

For some weeks rumors have been thick upon the streets as to a "Mud-Cut Boom," so called, that was to afflict seriously the politics of North Carolina...

As will be seen, the paper confesses no "Mud-Cut Boom," and bears no name by which to indicate its source; but while this is a true statement, it is not a true statement...

The "boom" 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...

1. That in consequence of Democratic 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...

2. That the Spartanburg & Asheville Railroad Company, a private corporation, is both able and anxious to continue its road from the French Broad River to Paint Rock on the Tennessee line...

3. That the continuance of the road by the State under existing legislation will be a waste of money, and in fact is intended by the leaders of the Democratic party to advantage...

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 fact.

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.

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 completion of that road.

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.

The Boom charges that under Democratic legislation two millions of dollars

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.

And here we might be well content to stop if the Boom did not strike at every work of public improvement in the State.

And then to hire out the convicts, 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.

Especially will the so-called negro counties be slow to endanger the power of the Democratic party so long as these counties are entirely dependent for protection from the horrors of negro local rule upon the Democratic legislative majority.

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.

By legislative action, which it is now too late to recall, over one million dollars raised out of the tax-payers by the medium 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.

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more of iron is seized when they are released on the State, they essentially must do. It is useless to speak of the expensive engineering on this track from Henry to Asheville or of the ever-sidling, ever-yawning gulf at "Mudcut," which like the historic one in the Forum at Rome, threatens not to close till all our mortals are thrown into it.

THE WASTE OF TWO MILLIONS OF public money on this little distance from Henry to Asheville could never have taken place if the facts had been known and indeed if persistent efforts in certain quarters had not kept them carefully concealed.

THE AID OF THE SHERIFF'S HAMMER, would not from the evidence of the tax list (taken under oath) ship enough to load one good train of cars a month.

PERPETUAL IN DEBT. and unless repealed the levy of taxes for these railroads must continue indefinitely for to use the language of a Senator beyond the mountains, who sat in the last Legislature, they "have four noses."

THE PAINT ROCK LINE. This will benefit one county only—Madison—which pays \$1,028 of State taxes and gave Vance its full Democratic strength of 927 votes.

THE DUKETOWN RAILROAD. This will benefit one county only—Madison—which pays \$1,028 of State taxes and gave Vance its full Democratic strength of 927 votes.

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THE BOOM.

Where Half of Our State Taxes Go.

Table with 2 columns: County, Taxes. Total \$8,637,378. Includes Cherokee, Clay, Graham, Macon, Haywood, Jackson, Swain.

ONE-SEVENTH (1-70) OF THE STATE TAXES. While the single eastern county of Wake the total year end \$27,284,000 over three times as much as the whole seven counties which compose their "Great West."

thrusts at the expense of the State, and all these expenses and the labor of the convicts virtually given away to the mortgage bondholders of the road and for the special promotion of aspiring gentlemen from the mountains.

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