

CHE CHULIDILE ODSELDEL. such rail and water lines as will hold a position of protection, you cannot prevent the ultimate result. Competition is sharper and more intense than ever before, and if we do net act quickly the galden opportunity may be lost for ever. In the completion of the Virginia Midland Railroad we would have no vent the ultimate result. Competition THURSDAY, MARCH 10, 1881. HOW THEY SEE IT. BALTIMOBE MERCHANTS AND THE MIDLAND EXTENSION.
A Discussion of the Proposed Scheme and Other Matters Closely Affecting Southern Trade.
Baltimore Sun, Sth.
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At a general meeting yesterday of the Merchants and Manufacturers' Association, Mr. Henry Clay Smith, president, Mr. John R. Bland, the secretary, submitted reports on the advisability of extending the Virginia Midland railroad from Danville to Charlotte, via Winston and Salem, and of establishing a first-class steamship line between this
Midland Railroad we would have no more freight blockades, transportation would proceed regularly, smoothly and united ruptedly. The fettilizing trade would not be subjected to a repetition of the recent analogance consequent upon the inability of the steamboat lines of Baltimore to furnish transpor tation, the safe of hundrals upon hundred reports on the advisability of the development of the cotton crop is largely dependent upon the prompt delivery of fertilizers and fertilizing materials, you can readily judgel of the loss sustained by beth shipper and plained to the subject of the station of the development of the cotton crop is largely dependent upon the prompt delivery of fertilizers and fertilizing materials, you can readily judgel of the loss sustained by beth shipper and plained to the subject of the lines of the cotton crop is largely dependent upon the prompt delivery of fertilizers and fertilizing materials, you can readily judgel of the loss sustained by beth shipper and plained to the subject of the lines of the cotton crop is largely dependent upon the prompt delivery of fertilizers and fertilizing trade the development of the cotton crop is largely dependent upon the prompt delivery of fertilizers and fertilizing trade the development of the cotton crop is largely dependent upon the prompt delivery of the statice of the cotton crop is largely dependent upon the prompt delivery of the statice of the cotton crop is largely dependent. BALTIMORE MERCHANTS AND Midland Railroad we would have no ness and Sick-Headache. For sale by Dr. T. C. Smith. mar1 ----It is a Well Known Fact. is largely dependent upon the prompt delivery of fertilizers and fertilizing ma-terials, you can readily judge of the loss sustained by both shipper and plan-ter. The Virginia Midland Ballroad a first-class steamship line between this city and the ports of Charleston and Wilmington, both of which projects he must be completed at once or your op-portunity is lost. The Atlanta and had been instructed to investigate. Charlotte Air-Line Railway, which would be its main connection at Char-lotte, for want of a connection indepen-dent of the Richmond & Danville Rail-VIRGINIA MIDLAND EXTENSION. Mr. Bland said he wished to call at-tention to a matter of vital importance to the business prosperity of Baltimore. road, might be induced, from force of The question is whether the Virginia sia, indigestion and heartburn. pany Midland railroad shall be extended from Danville southward to Charlotte, N. C., opening a line entirely in the in-terest of our city and giving it the power to control for all time the job² It being the duty of this association to regulate, if possible, freight and pasmarl For sale by Dr. T. C. Smith. senger rates, does it not occur to them that the development of all new chan-New Advertisements. nels to the business prosperity of Baltibing trade of the South, or whether, by lack of enterprise, we suffer Richmond more is also a doty-a duty from which they cannot shrink? We have the means and the position, we have the and Norfolk to absorb that great trade. The growth of the city has been greatly-aided by the Western grain trade drawn. desire; let us have the nerve-let us put our shoulder to the wheel, and by here, and credit should be given where substantial work complete this rail it is due, but the trade of our merchants and manufacturers and provision deal-ers is in the South. There goes 90 per cent. of our jobbing trade. The cotton trade should not be overlooked in our road. INCREASED SOUTHERN STEAMSHIP LINES. The extension of the Virginia Mid-land Railroad, although of importance reaching after wheat and corn. It is a trade of exchange and barter, and is most valuable to Baltimore. Where in this community, is not greater than the protection and development of our ocean lines. We should have an indecotton is sold there the seller buys, and there the profit of the jobber is found. Let us not, then, overlook the develpendent line, as at present we have no line at atl, to Wilmington, an import-ant point, and are allowing trade to pass from us. The local business of the Carolina Central road is being diverted to New York, the total rate to any given en point on that road being much high-er from Baltimore than from New York. The completion of a line of rail-road looking to Wilmington as its nat-ural outlet, is worthy of attention. ville road for connection south of that THE GREAT point; hence, to a great extent, in the power of that company. A completion of this line to Charlotte would reverse TRADE WITH THE SOUTH. the situation. Baltimore, the initial point of the Virginia Midland railroad, Mr. Hairston, of Herbert & Hairston, are eighteen counties which are tribu-tary to the Virginia Midland Railfood. The population of these counties is 250,000, cotton and wheat raisers, who would then have a direct all-rail freight route, passing through Danville, Win-ston, Mooresville, Statesville and Char lotte, N. C., connecting at the latter point with the Atlanta and Charlotte Air-Line railway, reaching Chester. Neuralgia, Sciatica, Lumbago, have to pay tribute to the Piedmont line. They have already subscribed \$300,000 towards a new road, and have given the right of way. The saving by Yorkville, Greenville and Spartanburg, Gout, Quinsy, Sore Throat, Swellin South Carolina; Gainesville, Athens ings and Sprains, Burns and and Atlanta, in Georgia, and all points this line between Baltimore and Atlan-Scalds, General Bodily ta is 40 miles over any other route. The At Winston and Statesville the road Pains, saving on two freight trains a day will pass through that part of North | would beil60 miles if this road is extend-Carolina well known to be the richest | ed to a point 27 miles west of Charlotte, Feet and Ears, and all other on the Atlanta and Charlotte Air-Line. immense products of tobacco, dried If this is done, we cross and connect Pains and Aches. fruit, &c. Winston alone has 17 tobac- with two roads leading into Charlotte. co factories, and one of the best paying There are raised in North Carolina 22,500,000 pounds of tobacco. It is safe Charlotte the natural receiver of cotton to say two-thirds of this quantity will with pain can have cheap and positive proof of its drawn from the richest cotton belts of North and South Carolina. From Char-pounds being manufactured at Winclaims. Directions in Eleven Languages. pounds being manufactured at Winfotte radiate four lines of ratifoau, pass-ing through a country possessed of wa-ter power unsurpassed; consequently for which it would be the natural outlet. This is entirely outside of the outlet. This is entirely outside of the IN MEDICINE. VOGELER & CO., dec 30 dat w 1y lanta and other points further south; 2,500,000 bushels of wheat are raised in the eighteen counties which are triburoad. With two of them, whose inter-ests are identical, it would enjoy direct of corn, besides oats, rye and dried SOMETHING ests are identical, it would enjoy direct communication, and the more impor-tant of these two connects with more fruit, of which latter 1,500,000 pounds tant of these two connects with and are shipped from these counties. It is **EVERY LADY** calculated in building this road we will thereof. including Atlanta, the most be able to compete with the water line thriving city of the South, and pene- in the carrying of cotton, by bringing OUGHT TO KNOW. cotton back to Baltimore in our cars, sissippi. South of a line drawn through which would otherwise return empty Augusta, Ga., running west, embracing Macon, Athens, Atlanta, Rome, Dalton, as well as a tobacco and grain market. as well as a tobacco and grain market. Montgomery and Selma, a belt of coun- Stock raisers are also looking to North try ninety miles by three hundred long is what is called pooled territory. This section enjoys unlimited competition in freight, and yet, notwithstanding this and woolen factories on the line which fact, Mr. Virgil Powers, general com-missioner of the Southern Railway and There are five factories in active operation now, one each at Leaksville, Salem, Bethania, Mountain Island, and on the Catawba river. Besides these already estimated, the actual estimate shows 1878 and 1880 for its proportion from that there are \$2,000,000 now being invested in cotton factories in North Carolina. Mr. N. G. Penniman, of Penniman & Bro., said he understood that the Baltimore and Ohio Railroad had not only been seriously considering the project of extending the Virginia Midland railroad, but had already sent out engifor 75 cents. neers, who were expected to return in a few days and make a report on their Jan. 22 have a line extending from this city to the Atlantic. He did not think the LANDRETH'S RESCUED from beds of pain, sickness and almost death and made strong and hearty by Parker's Ginger Tonie, are the best evidences in the world of its sterling worth. You can find them in every community.—Post.—See advertisement. MAINE NEWS. TY CLOVER and ORCHARD GRASS SEEDS, Hop /Bitters, which are advertised in our columns, are a sure cure for ague, billiousnes and kindney complaints. Those who use them say come thereby anthusiastic in the praise of their curative qualities.-Portland Argus. WHOLESALE AND RETAIL. This we know, Hub Punch with hot water makes i fips toddy, and nothing can match it when it is tilended with lemonade, fine ice, soda water, or hot or cold milk. It far exceeds all other forms of Trade supplied at manufacturers prices by Wil son & Burwell, Wholesale and Retail Druggists,



drains all that system of roads south trates all Georgia, Alabama and Miss-Steamship Association, reports that the Richmond and Danville Railroad received on business to and from that section of territory during the years Richmond to Charlotte, a distance of 282 miles, \$144,736.61. Bear in mind 125 per cent.

section of the State, and noted for its woolen factories in the South. We find ure would be drawn to this market. All the lines centering at Charlotte would indirectly act as feeders to this new

