Daily Charlotte Observer.

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The Charlotte Observer.

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THE OBSERVER JOB DEPARTMENT

Has been thoroughly supplied with every needed want, and with the latest styles of Type, and every manner of Job Printing can now be done with neatness, dispatch and cheapness. We can furnish at short notice,

BLANKS, BILL-HEADS,
LETTER-HEADS, CARDS,
TAGS, RECEIPTS, POSTERS,
PROGRAMMES, HANDBILLS,
PAMPHLETS, CIRCULARS, CHECKS, &c.

Dry Goods.

OUR

Mr. ALEXANDER has been North for some time purchasing our

Fall & Winter Stock

—OF—

STAPLE AND FANCY

DRY GOODS

Which is now coming in daily.

JUST RECEIVED,

A Pretty Line of Fall Prints.

Alexander & Harris.

sep4

Boots and Shoes

1881 Fall & Winter 1881

We are daily receiving our

FALL & WINTER STOCK

BOOTS AND SHOES,

which will be more complete than ever before and comprises the

Best Brands and Latest Styles.

LADIES', MISSES', CHILDRENS,' GENTS', BOYS', AND YOUTHS'

FINE BOOTS and SHOES

A SPECIALTY.

Lower grades all goods in our line in variety and all prices.

FULL STOCK

Stetson and Other Hats.

A PRETTY LINE

TRUNKS, VALISES AND SATCHELS

ALL SIZES AND PRICES.

Call and see us.

PEGRAM & CO.

sep6

Railroads.

Condensed Time Table—North Carolina R. R

TRAINS GOING NORTH.

Date, May 15 '81	No. 47 Daily	No. 49 Daily	No. 43, Daily
Lv. Charlotte,	4.05 AM	6.15 AM	4.15 PM
" A. L. Depot	.....	.....	.....
" Junc't	4.11 AM	6.20 AM	4.30 PM
" Salisbury,	5.56 AM	7.50 AM	6.07 PM
Arr. Greensboro	8.03 AM	9.30 AM	7.57 PM
Lv. Greensboro	8.25 AM	9.50 AM	8.18 PM
Arr. Raleigh	1.40 PM	.....	for Richm'nd only
Lv. "	1.45 PM	.....	
Arr. Goldsboro	4.00 PM	.....	.....
Lv. Greensboro for Richmond	8.25 PM	.....	.....
Lv. Danville	10.21 AM	11.31 AM	.....
" N. Danville	10.27 AM	11.38 AM	.....
" Barksdale	10 58 AM	12.01 PM	.....
" Drak's Br'ch	12.37 PM	1.20 PM	.....
" Jetersville	2.24 PM	2.55 PM	.....
Arr. Tomahawk	3.20 PM	3.51 PM	.....
Arr. Belle Isle	4.05 PM	4.28 PM	.....
Lv. " "	4.10 PM	4.35 PM	.....
Arr. Manchester	4.13 PM	4.38 PM	.....
Arr. Richmond	4.18 PM	4.43 AM	7.28 AM

TRAINS GOING SOUTH.

Date, May 15 '80	No. 42 Daily.	No. 48 Daily.	No. 50 Daily
Lv. Richmond	10.45 PM	12.00 M	.....
" Burkeville	2.25 AM	2.43 PM	.....
Arr. N. Danville	7.00 AM	6.05 PM	.....
Lv. " "	7.25 AM	6.18 PM	.....
Danville	7.27 AM	.....	.....
Arr. Greensboro	9.36 AM	8.17 PM	.....
Lv. "	9.31 AM	8.37 PM	.....
" Salisbury	11.16 AM	10.33 PM	.....
Arr. A L. Junction	12.45 PM	12.15 AM	.....
" Charlotte	1.00 PM	12.20 AM	.....
Lv. Richmond	.....	.....	2.55 PM
" Jetersville	.....	.....	4.41 PM
" Drak's Br'ch	.....	.....	6.07 PM
" Barksdale	.....	.....	7.25 PM
" Danville	.....	.....	7.51 PM
" Renaia	.....	.....	8.55 PM
" Greensboro	.....	.....	9.27 PM
" Salisbury	.....	.....	11.05 PM
Arr. A-L. Junction	.....	.....	12.26 AM
Lv. " "	.....	.....	.....
Arr. Charlotte	.....	.....	12.30 AM

SALEM BRANCH.

NO. 48—Daily, except Sunday.

Leave Greensboro..... 9.40 PM
Arrive Salem..... 11.40 PM

NO. 47—Daily, except Sunday.

Leave Salem..... 7.30 AM
Arrives Greensboro..... 9.00 AM

NO. 42—Daily, except Sunday.

Leave Greensboro..... 10.00 AM
Arrives Salem..... 11.30 AM

NO. 43—Daily.

Leave Salem..... 5.30 PM
Arrive Greensboro..... 7.30 PM

Limited mails Nos. 49 and 50 will only make short stoppages at points named on the schedule.

Passengers taking train 49 from Charlotte will get aboard at the A. & D. R. R. depot. This train makes close connection at Greensboro for Raleigh, Goldsboro Newberne and all points on Wilmington & Weldon Railroad.

Passenger trains No. 47 and 48 make all local stops between Charlotte and Richmond, and between Greensboro, Raleigh and Goldsboro, No. 47 making connection with W. N. C. R. R. at Salisbury for Asheville (Sundays excepted), and also connecting at Greensboro with Salem Branch (Sunday excepted).

Passenger trains Nos. 42 and 43 make all local stops between Charlotte and Richmond, except Query's, Harrisburg, Cabin Grove, Hatcheburg, Lilwood and Jamerson.

No. 48 connects with Salem Branch at Greensboro.

A. POPE,
Gen. Pass. and Ticket Agent.
Richmond, Va.

may18

Dry Goods, Clothing, &c.

CORSETS!

WARNERS' CORSETS have an established reputation throughout the world for

Durability, Comfort and Healthfulness

We offer these goods to the trade with confidence, knowing from experience that they possess every advantage claimed for them.

WE HAVE JUST RECEIVED A LARGE LOT OF THE

CORALINE, ABDOMINAL

—AND—

NURSING CORSETS.

—ALSO—

Warner's 50c Corset!

The best for the money ever sold in this market. We will be pleased to have the trade inspect these goods. Satisfaction guaranteed in every case or money refunded.

T. L. Seigle & Co.

aug28

Medical.

PERRY DAVIS' PAIN KILLER

IS A PURELY VEGETABLE REMEDY For INTERNAL and EXTERNAL Use.

A sure and speedy cure for Sore Throat, Coughs, Colds, Diphtheria, Chills, Diarrhea, Dysentery, Cramps, Cholera, Summer Complaint, Sick Headache, Neuralgia, Rheumatism, Bruises, Cuts, Sprains, etc.

Perfectly safe to use internally or externally, and certain to afford relief. No family can afford to be without it. Sold by all druggists at 25c., 50c., and $1 a bottle.

PERRY DAVIS & SON, Proprietors, Providence, R. I.

July 22 d&w 1m aug.

KIDNEY-WORT

THE ONLY MEDICINE

IS EITHER LIQUID OR DRY FORM

That Acts at the same time on

THE LIVER, THE BOWELS, AND THE KIDNEYS.

WHY ARE WE SICK?

Because we allow these great organs to become clogged or torpid, and poisonous humors are therefore forced into the blood that should be expelled naturally.

KIDNEY-WORT

WILL SURELY CURE

KIDNEY DISEASES, LIVER COMPLAINTS, PILES, CONSTIPATION, URINARY DISEASES, FEMALE WEAKNESSES, AND NERVOUS DISORDERS,

by causing free action of these organs and restoring their power to throw off disease.

Why suffer Bilious pains and aches?
Why tormented with Piles, Constipation?
Why frightened over disordered Kidneys?
Why endure nervous or sick headaches?

Use KIDNEY-WORT *and rejoice in health.*

It is put up in Dry Vegetable Form, in tin cans one package of which makes six quarts of medicine. Also in Liquid Form, very Concentrated, for those that cannot readily prepare it.

☞ It acts with equal efficiency in either form. GET IT OF YOUR DRUGGIST. PRICE, $1.00

WELLS, RICHARDSON & Co., Prop'rs, Burlington, Vt. (Will send one dry post-paid.)

March 27 d&w 1y

Floreston Cologne

The Most Fragrant and Lasting of all Perfumes. Ask for Floreston. Sold by Dealers in Drugs & Perfumery. Signed W. Hagler & Co., N. Y., on every bottle.

All Farmers, Mothers, Business Men, Mechanics, &c., who are tired out by work, worry, and who are miserable with Dyspepsia, Biliousness, Neuralgia, or Bowel, Kidney or Liver Complaints, you can be invigorated and cured by using

PARKER'S GINGER TONIC

If you are wasting away with Consumption, Dyspepsia or any weakness, you will find Parker's Ginger Tonic the greatest Blood Fertilizer and the Best Health & Strength Restorer you Can Use, and far superior to Bitters and other Tonics, as it builds up the system, but never intoxicates. 50 cts. and $1 sizes. Hiscox & Co., Chemists, N. Y.

PARKER'S HAIR BALSAM Restores Original Vigor to Hair. Prevents Baldness. Restores Color.

July 10

SITUATION WANTED.

A COLORED PRINTER, of six years experience, wants a steady situation. Can "make up" a paper, run a press, and is competent to take charge of the mechanical department of a newspaper. Will work very cheap during the summer. Address,

July 24 d1w

Observer, Charlotte, N. C.

THE VIRGINIA MIDLAND.

Additional Comments on the Sale: Views of Wm. P. Clyde—What a North Carolina Capitalist Thinks—The Georgia Railroad Law Advocated—For Virginia, &c.

Reported for the Baltimore Sun.

THE ADVANTAGES TO BALTIMORE.

The recent negotiations for the purchse of a large amount of the interest of the Baltimore and Ohio company in the Virginia Midland Railway were conducted by Hon. John S. Barbour and his associates by visits of those parties to President Garret at Deer Park. It is learned from the most reliable source that these negotiations were based not only upon the protection and promotion of the interests of Baltimore in connection with the Virginia Midland Railway, but also upon agreements for the prosecution of the plans and construction of the roads heretofore designed as a part of the Southern system of the Baltimore and Ohio company. It is learned from the same reliable source that the arrangements which have been made are such that the great and powerful lines now under control of the Richmond and Danville and other combinations connected with that road will at once open their Southern lines for the trade of Baltimore in such form as will give effectively and promptly an immense traffic to Baltimore, both North and South, and whilst all the lines originally designed to command trade to Baltimore will be pressed to completion, a great additional trade from Virginia, North Carolina, South Carolina, Georgia and other Southern States will at once be opened to Baltimore by this new combination of railways, and an immense increase in the commerce of the city will result from this important organization. It is understood that Mr. John S. Barbour will continue to be the president of the Virginia Midland system, as well as the president of the important new line to be constructed from Danville, through North Carolina, looking to direct connection with and beyond Augusta. Under the arrangements which have been thus effected the trade of Baltimore will be placed immediately in a position which could only have been achieved after the time which be necessarily occupied in the construction of the additional roads proposed. The great commercial and terminal facilities and advantages of Baltimore are essential to the success of the new line in handling the vast business which it will command, and thus the interests of our merchants and of the great railway combinaton now represented in connection with the Virginia Midland Railway will be mutually so important as to create such co-operation as cannot fail to command the most gratifying results in securing the developement of the Southern trade of Baltimore.

DRIFT OF DISCUSSION.

The sale has been discussed, pro and con, both in Baltimore and elsewhere, and a variety of opinions have been expressed. The New York *Times* Saturday, basing the remark upon its own first imperfect information, took the ground that "the Baltimore people had discovered in the sale of the road all manner of calamities," (which will be news to the Baltimore people, whatever might have been the differences of opinion as to the policy of the sale.) and that "they (the Baltimore people) did not hesitate to aver that a terrible blow had been struck at that city's commercial prosperity in the interests of Philadelphia and New York." The *Times* however, says on the authority of a known New York capitalists having the best of opportunities for acquiring knowledge in the matter, that "instead of doing her injury, the transfer of the Virginia Midland Railroad from the Baltimore and Ohio Railroad is, by long odds, the biggest thing that has ever been done for Baltimore and her trade. It has given her in a minute what she has longed for these many years—direct connection with the territory south of her. And it has given this upon the instant, while under other circumstances, however favorable, she would have had to wait almost forever. The new owner of the Virginia Midland is the Clyde syndicate of which Mr. William P. Clyde, of New York, is at the head. This syndicate was formed some 15 or 18 months ago, and has made amazing progress in that time. In the beginning it held no property whatever aside from the millions in cash at command from those who were parties to the enterprise. Now it owns and has in operation over 2,000 miles of railway, with 500 miles additional constructed or under contract. The syndicate embraces such capitalists and practical men as the Clydes, of Baltimore, Philadelphia and New York; the Stewarts, of Richmond; Gen. Logan, Gen. Buford and others of Richmond, and the Perkinses of New York. They virtually have absolute control of every railroad south of the Potomac, and are extending their lines in all directions."

"Citizens in Virginia and North Carolina have been for three years endeavoring to build a road from Danville, Va., to Charlotte, N. C. A company was organized, with Col. Barbour, of the Virginia Midland, as president. Individuals and municipal corporations in North Carolina subscribed about $250,000, and recently five hundred bands were at work on the line. This road, when completed, would run almost parallel with the Richmond and Danville line in North Carolina, and not more than sixty miles distant at the farthest point. Work on this road will probably now be discontinued, as it is not likely the Clyde syndicate will expend $2,000,000 or more to build a road parallel with its trunk line.

"North Carolina, for the past four years, has been agitating the question of regulating by law the passenger and freight rates. Attempts have been made in the Legislature to establish a railroad commission, such as Georgia and other States now have. It is thought by gentlemen from that state that the railroad question as now presented will give rise to much feeling among the people adverse to railroad management, and probably become the great issue in the near future between the parties in that State.

Senator Vance, in a public letter last week, took position adverse to the Clyde syndicate on questions affecting their right to the further control and possession of the Western North Carolina Railroad. What the Senator's object is remains a mystery. Some think his war on the Clyde syndicate means the organization of an anti-monopoly party in the State, with a view of pressing that question into the legislative campaign which will take place next year. Being a shrewd political doctor, it is thought he desires to agitate the people with the monopoly question as a counter irritant to the recent disastrous prohibition question."

The same capitalist gave further details as to the movements and probabilities in connection with the great scheme for Southern railroad control. He said:

"Prior to the purchase of the Virginia Midland merchandise consigned North was necessarily taken by water above West Point. With this railroad supplementing the otherwise virtually complete Richmond and Danville system, a direct all-rail route is available all the way through from the furthest Southern points to New York. In every way is this advantageous to the South. And as to Baltimore, she will receive traffic that heretofore has never been allowed her, and which, indeed, she has scarcely dared even to hope would be hers. Now that city becomes the Northern terminus of the Richmond and Danville system, and must profit in a measure beyond what the most sanguine can anticipate. As the Virginia Midland was the property of the Baltimore and Ohio it had no connection North of Danville. Becoming a part of the Clyde syndicate, Baltimore is placed in the closest possible connection with all the territory covered by 1,500 miles of railway through the best portion of the South below Danville. Baltimore of itself would never have constructed an extension of the Midland. But it was hoping for big things through the Baltimore and Ohio, though without anything akin to sufficient reasons, for the Baltimore and Ohio was not by any means pledged to the enterprise over which the average Baltimorean has long indulged in words, and words only. Indeed, the Baltimore and Ohio Railroad Company could not afford to invest in such an undertaking, having at the best to engage in a bitter fight over territory already well covered.

"The Clyde people needed the Midland to give the shortest possible route North, and have for a long time been preparing to obtain it. Their plans culminated a week ago at a conference between Mr. Wm. P. Clyde, General Logan and others, representing the syndicate, and Vice-President Garrett, of the Baltimore and Ohio. The arrangement effected was one in which all sides avowed full satisfaction, and the most harmonious relations exist between all the parties to the transaction. Connected prominently with the transfer of the property were a number of gentlemen having large interests in Baltimore, and who do not hesitate to aver that innumerable material advantages must accrue to that city, which, under the hitherto existing state of things, were not even to be hoped for. The syndicate will not disturb the present administration of the Midland. President Barbour will continue at the head of its management.

Mr. George F. Needham, general freight agent in Baltimore of the York River line, said to a representative of the *Sun* on Saturday that the tonnage from Baltimore South over the Richmond and Danville system is equal to that from New York, Philadelphia, Boston and Providence combined. Of the freight about 20 per cent. belongs to Richmond. He said the instructions were uniformly to take care of Baltimore interests. Mr. Clyde, in a letter to Baltimore, says:

"The people in Baltimore should understand the acquisition of the Virginia Midland road, as Baltimore, owing to her important trade with the South, having captured the Richmond and Danville system, and brought it to her doors, both by land and water, will thus have connection and access to the entire South, such as could not have been built, even with unlimited means and energy, within the next ten years, as the very best routes possible are occupied by the roads controlled by the Richmond and Danville system, which now becomes identified in every respect with the interests of Baltimore."

ADVERSE VIEWS.

A well known lawyer, capitalist and railroad man of North Carolina has furnished the *Sun*, from Washington, with a statement of matters connected with the Richmond and Danville syndicate from his standpoint, as follows:

"The purchase of the Virginia Midland Railroad by the Clyde syndicate has given rise to much discussion and speculation among Virginians and North Carolinians in this city. People from Western North Carolina and the region between Lynchburg and Danville, looking at it from the standpoint of local interest, regard the transfer of the Virginia Midland as an unfortunate transaction, and damaging to their manufacturing and agricultural interests. It leaves the immense territory east of the Alleghany range and west of the Atlantic coastline between Baltimore and Augusta, Ga., without any competition in railroad transporation. This last purchase places the Clyde syndicate in possession and control of about 1,800 miles of railroad. The history of the steady and quiet absorption of railroad property which has wound up in the gigantic association of capital, and known as the Clyde syndicate, is interesting. After the war the Richmond and Danville Railroad Company owned and operated a road from Richmond to Danville, 145 miles. That was its only property. The company came out of the war insolvent. The long-desired link—the Piedmont Railroad, between Danville and Greensboro, 48 miles—was built during the war as a 'military necessity.' The Richmond & Danville speedily laid claim to the property, and has held it since. About 1869 Col. Tom Scott and his associates purchased from the State of Virginia the controlling interest in the Richmond and Danville. In 1873 the Richmond and Danville leased for thirty years the North Carolina Railroad, from Goldsboro to Charlotte, 223 miles. Next they purchased the controlling stock in the Charlotte, Columbia and Augusta, and afterwards bought the Greenville and Columbia Railroad. Something more than one year ago the Clyde syndicate purchased the Pennsylvania Railroad stock in the Richmond and Danville Company, and now own 28,000 of the 40,000 shares of capital stock. Last year they obtained control of the Western North Carolina Railroad, and are now rapidly pushing it forward from Asheville to Morristown, Tennessee, where it will make a connection which will give the Clyde system an outlet to the Northwest. In the early part of this year this syndicate gained possession of the Atlanta Air-Line from Charlotte to Atlanta, and also the York River Railroad from Richmond to West Point, on the York river. There can be little or no competition at any point on the roads controlled by the Clyde syndicate, and the fears of the people in sections of Virginia and North Carolina cannot be regarded as unnatural. It is said that the rates of freight from points in Virginia and North Carolina to New York have been and are double what they are from Augusta to New York.

Mrs. Winslow's Soothing Syrup.

Rev. Sylvanus Cobb, jun., writes in the Boston Christian Freeman:—We would fain be means recommend any kind of medicine which we did not know to be good—particularly for infants. But of Mrs. Winslow's Soothing Syrup we can speak from knowledge; in our own family it has proved a blessing indeed, by giving an infant troubled with colic pains, quiet sleep, and to nervous mothers rest at night. Most parents can appreciate these blessings. There is an article which does not deceive, and which is warranted to do just what it claims, which is Mrs. Winslow's Soothing Syrup. Its ingredients are perfectly natural, and the little cherub awakes as "bright as a button," and during the process of teething, its value is incalculable. We have frequently heard mothers say they would not be without it, from the birth of the child till it had finished with the teething stage, on any consideration whatever. Sold by all druggists. 25 cents a bottle.

WE HAVE JUST RECEIVED SOME

NEW CALICOES

IN BEAUTIFUL PATTERNS, VERY CHEAP. OUR DOMESTIC STOCK IN

BLEACHED GOODS

IS COMPLETE. PLENTY OF THAT VERY POPULAR BLEACHED DOMESTIC AT 10c.

We are offering bargains in several lines of goods. Another stock of Trunks and Valises.

Come and see us.

HARGRAVES & WILHELM.

sep1

LEADING CLOTHIERS AND TAILORS!!!

1881 AUGUST 1st, 1881

NEVER AGAIN

WILL SUCH INDUCEMENTS BE GIVEN IN

CLOTHING! CLOTHING!

AS ARE NOW OFFERED BY

L. Berwanger & Bro.,

FOR CASH ONLY!

OUR $15.00 AND $16.50 SUITS FOR..... $12.50
" 12.50 " 14.00 " " 10.00
OUR $9.00 AND $10.00 SUITS FOR..... $7.50
" 8.00 " 9.00 " " 6.00

THE BIGGEST BARGAINS EVER GIVEN IN

Children's, Boys and Youths' Clothing.

CALL EARLY AND SECURE BARGAINS.

Now Ready!

OUR FALL STOCK

—FOR THE—

WHOLESALE TRADE

Is Now Ready for Inspection.

☞ Our Mr. Baruch is now North purchasing the Retail Stock, which will be complete by September 15th.

WITTKOWSKY & BARUCH.

N W GOODS.

Our stock is COMPLETE in every department. We invite attention to our new styles of

Clothing—Gents Furnishing Goods,

Ladies Cloaks, Shawls, Etc.,

of which we have made a specialty. Also, a large variety of Carpets and Blankets. Call and you will find prices to suit the times.

ELIAS & COHEN.

BECKETT & McDOWELL,

ENGINEERS, IRON FOUNDERS & MACHINISTS,

—MANUFACTURERS OF—

Steam Engines and Mining Machinery.

CONTRACT FOR CONSTRUCTION AND ERECTION OF MINING MACHINERY OF EVERY DESCRIPTION AND LATEST DESIGNS. ALSO, MANUFACTURE AND SELL AGRICULTURAL AND PORTABLE ENGINES, SAW MILLS, &c.

The manufacturers of the CHALLENGER PORTABLE ENGINE challenge the world to produce a better engine. To show their confidence in what they claim, they challenge any manufacturer of agricultural engines not fitted with an automatic cut-off, to a competitive test at a forfeit of $500 to $1,000, as may be desired. These engines burn 4, 6 and 8-foot wood.

aug8 JOHN G. YOUNG, Agent, College street, bet. Trade and Fifth, Charlotte, N. C.

THE ATTENTION

Of the Trade generally, and also the consumer, is called to our special brands of delicious and staple Smoking Tobaccos—Sidney, Bull, Durham Long Cuts, and Rival Durham—which we are now making a full line of the finest styles of the most popular grades of Fine Cut Tobacco. We can, in a few weeks offer a superior article of Smoking Tobacco that no other manufacturer can equal. Our patronage will make regular trips to Charlotte, and the trade of all good merchants is respectfully solicited.

R. H. FOGGE,
may7 Durham, N.C.

BRICK! BRICK!!

THE undersigned respectfully inform the public that they have engaged in the brick business, and are now making a superior quality of hand-made brick. They have in connection with their yard a patent brick machine, by which they make Pressed Brick equal to the Richmond brick. Any one desiring to build will find it to their interest to give us a call before purchasing elsewhere.

H. M. RAMSEUR,
T. G. ALLISON,
may6—4dmo Charlotte, N. C.

—HONEST 7—

Twist Chewing Tobacco

Beware of imitations. None genine unless accompanied with our "Honest 7" copy-righted label which will be found on head of every box.

Manufactured only by BROWN & BRO., Winston, N. C.

aug30—2w

100 GOOD, reliable seamstresses can find steady employment by applying to JOHN BROOKFIELD, Trade st., 1 door above College.

aug28, d1w

FOUND.—By Mr. R. N. Grimes, near Col. Wm. Johnston's residence, a bunch of five keys. Owner can obtain them at this office upon paying for this advertisement. 28