

THE PATRIOT.

PUBLISHED EVERY FRIDAY BY
A. W. INGOLD,
EDITOR AND PROPRIETOR.

Price, Three Dollars per Annum.

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Advertisements will be inserted in THE PATRIOT at the price of ONE DOLLAR per square of eight lines or less for the first insertion, and FIFTY CENTS for each continuance.

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From The Sentinel.
The North Carolina Railroad.

MESSRS. EDITORS:—The offensive and unprovoked attempt of General Barringer to throw more than suspicion upon my personal and political conduct, because of remarks made in the Stockholders' meeting in December last, merits any contempt rather than resentment.

I wonder it should be so dull in Charlotte, with Dr. Jones and Gov. Vance both in town. So dull that the General has to excite himself and try to excite the public mind, publishing what he thinks of me politically. I know he does it with the hope that I will retaliate, by publishing what I think of him. I shall not gratify him. I will not publish anything that he says in error as to the history of the Company, and I do the Stockholders great injustice. Again he says "Mr. Turner charges that the Stockholders some of whom were contractors swindled the State." He misses the mark. I charged no such thing. I did say the large Stockholders who paid their subscription stock in work instead of money, held their stock without having paid a dime for it. There was no swindling charged. I meant to state what was well understood at the time the Road was graded—that contractors were making their stock clear. I have been contradicted in this by an anonymous correspondent of The Sentinel, as well as by Gen. Barringer. I always heard that Mr. Richard Ashe, Bennett Hazel, Esq., Mr. Paul C. Cameron, Mr. Giles Mebane, Turner and Jones, and others I could name, made their stock clear.

I never heard it denied until recently, that every contractor did not do the same. A large contractor recently told me, he not only made his stock but money besides. I now have reason to believe that a few contractors by reason of their bad management, did not make their stock clear.

But this question was before the Supreme Court in 1855. Chief Justice Pearson then did the Stockholders the same justice or "injustice" if you please, that I did. In the case of Ashe against Johnson's administrator, Judge Pearson in second Jones' Equity Reports said as follows:

"For the purpose of inducing individuals to subscribe for the amount of stock, necessary to secure the charter of the road, the four gentlemen are as much responsible for Mr. Boyd's extravagant administration as General Leach and the State Directors. They did nothing to encourage it, and they did nothing to prevent it. Neither they nor the State Directors knew of it until it was all over and too late to apply the remedy. So it has been with all Directors in this and in all roads, and so it will continue to be. The President and Superintendent run the road, and not Directors.

The General, No. 1, charges me with "making a lame apology for Mr. Boyd." I said Mr. Boyd had spent without paying the interest on our debt, one million three hundred thousand dollars. I said he took the Presidency without desiring it, and promised as he would not give his whole attention to the affairs of the road. I said he left the Presidency informing us he had kept his promise. Mistaking this sarcasm for an apology, I mistakingly calculated to give the public an humble opinion of the General's capacity and powers of discrimination.

The General, No. 2, honors with his notice only two thirds of the present Board of Directors. He only names the State Directors. Let me inform him, the board consists of twelve members, and that Messrs. Morehead, Webb, Morehead and Davis, "large Stockholders," are entitled to the honor of his notice as much as the State Directors. They are as much adding to "paying claims and granting favors" as others of the Board. In fact when the Board, to use the General's language, "at last resolved to modify the negro hire order," they did it without the aid of either of these gentlemen. I would give the amount of Stock each of these gentlemen own, but it would not add to their capacity, fidelity or fitness for their place, except in the General's estimation.

I fear, since the General's mistake of sarcasm for apology, he has misread the old aphorism, "worth makes the man, want of it the fellow," by reading, money makes the man and want of it the fellow. I verily believe if the General's 30 shares of stock "thrown upon him by the result of the war" were thrown upon these four gentlemen, individually or collectively, it would add nothing to their capacity for Railroad management.

The General, No. 3, says: "There is little or no reform, and the money continues to flow like water." Why did you not inform the Stockholders and Directors of it? "The trains and stations," says the General, "are often the scenes of rowdiness and obscenity, disgraceful to the age and country." I am at the first of this; I never witness or heard of disorder on the trains or at the depots. Until better informed, I can only blame a large Stockholder, who knowing these indecencies, has failed to report them to the Board. I suggest to the memorialists that they amend their memorial and

and although not then represented, was to contribute two thirds of the Company's capital.

It was accordingly made a subject of anxious consideration by us, whether such an undertaking on the part of the individual Stockholders was not exposed to the objection of being against public policy, as tending to induce the officers of the Company to allow more to contractors than their work was worth in cash, in order to induce them to take individual stock in part payment, the result of which would necessarily bring into effect an agreement growing out of this understanding, or based upon it. After much reflection, we have come to the conclusion, that this objection to our entertaining the cause has been removed by the concurring acts of the Executive and Legislative Departments of the government.

They have, from high consideration of public good, concurred in, approved of and ratified the acts of individual members of the Company, in regard to the undertaking, with full notice; and it is proper to say, the matter was at all times openly avowed and justified upon the ground of public good, prejudicial to the rights of the largest Stockholder.

The disclosure in the answer of the defendant, that the contractor, with his subscription, might pay the expenses of the work from the money. In other words, might make his stock clear; that is, things were in such a condition that the State, as was supposed, would pay all the money required for the construction of the Road, and yet, individuals would own one-third of the stock. This disclosure, together with the further fact, that contractors who took one-half in stock were allowed such prices as to enable them to let out sub-contracts, to be paid in cash at a deduction of 25 per cent is really startling.

If the original undertaking was against public policy, of course this court could not in any way aid in carrying it out. The executive officers have caused the subscription on the part of the State to be paid, and the Legislature at its last session appropriated another million of dollars, to aid in the completion of a work which they deemed so important to the interest of the State.

Thus Judge Pearson settles one question in dispute between the General and myself, settles it too upon sworn testimony, and more, I doubt not, to the General's conviction than his satisfaction. Let the General answer the Chief Justice. I suggest briefly. I would commend to him the policy of his Dutch ancestors, who, in their Spice Islands, cut down half their spice trees to improve the value of the other half, by producing scarcity and doubling prices. I would find call the General's attention to his memorial, in which he pretends that the disasters of the Company are owing to dissension and division between the Stockholders and the State. I repeat, since the first election of Col. Fisher, (except one year of Mr. Boyd's administration,) there has been entire harmony between the State Directors and the Directors on the part of the Stockholders. Even in Mr. Boyd's administration there was no protest of remonstrance or objection to his project, plans and expenditures. The Stockholders, through their Directors, Thomas Webb, C. P. Morehead, D. A. Davis, and John L. Morehead, did not quietly concurring, never remonstrating against any act of Mr. Boyd's administration. These gentlemen are large Stockholders. I say it to their credit, they have devoted more time and attention to the road than all the large Stockholders owning above 20 shares, put together, and into whose hands the General proposes to commit the future destinies of the road. These four gentlemen are as much responsible for Mr. Boyd's extravagant administration as General Leach and the State Directors. They did nothing to encourage it, and they did nothing to prevent it. Neither they nor the State Directors knew of it until it was all over and too late to apply the remedy. So it has been with all Directors in this and in all roads, and so it will continue to be. The President and Superintendent run the road, and not Directors.

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ask the Legislature, to forbid the General's voting in the Stockholders' meeting, by way of punishment for not informing the Board. I would not, however, ask the Legislature to act on the amended memorial. I may add, it would be improper for that body to do so; as it would be for them to forbid the Stockholders electing a Director unless he owned twenty shares of stock. There is no impropriety in the memorialists asking for this, for it would not hurt the complexion of the memorial to add this additional but ugly feature to its face.

"As to fare and freights the whole system is a jumble of confusion, of favoritism, fraud or folly."

This may be so as to the "confusion and folly," but we have our doubts as to the "favoritism and fraud." If true, it is an argument against the large stockholders, who controlled in Governor Morehead's and Col. Fisher's administrations. The basis of charges and tariffs were made in the early days of the Company, and they have undergone no great change since. I cannot think either of the gentlemen established "fares and freights" as "fraud or favoritism." If Messrs. Cameron and Webb, the favorites of the large stockholders, have continued these "fares and freights," I submit to the General, that folly, not fraud, expresses both his meaning and his indignation.

"Freights are high. The secret is about one-half the travel, and a large proportion of the freights and telegrams are free."

If I imitated the General, in his offensive personalities in No. 1, I would call this a "reckless assertion." If the General can prove what he says, I would not give much for Mr. Webb's high character as an honest man. "Half the travel, and a large proportion of the freights and telegrams," could not be free without the guilty knowledge of the President.

I ask pardon of Mr. Webb for the supposition. Suppose it is true. It only goes to condemn the General's plan, the large stockholders and the memorial; for Mr. Webb is the special favorite and choice of the "large stockholders." If they did not make him director he could not be President.

I suggest to the General, foregoing personalities to vindicate his memorial if he can, in No. 4, reconcile its contradictions, explain its nonsense and enormities. Do this, or in No. 5 ask forgiveness of 664 brother stockholders in the Company, whom you propose to outlaw and rob of their just weight and influence in the corporation.

The State is the largest stockholder owning three million three hundred thousand shares of stock. This is in violation of the constitution, and of every law of honor and good faith which should bind man in business transactions. There are 776 stockholders, only 112 own above 20 shares of stock.

You wish to make a victim of the large Stockholder, because he is too large, and of 664 Private Stockholders because they are too small. The Legislature may make a victim of the State—that is a matter for that body and their constituents, but if they venture thus to invade the legal rights of 664 citizens, by depriving them of the just control of their property, they will appeal to Chief Justice Pearson and the Court—failing in that, they promise the General not peaceably to secede from the corporation.

If I understand the General in No. 2. He proposes to run the Road with directors.

"What road is run by directors? I never knew directors to run a road. They don't run the Raleigh & Gaston Road. Dr. Hawkins is as supreme there as Col. Fisher, Mr. Cameron, Mr. Webb, or Mr. Boyd, on our road. I can hear only of Mr. Johnson on the S. C. Road. If a Rail Road is well managed, the Presidents gets all the credit for it. It is badly managed, he must take discredit. No man except the General ever heard of running a road by directors, holding them responsible instead of the President."

Mr. Calhoun, wanted what he called a "dual Presidency," of the United States—a double headed government, one President from the North and one from the South, both to approve and sign laws. The General's running the North Carolina Rail Road with nine Directors responsible instead of the President, is an improvement on the Calhoun theory of "Dual Presidency." I must now conclude, lest your readers condemn me, for imitating the General instead of the Spice Island Dutch.

JOSIAH TURNER, Jr.

From The Sentinel.
North Carolina Railroad.

RALEIGH, N. C., Feb. 18, 1867.
MESSRS. EDITORS:—I beg you will insert the enclosed communication. It is the same I presented to you at the time it was written, and which you so kindly offered to publish; but in my aversion to appear in print, it has been withheld in the hope that some hand equally concerned, would relieve me. None however, appearing, I felt constrained to reply myself; and notwithstanding the lapse of time, I have no alteration or amendment to make in what I wrote on the spur of the moment.

Yours, very respectfully,
WALTER GWYNN.

A CARD TO THE PUBLIC, BUT MORE ESPECIALLY TO THE ORIGINAL STOCKHOLDERS OF THE NORTH CAROLINA RAILROAD COMPANY.

RALEIGH, Dec. 19, 1866.
As the North Carolina Railroad was built, and every part of the work let, upon estimate made by me as the Chief Engineer of the Company, I deem it due to myself, but more especially due to the Directors who approved of these estimates, and with whom I acted during the construction of the Road, several of whom have gone to that blissful rest "where the wicked cease from troubling," to notice the remarks of Mr. Turner, of Orange, in the meeting of the Stockholders of the North Carolina Railroad Company, published in the Sentinel of the 18th inst. In so doing, I have no new sentences to coin,

and no periods to polish. I have simply to avail myself of history. That mirror of the past reflects, arranges, and adjusts the accounts upon my hand, all I have to say and all that need be said. It may not be amiss, however, to add that this history was made to meet the identical charges now brought up; for it was apprehended, from the subdued murmurs and stifled utterance of the day, (growing out of an extrajudicial opinion of the Chief Justice) that such charges might break forth at some far off, distant period, when all the actors had passed away and no one would be left—no path-finder to track the way they trod,—plain, straightforward, and direct as it was. We feared some one with "eyes keen, I ween, to see what is not to be seen," would discover some "shadow of turning."

Some of us are now old and well stricken in years. The venerable Judge Saunders, the Nestor of the Board, watched over the affairs and conduct of the Company, with the eyes of an Argus, in all its incipient stages, and all along during the weary days of labor, and toil, and trouble, for five long years, when the work was finished, and crowned with its iron-capped superstructure. He is now stretched on the bed of sickness, never more, it is feared, again to appear among men. The gallant Fisher fell in the thickest of the battle, fighting for the sacred right of self government, and constitutional liberty. "To his memory shed a tear."

Mr. Fries and Mr. Washington, alas! now no more—men known, tried, and approved in their day, were also of the old Board. Gov. Morehead was the President of the Company, in those days. He filled the greatest office in the State, won by his virtues, with the plaudits and highest meed of praise, from every tongue; as Governor; in his brilliant career at the bar, and in his multifarious private pursuits, he was thrown into contact with thousands, in all the delicate and varied relations which arise as between man and man; and no voice of reproach ever reached him. He, too, is gone; but his memory will not perish. He lives, and will live in the annals of the State, a great and good man. And, what is still more worth, will live in the hearts of the people, ever honored and revered as a truthful and an honest man.

"An honest man's the noblest work of God. Go pilgrim, go, pursue the path he trod."

There are also those living whom the State delights to honor, who were Directors during the building of the Road. Such are the men who are charged with defrauding the State of a million of dollars, and putting it in the pockets of the Stockholders, willing recipients and parties to the fraud, (some of them the first men in the State, and all highly respectable men), for such I understand to be the gravamen of the charge, as set forth in the following extract from Mr. Turner's remarks, above referred to, viz:

"In 1848, [should be 1850,] when the Company was organized, Stockholders were to pay one million and the State two millions. The State paid money, the Stockholders did not. They paid in work at such liberal prices as to make the Road cost one million more than the original estimate of stock. This is in violation of the constitution, and of every law of honor and good faith which should bind man in business transactions. There are 776 stockholders, only 112 own above 20 shares of stock."

"After paying the Stockholders such liberal prices for work, the State was called on for one million of dollars more to complete the Road. She willingly answered the call, and paid out a third million. Three millions would have built the Road, but it cost four millions. The Stockholders and contractors for work getting the fourth million in the way of stock."

"In other words, there was a million given in the way of bounty to those who would do work on the Road."

These are grave charges, deliberately and specifically set forth, reiterated, varied and amplified by a professional hand, somewhat in the form and style of an indictment for homicide from a gunshot wound, with that inevitable and everlasting "certain gun of the value of one dollar." I will leave this old blunderbuss, levelled at shoulder in the hands of Mr. Turner, and without more ado, proceed to refute the unfounded charge that some of the most distinguished men of the State, combined to plunder and defraud her of a million of dollars. To this end I beg leave to call attention to a communication submitted by Gov. Morehead to the Legislature, Dec. 4th, 1854, in which he says in relation to a comparison of the estimated and actual cost of the Road:

"By the estimates now submitted, it will appear that the Road when fully completed and equipped, will cost as per exhibit A, \$1,235,300, over and above the three millions; it may seem to those who do not understand the subject, that the original estimate of \$3,405,132, made by the Chief Engineer and adopted by the Board, was wide of the mark, and erroneous in its calculations."

"If any such impression be made, it is due to the Chief Engineer, and to the Board, with whom I had the honor then to act, in adopting the first estimate, that it be removed. A short examination of the subject will excite surprise at the accuracy of the first estimate. That estimate was made to ascertain what sum would be required to 'construct the Road, and fairly put it in operation, and the Chief Engineer, after estimating that the Road-way would cost \$3,165,832, the work shops and fixtures \$100,000 proceeds to say—'The number of locomotives and their trains depend of course entirely on the amount of business, and may be increased as the wants of the Company require.'"

"It is not usual to embrace in the original estimates and charge to capital more, than barely sufficient to put the Road into operation, and with considerable additions carry it through and enable it to do the business of the first year. With this restriction, I submit the following estimate, viz:

"The Engineer then estimates for ten locomotives six-passenger, four baggage and eighty burden cars at \$189,800 which sum, add to the two preceding sums, gives \$3,405,132 for the Road-way equipment and work shops."

"The estimates now presented to you are intended to show what sum will be required to complete the Road, all necessary buildings and appendages, and to equip it in a style commensurate with its importance."

"By these estimates the entire cost will be \$4,235,300 (being the whole amount contained in exhibit A) which is

\$1,235,300 over and above the three millions already subscribed."

"By exhibit A, it will be seen the motive power yet to be contracted for amounts to the sum of \$259,000."

By reference to the accompanying printed report, at page 21, will be seen the motive power already contracted for, and the most of which is already received, which may be put down at a cost of

221,150

Thus making the motive power cost

Deduct estimate for motive power in first estimate

139,800

The increase for motive power is

To this may be added the estimate for houses, for overseers and hands, which might be, but ought not to be dispensed with, viz:

20,000

Also may be added at least the sum of \$20,000, rendered necessary in the estimate for additional sheds, for locomotives and coaches,

20,000

Thus we have the sum of \$410,950

contained in the present estimate, which was not intended to be estimated for in the first.

"The extraordinary rise in the price of iron since the first estimate, could only have been seen with a prophetic eye. Of the twenty-three thousand tons bought for this Road, 5,000 tons were purchased before the rise, and 18,000 tons since, at an enhanced price of at least \$22 per ton, making the cost for iron at least \$396,000, more than was anticipated. Add this sum to the foregoing sum of \$410,950, and we have the sum of \$806,950, which being deducted from the present estimate \$1,232,300, leaves \$425,350. Deduct from this the first estimate of \$3,405,132, and the sum of \$23,218 is left, as the discrepancy as to the cost of the Roadway, between the first estimate, made before the first shovelful of earth was removed, and the second estimate, now made when most of the work is executed. And here let it be remarked, the price of labor and provisions has nearly doubled since the first estimate was made."

"I must be allowed to say again, that the first estimate was remarkable for its accuracy."

In a note appended to "exhibit A," above referred to, the Governor says:

"As the entire expenditure for motive power, Machine Shops, Houses, &c., may not be required for some time to come, the sum of \$225,300, might be deducted from the present, leaving one million to be provided for." Upon this representation, the Legislature promptly and unhesitatingly increased the subscription of the State a million of dollars. I might here "rest the case." The charge that "the large Stockholders who paid their subscription of stock in work, instead of money, hold their stock without having paid a dime for it," is effectually nailed to the counter by the communication of Gov. Morehead and the action of the Legislature, based thereupon but, as I may not have another opportunity, I shall proceed to rivet it there.

After quoting, in my report to the Board, January 8th, 1856, all that is above transcribed from Gov. Morehead's communication to the Legislature, I proceeded as follows: "I would say, in addition to the above statement, that a change was made in the location near High Point, after the publication of the estimate, which involved an expenditure of \$12,000, compensated for by saving half a mile in distance, and the expense of passing through the towns on the line, exceeded the original estimate for expenditures, which could not be foreseen, by the sum of \$18,500, making the sum of \$30,500, not embraced in the estimate; from which subtract \$23,218, reported by Gov. Morehead as the excess of cost over the estimate, and we have \$7,282 in favor of the original estimate. That is, the actual cost falls short of the estimated cost \$7,282."

Before proceeding further, it is necessary to take a retrospective view. It will be observed, as before stated, that Mr. Turner, in his charges and specifications says, that, "they (the Board) paid in work at such liberal prices as to make the Road cost one million more than the original estimate." Fractions are considered especially vulgar, in finished and polished orations; they have a harsh and discordant sound, they trip on the tongue, break, and ripple the smooth current of flippant declamation; their omission by Mr. Turner is therefore their introduction. Fortunately that history, to which I myself supposed I proposed to confine myself, supplies the omission. As above stated, by Governor Morehead, the original estimate of the cost of the Road was \$3,405,132.

The Company was organized, and committed to the work, before the estimate was made, with a capital stock of three millions, one million subscribed by individuals and two millions by the State—\$405,132, short of the estimated cost of the Road. As the work drew towards completion, the State subscribed an additional million, (preferred stock,) which covered the deficit, or difference between the original capital stock and estimate, and \$584,868, over (and not a million in excess as stated by Mr. Turner.) \$396,000, of which was called for as stated by Governor Morehead to meet "the extraordinary rise in the price of iron since the first estimate," and which as the Governor says: "could only have been seen with a prophetic eye," and the remainder went towards the purchase of twelve locomotives, seven covered cars, two hundred freight cars, twenty gravel cars, &c., not embraced in the original estimate, as set forth in "exhibit A" before referred to. Thus it appears that the Stockholders, who were contractors, as well as all other contractors, were paid out of the original estimate of \$3,405,132.

Clear and demonstrative as this may be, the subject is not exhausted; there is a material point yet, to be more fully met.—If I tire the reader's patience, (whoever he may be if a citizen of the State) it must be borne in mind, that I am writing for his vindication; for although the honored dead, the surviving Directors who were associated with them, and every individual Stockholder is more immediately implicated, every man in the State is to some extent aggrieved and injured by the astounding charge—that the public Treasury has been robbed by an association of hundreds of the most respectable citizens, of a million of dollars.

How else could be characterized the payment "in work at such liberal prices, that the Stockholders hold a million of dollars without paying a dime for it?" It is a downright wilful slander on the whole State. The subject does not admit of brevity. I will therefore continue; and again referring to history, (from which it were well every man should learn to adjust and regulate his own conduct,) I find now, as in my report to the Board, Jan. 8th, 1856, illustrating how history respects

itself, that "I consider it proper here to remark that the work, though paid for partly in stock—the exact ratio of which I am unable to state, though I believe it may be put down at about two fifths, that is, two of stock to three of cash payments—was originally estimated for, let, and completed at cash prices; and I feel fully justified in stating, that the Road has cost less than if let wholly for cash—for the reason that in cash lettings at the South, the work is generally taken by foreigners, or non-residents, many of whom are mere adventurers, without means or credit, who cannot command an adequate supply of labor in the vicinity of the work, that which they do obtain is at an advanced price, proportionate to the distrust of the parties, and the imported labor still higher; it is apparent that these causes tend greatly to enhance the cost of the work, which, if not provided for in the outset, as is rarely, I may say, never fully done, must lead to a failure, and an abandonment of the contract, with the invariably attendant consequences of delay and increased cost."

"Now, when the work is executed as was the case on the N. C. Railroad, in small contracts (with the exception of the section extending from Goldsboro to a point six miles west of Raleigh) by the people on the line of the Road—no one undertaking more than he can conveniently perform, and no distrust—friends, neighbors and relations far and wide lend a helping hand—all from one end of the Road to the other being engaged in the same cause, with one object in view, being united in sympathy and kind feelings; what one may lack in labor and means, his more abundantly supplied neighbor will provide."

"The Road furnishes as safe market for the whole country adjacent,—the contractor or consume his own provisions, works his own horses and his own hands—being as it were the purchaser of his own surplus products, and the hirer of his own horses and hands,—finding remuneration and ample recompense in pay received for his work. It follows then as a necessary consequence and it must appear obvious to every one, that the native contractor, resident on the line of the Road and adjacent thereto, can work for a less price than non-residents of the State, who would have to import foreign labor,—and if white labor, as probably it would be, would cost more than slave labor, besides not being so effective (in the Southern country) by at least thirty per cent. My own experience and observation, sustained by that of skillful and experienced contractors, fully justifies me in making this comparison and ratio between white and slave labor in the South. I have therefore, no hesitation in saying that the North Carolina Railroad, built as it has been in small contracts at the Engineer's estimate, by citizens of the State, residing on the line of the Road, with the native labor of the State, has cost less than if paid for wholly in cash, under the system of public lettings to the lowest bidder."

I have no hesitation in admitting, that the above was written to counteract any injurious impressions that might have been made at the time, or that might arise in the future, from the opinion of one of the Judges of the Supreme Court, heretofore referred to as extra-judicial. In continuance, I will add that the North Carolina Railroad was built cheaper, in proportion to the amount of work than any Railroad in the State, and cheaper than any Railroad with which I have any knowledge. While my aim was to give the contractor remunerative prices, and I hope they all realized a profit; "the laborer is worthy of his hire." From the general complaint which Mr. Turner, though not a Stockholder, must have heard, while the work was in progress, I fear many were poorly rewarded. I am confident none of them "held their stock without having paid a dime for it." Although some of the Stockholders, those who had large contracts, might have made a profit equal to, or even exceeding their subscriptions, it was earned "in the sweat of their faces." I know those who paid for their stock in work, paid its full par value. The original estimate upon which the work was let, was made on the basis of cash payments, and in making up the accounts of the contractors, a duty which devolved upon me, payment in stock, or partly in stock, was never taken into consideration; it had no influence over me, it never entered my mind.

Thus, I have related the Directors of the Road, during its construction, to the Stockholders who paid for their stock in cash; the one from the charge of plundering the State of a million of dollars, the other of having been the guilty recipients.

In conclusion, I would observe, in the language of Junius, if in this communication any coarse or harsh expression have escaped me, I am ready to agree that they were unfit for me to make use of; but I see no reason to admit that they have been improperly applied.

WALTER GWYNN,
Late Chief Eng. N. C. R. R.

JAMES SLOAN. R. M. SLOAN, JR.
THOS. J. SLOAN.

JAMES SLOAN & SONS,
WHOLESALE AND RETAIL

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WILMINGTON, N. C.

Strict personal attention given to the sale of all country Produce. Orders for Guano, &c., solicited.

76-6m

GROCERIES! GROCERIES!!

The subscriber keeps constantly on hand, cheap for cash, Salt, Corn, Flour, Meal, Bacon, Lard, Sugar—assorted, Coffee, Oil, Dye-Stuffs, Pepper, Ginger, &c.

C. G. YATES.

KEEP DRY AND WARM!

The best way to manage Doctors' bills, (which, it seems, like the bill of the mosquito,) is to take the cash, call at Yates' and treat your selves and families to a good suit of WARM CLOTHING, Shawls, Boots, Shoes, &c.

New Crop Cuba Molasses.

DIRECT IMPORTATION.

We are daily expecting a cargo of 250 hhd pure New Crop Cuba Molasses. Orders are respectfully solicited, prices to suit the times.

WORTH & DANIEL,
Wilmington, Feb. 9, 1867.



"18 years established in N. Y. City."
"Only infallible remedies known."
"Free from Poisons."
"Not dangerous to the Human Family."
"Kills out of their holes to die."

If you want fresh and genuine Garden, Grass and Clover Seed, call at Porter & Eckel's Drug Store.