ville on, one branch from Asheville to Past Rock and another from Asheville to Dicktown. The act requires that when one convict, at the tax-payers' expense, is put to work on the Paint Rock branch, another shall be put to work on the Ducktown brach, and f course where one dollar of the ax-payers' money is spent for from or cass ties on the Paint Rock line another de lar shall be spent for like purposes on the Ducktown line. Let us look at the to lines

THE PAINT ROCK LINES This will benefit one county on Mad-Madson-which pays \$1,628 of State and gave Vance its full Democratic trength 927 votes. It is het necessar, to tax the other portions of the State build this 44 miles of difficult road, Equiring heavy grading and numerous bridges, since the private enterprise which builds the railroad from Spartanburg to Ask wille is not only willing, but anxious, to carry their road on to Paint Rock to connect with the road from Morristown and thus make a through North and South line. . let them do it? It will save many dollar to the sore-laden tax-payers of No-in Carolina and Madison county will be fully as

much benefitted as if the tax-payers ad built it. The railroad from Chattanoog to Bristol (see map) owns this Morristowns o Paint Rock branch and would be glad to make a favorable connection with a North and South line, such as the continuation of the Spartanburg line would be, their och main line being an East and West line. If the tax-payers, however, have to boild the Western North Carolina Railroad on from Asheville to Paint Rock, this rough being an East and West line, the railrost from Chattanooga to Bristol being also in East and West line will not turn loose freight and passengers at Morristown to graover a rival line, when it can carry them ever its own line to Bristol and thence, for and by a shorter route with lower grades can the Western North Carolina Railroad THE DUCKTOWN RAILROAD

This work we have seen is required be built "parl passu," step by ste, with the progress of the Paint Rock line. Only seven of the eleven counties lying west of the mountains are interested in this road (Transylvania and Henderson being on the Spartanburg Railroad, and Buncon be and Madison on the continuation of the railroad, or upon the Paint Rock branch of the Western North Carolina Pailroad if the tax-payers have to build it. The seven counties for whose benefit this road is to be built are by no means among the; most populous or wealthiest counties in the State. Their politicians have so sociferously, in the Legislature and in our State Democratic Conventions, termed tem the great West" and so boldly intimated that this railroad was necessary to kee them true to the party (which was a libe upon the true Democracy of that section) that it will not be amiss to give the Dengicratic vote they polled at the last Gubertatorial election and the amount of taxes they pay annually into the State Treasury.

State Taxes Victes for 1877. \$1,728 1.888 667 \$8,637

Their "Great West" for which clamor for our millions to build t railroad pays a total of \$8,637 e taxes being about ONE-SEVENTIETH (1-70) OF THE

OF THE STATE TAX S. while the single eastern county the same year paid \$27,384 or, over three times as much as the whole seven a lities which compose their "Great West". whole seven counties of this s called "Great West" gave Vance 3,611 vetes being one thirty-fifth of the Der eratic vote of the State and a little mot than the total vote cast by the one easter, county of Franklin which is so small? hat it sends but one member to the lower Touse of the General Assembly. And i is by mon-paying political railroads, guarded and

threats of losing an indefinite part of this pavers living this side of the Blue Ridge are to be kept to the grindstone till all the transmontane railroads are built." Let us see what this one railroad from Asheville to Ducktown, which the tax-payers must build (unless the above act is repealed) will cost. It will run through mountain chain after mountain chain, will require the cutting of numerous and costly unnels, the building of numerous and expensive bridges will encounter doubtless many mudcuts (while one has been too much for our patience and pockets) much of it must be graded in the solid rock,

and it must surmount an aggregate grade OVER 7,000 FEET OF ELEVATION from Asheville to Ducktown. Competent agineers estimate its cost at from \$10,-000,000 to \$15,000,000. It is safe to say that the two branches the tax-payers are condemned by this act to build beyond Asheville will cost fifteen millions of dollars. This is just one-tenth of the entire assessed taxable value of all the property in the State-horses, mules, cattle, sheep, houses, lots, lands, bonds, and property every kind. For what are we to sacrifice one-tenth of all our property, for whose benefit are we to toil one hour in every ten? Look at the map. The Ducktown railroad ends in a nest of mountains where it is as effectually "bottled-up" as Butler was at Bermuda Hundreds. The country through which it is to be built at our expense, and

THE AID OF THE SHERIFF'S HAMMER. would not from the evidence of the taxlist (taken under oath) ship enough to load one good train of cars a month. The people along the line are not to blame for this. Nature made their country mountainous and they cannot turn it into fertile plains. But some will say, through freights can be had by going on to Chattanooga. In reply: 1. Whence is to come the millions of money to tunnel and "Mudcut" the fifty miles across the Smoky Mountains from Ducktown to Chattanooga? 2. If these millions are procured and the work done, its effect will be to destroy and render valueless the great sum spent to build the Paint Rock branch for a "through route." 3. When the road gets to Chattanooga it will meet there two lines, each parallel to its own, each fully equipped, and each with lower grades, a horter route and less expensive to operate

and keep up! Is it just, or wise, or right to continue to tax the country east of the Blue Ridge hundreds of thousands of dollars annually for the building of these railroads in the transmontane, which if built and made a present of to the State would probably re-No one objects to the people beyond the mountains having their railroads. But let them build them themselves. If likely to be profitable, private enterprise will build them, if not likely to be profitable, why should we be taxed to build them for other people's benefit? Why should we be taxed to build the Paint Rock branch for the benefit of the single county of Madison, when private enterprise will build it if allowed to make it part of the Spartanburg line? Why build a whole railroad for the one county of Madison on the other side of the mountains with her annual payment of \$1.628 of State taxes and her 927 Democratic votes, when no aid can be extended to large tax-paying

build railroads that would be profitable? WHY TAX OURSELVES TEN TO FIFTEEN MILLIONS

of dollars to build a profitless railroad, (parallel to two, one each side, already existing) through the seven counties constituting the "Great. West," with their combined total of \$8,637 annual payment of State taxes, and their aggregate of 3,618 Democratic votes, when at the same time all aid must be refused the Albemarle section to build a railroad out from Edenton. or to the centre to build a railroad from Raleigh to Plymouth, or from Fayetteville to Washington, or others that might be named

As a matter of policy even, can the Democratic party in its next State Convention afford to endorse the continuance of heavy taxation to raise subsidies for these railroad corporations, in which the State's interest is a sham and the real owners are the holders of the mortgage bonds of the roads? A Presidential election year is before us. The Republican party will put forth all its efforts. Can we justify the continuance of the above expenditures, when our opponents take, as they will assuredly do, a stand against it? or should we not rather be satisfied that we have done enough in cutting a gap through the mountains to Asheville for an outlet, wisely stop there and leave the country beyond the Blue Ridge to build their own local roads into

WE HAVE SEEN COUNTY AFTER COUNTY, Halifax, Greene and others for instance vote down county appropriations to rail roads when the railroad did not happen to run the whole length of the county, one end of the county not being willing to be taxed for the other end. Can we then expect the whole State to be willing, after a ull discussion, such as we will have, tosupport and endorse at the polls, taxation levied to build railroads in the extreme end of it beyond the mountains, in the poorest section of the State (according to the taxlist) and exactly where railroad building is most expensive and that too when it is so clear that no possible return can come to the sections raising the taxes? It can not be said that the transmontane section has ever helped to build our railroads. It can be demonstrated from the Auditor's Reports that in no one year has the country beyond the Blue Ridge, taken collectively, paid more taxes into the State Treasury than the pay and mileage of their sheriffs, the cost of their insane and deaf and dumb and their portion of the State have never paid any net revenue which could be applied to the building of our

THE COUNTRY EAST OF THE BLUE RIDGE transmontane railroads but they are required to convict their criminals at an expense to the respective counties ranging from \$100 to \$1,000 to each convict, and then these convicts are shipped off across the mountains where their labor can bring no return to us-the expense is for us, the profit is for others. In other States the convicts are hired out so that their penitentiaries are a source of profit, and the return from the convict labor lightens somewhat the taxation caused by the expenses of trial and conviction. Here they are convicted at the expense of the counties, transported at a heavy expense across the mountains to a remote end of the State to build

'clothed at the expense of the State, and 3.618 votes that "the noses" of the tax | all these expenses and the labor of the convicts virtually given away to the mortgage bondholders of the road and for the politi-

cal promotion of aspiring gentlemen from the mountains. If the issue was fairly put, and it may be done in the next election, to the people of each county, "do you wish the taxes now raised out of you to pay subsidies to railroad mortgage bondholders to build their railroads beyond the mountains to remain in your pockets or devoted to educating your school children instead of its taking its present course where it is hopelessly lost to you and yours; and do you

prefer that the convicts convicted at your expense be retained in your own sections to build your own railroads and good county roads, or hired out as in other States so as to reduce the expenses of convicting them, in preference to sending them as now to a remote region and taxing you besides to transport, and guard and clothe them there to labor for others?" should this question be put does any one doubt the one doubt that it will be put? Ought the Democratic party to endorse a continuance of a system which if fully discussed and submitted to the popular vote will not re-

A recent occurrence renders the consideration of this matter by the party more urgent. At the last Legislature the one law which concerned, more than all other laws of that session, the poorer classes who cast so large a proportion of our votes, was a bill to give increased school facilities. By some means the bills levying taxes for the railread subsidies and all other taxes were all signed but

The Speakers very unfortunately appealed first from the Attorney General and then from Judge Eure, both of whom directed them to cure the "mistake" by signing the act, till they got into the Su preme Court which after considerable hesitation and delay held that they had no power to make them sign. In consequence the law passed by the Legislature in favor of the children of the poor is effectually vetoed. To some extent our opponents will succeed in attaching some bla the Speakers' unfortunate action in this matter upon the Democratic party. Is it prudent then, on the back of this to go nto another campaign with a plank endorsing the subsidies to the rich railroad cor-

porations? It is true our last platform had a plank advocating judicious aid to the Western N. C. R. R. But is that to continue forever? Does it bind the next State Convention? Is it judicious in the light of the subsidies after we have built to Asheville? And when private enterprise will build the Paint rock branch and the Ducktown line is demonstrated to be a delusionand a snare?

If there should be men in the next State Convention from east of the Blue Ridge who, in spite of the above facts, in hopes of securing support for their own aspirations to office from the seven counties which compose the much vaunted "Great West" are willing to sell out their mangood and our pocket books, is it not better to face them down and out-vote them in the Convention, than by yielding put ourselves in the wrong and face a wronged and outraged people on the hustings and at the

These matters merit calm and earnest consideration. There is too much disposition on the part of men who claim to control the aforesaid "Great West" with its solid seven counties with their 3.600 Democratic votes to use that vote as a sort of trading eapital and to bull-doze with it the rest of the State.

Sectionalism is deplorable, and this is the very worst and most odious form of sectionalism, to claim for one small section the exclusive right to receive the benefits. and that other sections are to bear the bur-

In conclusion, the amount of burdens borne by a few of the counties for the payment of this railroad subsidy is subjoined In calculating it, the approximate value of their convict labor, which might be hired out, but is now lost to them, is added to the amount which the counties named pay into the State treasury in cash for their part of this railroad subsidy :

\$15,000 | Cumberland \$4,500 New Hanover 11.000 | Wayne Northampton Granville 4.300 | Chatham 3.500 Craven

It would be too long to give a list of the amount the railroad subsidies are now costing each and every county in the State. Each individual can calculate for himself that he will save over half the sum he now pays in State taxes by stopping the further waste of money in subsidies to build political railroads,

The friends of the continuation of this ubsidy would do their cause service by not breaking out into ill-temper every time this question is brought forward. It causes distrust in the public mind. The appropriation of so large a part of our taxes materially affects every tax-payer in the State and it must be discussed, like every other public question, publicly and on its

It is not often that readers of HALE'S WEEKLY are troubled with half a dozen columns on one subject, and when they are the usual supply of miscellaneous and news matter finds place on its ample pages. The editor who has learned his business has learned early in his newspaper life that the great public cares less for his thinkings than for news and for gossip, and always sacrifices his pet "editorials" to news which will interest people or to a good story which will make them laugh. Mudgovernmental expense if that much. They Cut and the necessity to go through it have crowded out to-day several of our own pets. and what is of more importance the City Editor's weekly contribution to Raleigh's material 'interests. In printers' parlance our pets are "dead"; his will keep.

THE great American newspaper, so the New York Tribune calls itself, ought to be ashamed of trying to make people believe that Mr. ToomBs' toast, telegraphed to GRANT celebration in Chicago, was "death to the Union," or anything at all like it. By iteration and reiteration of the fable, the Tribune has succeeded in making some people out here even believe it, though we did not think there was a ten-year old child in all the South with so little sense Why, even Mr. Toombs has more sense than to say so silly a thing.

NEW YORK CORRESPONDENCE

[Correspondence of HALE'S WEEKLY. NEW YORK, Nov. 13, 1879.

MR. Entron :- Quite a number of North Carolinians have been here lately under medical treatment, the large majority beine ladies. Of the other sex. Chief Justice Smith has been, I am glad to say, discharged by his physician, and will be home, probably, before you print this. trust that he will now have good health, and that he may long adorn the social circle and the high judicial position to which he has been elected. I have seen him frequently since he has been here, and

always with rare enjoyment. By the way, I was amusted, at first, at the requirement of the most eminent phyians to whom our people generally come—that their patients should board up town, not below the Fifth Avenue Hotel. patient lower down town. This was laughible, as an apparent evidence of the pretentious demands of fashion; but on reflecpopular and emphatic answer? Does any tion there is reason for it. Every quarter will be compelled either to abandon his of an hour of these professional magnates is worth twenty-five or fifty dollars to them, and they may well object to wasting that time in riding down town. Their charges caive their support? Of course, it will for a visit and prescription range from ten to fifty dollars, though few of them, I believe, charge Southern patients so much.

A bridal couple, Mr. and Mrs. William Shepard, of Edenton, are in town. The bride, as you know, is the lovely daughter of Paul C. Cameron, Esq., of Hillsboro, and the bridegroom son of a centleman of Edenton, for whom he was named very distinguished as a Legislator, Congressman, and literateur, during his life.

I hear of one of the saddest cases of re verse of fortune that I remember. An old gentleman was the head of a great mercanile house which failed during the late long continued period of reverse. His large fortune was swept away, for he paid his creditors instead of doing as so many others have done, compromising his debt and retaining a large part of his means. He continued to pay as long as he could command his assets, until he had settled off inety per cent, of his debts, and then his creditors released him from the remaining ten per cent. He is now, I learn, seeking a position as a salesman! In his prosperous days he was in the habit of giving housands, especially to the church of which he is a devoted member, at one time giving his check for \$13,500 to pay one of its debts. I have no personal acquaintance with him, though often seeing his bent orm and gray head as he passed around the plate on occasions of church collections. is to be hoped that his gray hairs will yet be saved from "going down in sorrow lady might be even less inclined to make fer in his prosperous days. Doubtless there are many like cases of reverse in this great city and in these times, but this is the most notable one that has come to my knowledge. I do not feel at liberty to give his name, which would be known to most Southern merchants.

George Augustus Sala, author of a por ular book of travels in Russia, will sail from London on the 15th instant for the United States, commissioned to make a tour through the Southern States as a correspondent of the London Telegraph, in which paper his letters will be published. The World says, "It will be of great interest not only to his own people but to Americans to study the new social condition of the South through the eyes of, so close, so impartial and so well-trained an observer of men and things." We would like to know in what interest Mr. Sala will write? If a radical view is meant to be presented, his book will sell, for the bloody shirt folks here will buy it. If he is actuated by a kindly feeling to the South, he need not look for either praise or profit when his observations come to be embodied n book form, for the Northern people will not buy it to any great extent, and the Southern generally lack both the ability and the opportunity to buy books.

The death of Mrs. Eaton, at the age of 84, has revived the recollection of the prodigious sensation which she created fifty years ago, when the refusal of the wives of Jeneral Jackson's Cabinet and of the Vice-President to recognize her, notwithstanding that her husband was a member of the same Cabinet, caused the resignation of that, cabinet and affected politics for many. years after. Her reputation was not of the best, but she and her husband and General Jackson insisted upon her social recognition by Washington society. Mrs. Calboun, of South Carolina; Mrs. Branch, of North Carolina; Mrs. Berrien, of Georgia, and Mrs. Ingham, of Pennsylvania, utterly refused to have anything to do with her, whilst Mr. Van Buren, Secretary of State, a widower, had no scruples, but sided with Jackson and Eaton and Mrs. Eaton. The Cabinet resigned, per force; but Eaton and Van Buren were provided for, the former as Minister to Spain and the latter as Minister to England. The Senate refused to confirm him, and that refusal made him Vice-President first and then

It is surprising to think how courteous and gentlemanly was General Jackson, that man of iron will, when not roused by passion. In 1835 I was persuaded by a lady to go with her to the White House to call upon him. It was not of choice that I went, for I was opposed to his administration, but his courtesy and gentleness surprised me and made the interview a most agreeable one. In the room was a fine portrait of Mr. Van Buren, to which I called the attention of the lady, when the General remarked, "Yes, a good portrait, a good face, and a good man.

Leadville, the great mining town in Colorado, is said to have four churches and one hundred and eight gambling houses. This is an improvement upon an order weonce filled for a book-seller in Arkansas who wanted one Bible and nearly a thou-

I look forward to the reduction of letter postage to two cents before long, for, notbills from three cents to one cent, the revenue of the department for 1878-'79 is nearly eight hundred thousand dollars more than for the preceding year, and about a million more than was expe ted. The sending of bills in unsealed envelopes for one cent postage is a great saving to business men. The bills must be partly print-

The following good thing is related of that blind bigot of a "bloody shirt" party man, the late Senator Chandler, of Michigan. It is said that he was much disappointed at Hayes not giving him a place in the Cabinet, and refused for many months to go to the White House. Finally, he met the President, who grasped his hands warmly, and with an air of patronage said: Well, Chandler, I suppose your old constituents were glad to welcome you home again." "Yes, Mr. President,"

man who seemed discontented. He is an al-Republicans and taking my hand on soons me, he said, "Chandler, I believe you are an honest man, you never slid steel any thing but the Presidency, and that are it turns out, is only petty largeny. Confidential relations were not resumed on that

A late World ventures upon a production which I am sorry to say I do not think will be verified, viz that within three months we shall see the Republican party trying to go back to the policy of concilia tion and justice to the South which the Hayes administration proclaimed in Macel 1 77, and which it abandoned in March

1.79. This prediction is founded upon the mistaken idea shown to be a mistal by the late election, that "The bloody shirt is always an edious emblem in New York; no matter who waves it, and the Republi can party can perer win under at. It will as one of them said he would not visit a require but a few weeks of meditation to onvince New York how absurd and unjust the stalwart contention in this State against the South has been and Mr. Conking campaign of bate and falsehood or to wee his party in 1880 defeated by a fundred thousand ballots Nobody knows this better than Mr. Conkline hinsself. Perhams not. Mr. Conkling does not know it at all. any more than others. It is the patent emblem of the Radical party, which they are not likely to give up in three years, much less in three months. Of course it is not so effective in this Democratic city, but has much influence even here.

In the present condition of the Demacratic party, there are many here who ce that its triumph would be certain in the Presidential election next year if Gov. Seymour would withdraw his positive refusal again to enter public life and allow his party to run him. He is the only man who could certainly carry this State, pro bably by a majority approaching 100,000. A letter in the World from Uties, where he lives, says that his eves are as bright? and his voice as firm, as ever . His sister is the wife of Senator Roscoe Conkline and that she does not think her husband the best man in this world, is vouched by the following extract from the letter alluded to above: "I remember that some months ago at a social gathering I said to Mrs. Roscoe Conkling who is a sister of Horatio Seymour); "I have been talking with the Governor and never have emoved myself more." - Yes, said she, 2 mg brother is just the best man in this would. Without exception, Mrs. Conkling? 3-1 make no exception." was the reply; " my brother is just the best man living." too, is the universal opinion in I fice another both Republicans and Democrats. The the grave," by some act of liberality an exception of her husband since his per-

of Congress, has been arrested for embezzlement of funds of a bank of which he was President. He has made an assignment, with liabilities of \$350,000 and comparatively small assets.

A man 107 years old, gained a suit in a ourt here a few days ago, attending court himself at the trial. It was a peculiar ease. When he was 79 years old he gave man \$200 on condition that he should live in the tenement house he then occupied for the remainder of his life, rent free The owner of the house took it for granted that the old man would not live long, and supposed that he had made a good bargain. But the old man has lived 28 years, whilst the owner of the house has alled, and his widow become insane. A new house agent demanded more rent, and when the old man refused to pay it, brought suit to eject him, but the court sustained his right to keep the property so long as he may have

Let me give you one or two odd church Rev. William McKay, after reading several notices from his pulpit in the Meth odist church at Geneva, Ind., said there was another matter of which he desired to inform his congregation. His wife had cloped with Mr. Hatton, a neighbor.

At St. Patrick's church, in this city, a few nights ago, a man walked up the mid dle aisle with his that on, and took a seat nearest the altar. The sexton went up and remonstrated with him, and was answered with an oath. He was removed and taken to the station house. The next morning, when brought before the Justice, the following occurred:

"Didn't you know better than to wear your hat in church?" asked Justice Mor-

" No." answered the man with an oath "Where were you born, anyway? queried the Justice. "In the U. S. A.," was the nonchalant

"No, and I'll be - if I go again. What's the difference, anyhow, whether I kept my hat on in church or not? Well, it's just \$10 difference," said the

agistrate, smiling. Will you take \$3 cash down?" asked He was locked up for ten days.

Dr. Thomas Guthrie gives some excelent reasons for being a total abstinence

"I have tried both ways; I speak from xperience. I am in good spirit because I take no spirit; I am hale because I use no ale; I take no antidote in the form of drugs because I take no poison in the form of drinks. Thus, though in the first instance I sought only the public good, I have found my own also since I became a total abstainer. I have these four reasons for continuing to be one: first, my health stronger; -second, my head is clearer; third, my heart is lighter; fourth, my purse is heavier.

Many another man might give a similar

The colored Baptists of Alabama have for the last year sustained a the logical and normal school at Selma, with five teachers and 252 students, without incurring any debt, and paid \$5000, besides what they had previously paid, on the purchase of grounds and buildings.

The Indiana Yearly Meeting of Friends reports an increase of six members during the year past. The number of members is 17,454, of whom 533 were received by "request," and 249 by "certificate." The number of members under twenty-one years of age is 6,881. During the year 81 were disowned and 113 resigned. There are 196 ministers, a decrease of 1.

The Rev. Dr. Kirkus, rector of one of the Protestant Episcopal churches of Ball timore, having recently asked for contributions; of "gold, silver and jewelry" from the congregation for the manufacture of a new communion service, met with a response in the shape of a half bushel of silver plate and jewelry. Among the trinkets Chandler replied, "I met with but one was a diamond ring valued at \$1,100."