

RAILROADS AND THE SOUTH.

Railroads are the advance guards and promoters of civilization and progress, and in the last few years are becoming the most powerful promoters of the development of both farming and manufacturing in sections that need it. As an exponent of the work that is being done in this line, we cite our readers to that very interesting paper, the Southern Field, published by the great Southern Railway, Washington, D. C.

Every well-wisher of the South who knows the needs of this part of the country wants to see an improvement in the farming and a general promotion of the manufacturing interests. There is no other way to make the country generally prosperous and its people thrifty, prosperous and intelligent. Thoughtful people indorse most heartily the efforts made by the Southern Railway as well as those made by some other lines to sell the superfluous farming lands to good farmers from the North, and to organize manufacturing enterprises in every locality.

The South is full of unused opportunities and latent capabilities. There is no other section on earth that possesses so many conditions that make it desirable to live in and susceptible of prosperous development. To bring these facts before the public and thus to develop our neglected resources, the larger lines of railroads have turned their attention and bent their energies. If now the people themselves will second these efforts, it must result in great benefit to the entire section.

Every Northern farmer who casts in his lot with the South and who applies to the farming business the methods in common use in the North, does untold good to the community, by showing the people what they, too, may do if they will. Every manufactory that springs up and uses our raw material and whose operations create a good market for our products adds tremendously to the welfare of the whole community. In the promotion of these means of general prosperity, the railroads are now not only the most prominent factors, but are almost the only ones making any extensive efforts, and in this way they are almost as much a benefactor to the country as in the exercise of their functions as a common carrier.

The Southern Railway runs through a part of the country that is well adapted to general farming—truck farming and fruit farming. Moreover, the people along the line have awakened to the absolute necessity of building up manufacturing interests, and as a result of this spirit, largely engendered and promoted by the efforts of the road, that entire section is dotted with successful cotton mills, whose owners get good dividends and whose employees make a splendid cash market for the product of the farms. As a consequence, no other section of the South wears such a look of thrift and prosperity. But the railroads can not do it all. There is strong need for the people to second all such efforts. They should study the question in all its phases and acquire some of the spirit of the population scattered along the cotton mill belt of Virginia, the Carolinas, and Georgia. All will be gainers by such development. The local merchants, the farmers who have land to sell or want to supply produce to the mill operatives. When any community really wakes up to the benefits to be derived from the presence of mills in their midst and make their wants known, many Northern manufacturers who know that the mills must come to the cotton fields, will be ready to make or to receive propositions for bringing their plants South.

As farmers will be as great gainers as any others from a movement of this kind, they should not be backward, but take the initiative themselves. The very beginning of cotton manufacturing in North Carolina, which now has over two hundred mills, was made by a farmer. This was a small beginning, but it gave the start to the millions of spindles now running in the South and will ultimately bring the whole cotton manufacturing industry to the States in which the cotton is grown. Getting up a proper spirit and making a determined beginning is the main thing; we hope many of the farmer readers will feel moved to give their attention to it. No one is too humble or without influence to at least begin the agitation of this subject in his neighborhood and the Land and Industrial Department of the Southern or some other railroad company will immediately come to his aid.

TERRITORY OF THE ATLANTIC COAST LINE.

The sixteen Southern roads that make up what is known as the Atlantic Coast Line System, with an aggregate of over 1,500 miles, traverse a region that is infinitely rich in undeveloped and partly developed resources, agricultural and industrial. The territory of this system extends from Richmond and Norfolk on the north to Charleston, Columbia, Orangeburg and Denmark, S. C., on the south, the main line and its widely ramifying branches reaching into almost every part of this area. Within this territory, besides the four terminal cities just mentioned, are the important towns—Manchester, Petersburg and Suffolk, Va., Weldon, Rocky Mount, Tarboro, Wilson, Fayetteville, Greensboro, Goldsboro, Wilmington, Wadesboro, Plymouth, Washington, N. C., and Florence, Darlington, Sumter, and Orangeburg, S. C.

North Carolina has three physical divisions, the Eastern or Tidewater section, the Middle or Piedmont country and the Western section, in the last of which are some of the highest mountains in the United States east of the Rocky mountains. Following the line of the road across North Carolina and to the terminal points in South Carolina the country is, as a rule, level or slightly rolling, with the usual characteristics of pineywoods uplands. The soil is for the most part a gray sandy loam, with yellow or brownish subsoil. Along the rivers and minor streams, which are very numerous, there are belts of exceed-

section that would accompany a large increase in population. The Atlantic Coast Line is one of the most liberal and progressive roads in the country. It is liberal not from motives of philanthropy, but because it pays. On this principle it will extend every possible facility and aid to farmers, manufacturers and merchants who may settle along its line. It is seeking to make traffic, and it recognizes the fact that every new settler is a future producer of traffic. The policy of the road is a broad and far-sighted one. It looks beyond the present. In the trucking business, for instance, in which it is now equalled by only two or three roads in America, it was a pioneer in providing facilities for getting vegetables and fruits to the Northern markets in the shortest possible time, in the best condition, and at lowest rates; and it is largely due to the care and liberality with which it has fostered and encouraged this industry that the business has grown to its present proportions. And so in all lines of freight traffic, shippers who use this road will receive always not only equitable but liberal treatment. Its customers become its friends and advocates. Mr. H. Walters, the president, Mr. J. R. Kenly, the general manager, Mr. T. M. Emerson, the traffic manager, and Mr. H. M. Emerson, the general freight and passenger agent, have their offices at Wilmington, N. C., the headquarters of the system.

BUSINESS OPPORTUNITY.

There is a splendid opening in Greensboro for the manufacture of cotton planters and other small agricultural implements. There is no concern in North or South Carolina making these goods.

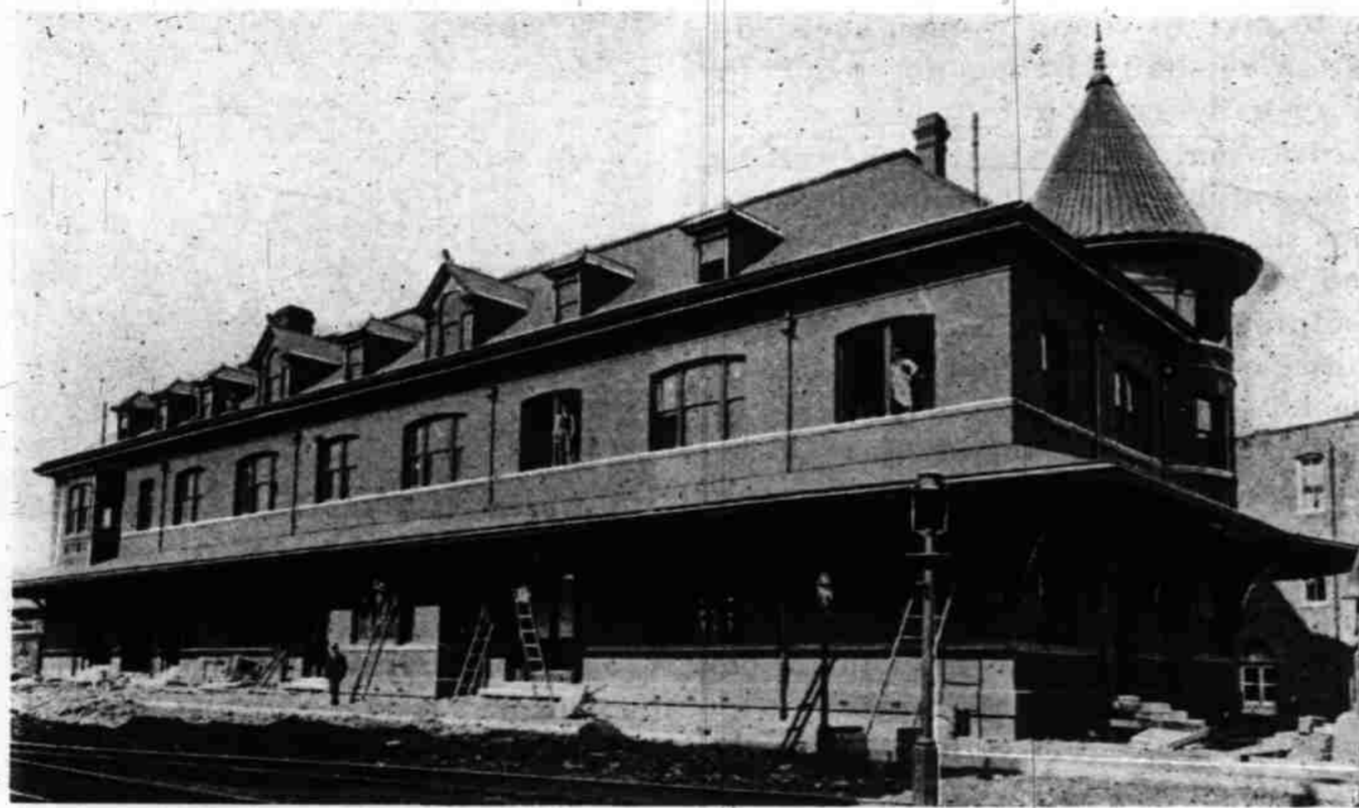
Greensboro has three first-class foundries where the castings can be made at a nominal cost.

Lumber is cheap and plentiful in this section.

Mechanical labor is cheap, and living expenses correspondingly low.

The farmers of this section will give the preference to goods made in the Old North State.

Look this up.



NEW SOUTHERN RAILWAY PASSENGER DEPOT.

ingly rich and productive alluvial land.

The agricultural products of all this region have a wide range in point of variety, comprising cotton, corn, tobacco, wheat, oats, rye, broom corn, sweet and Irish potatoes, peaches, pears, grapes, and almost every fruit and vegetable that will grow out of the tropics. Almost the whole region is underlaid with marl, a very valuable fertilizing material.

Corn is a staple crop in all this area, and tobacco is one of the important crops of this section. Most of the light sandy soil on which cotton is grown is found adapted to tobacco.

Land is cheap in this section. It is not meant that all property can be bought at a low price or at any price, but that it is possible to get land as good as anywhere within this territory at prices absurdly low. There are thousands of well-cultivated and highly-productive farms, the prosperous and contented owners of which would not sell them at any reasonable price, but contiguous to any of these there may be land equally productive, that can be bought at prices that seem merely nominal. There is more land than there are people to cultivate it. Hundreds of thousands of acres are lying wholly unused, a burden instead of a source of revenue to their owners. In some localities, where truck farming has become a business, land has greatly increased in value in the last few years. But this industry is only in its infancy, and while with its continued growth there will be a general and continued rise in values over all the area suited for trucking, there are yet many thousands of acres convenient to railroads and having ready access to towns and churches and schools that can be had at from \$3 to \$10 an acre.

The railroads of this region, as well as the land-owners and the people generally, are thoroughly aroused and the subject of immigration. They do not want any pauper immigration, but they do want thrifty and reputable farmers to come in and utilize the resources that are lying waste. They realize the great benefits to the whole

ASHEBORO' STREET PHARMACY.

Geo. W. Kestler & Son, Proprietors.

The premises occupied by the firm whose name forms the caption of this sketch comprise a finely appointed store 26 by 120 feet in dimensions, the attractive arrangement of which is greatly enhanced by the fine show cases, counters and other internal appurtenances. The stock carried embraces drugs, medicines, toilet articles, and in fact everything usually to be found in a well appointed store in this important line. Among the many panaceas for various ills kept



KESTLER & SON'S PHARMACY.

in stock are the "Tar Heel Cough Syrup," "Kestler's Rheumatic Lintment," "Dr. Guilford's Little Liver Pills," and "Kestler's Compound of Beef, Sarsaparilla and Celery." The latter is a tonic of superior merit and highly recommended by physicians. An Arctic Soda fountain from which the refreshing beverage is drawn, ornaments the front of the salesroom. The business was established in June, 1897, by Messrs. Geo. W. and Geo. A. Kestler. The manager, Dr. W. C. Porter, is one of the oldest pharmacists in the State; having practiced his profession continuously since 1858.

ALABAMA
GEORGIA
KENTUCKY
NORTH CAROLINA

THE SOUTH

SOUTH CAROLINA
MISSISSIPPI
TENNESSEE
VIRGINIA

GIVES BEST LOCATIONS

For Homes, For Health, For Business,
For Pleasure, For Farming, For Mining,
For Manufacturing, For Timbering.

... ALONG ...

THE SOUTHERN RAILWAY

Are found all the advantages sought for by Immigrants and Manufacturers. Pleasant climate, beautiful scenery, healthful locations, excellent educational privileges, fine soils, extensive forests, rich mineral resources, good transportation facilities, intelligent labor, cheap power for machinery, available markets.

FARMING LANDS AT LOW COST IN BEST REGIONS FOR TRUCK, FRUIT, COTTON, TOBACCO, GRAIN, DAIRY, STOCK OR GENERAL FARMING.

Manufacturing Sites Where Best Advantages Are Had FOR COTTON, WOOLEN, KNITTING, FLOUR, IRON AND STEEL MILLS AND WOOD WORKING PLANTS.

THE SOUTHERN RAILWAY

Reaches eight States east of the Mississippi; extends 5,584 miles in the MOUNTAIN, PIEDMONT, PLAIN VALLEY, AND COAST REGIONS OF THE SOUTH.

Immigrants along its entire line are prosperous and contented.

Information regarding Farm Lands Mineral and Lumber Resources, Manufacturing Locations, etc., furnished on application.

M. V. RICHARDS,
Land and Industrial Agent Southern Railway,
WASHINGTON, D. C.

In Healthfulness,
In Diversity of Products,
In Nearness to Markets,
In Mildness and Equability of Climate,
In Schools, Churches, and Other Needs of an Advanced Civilization, and in All That Goes to Make Life Worth Living, THE TERRITORY OF THE

Atlantic Coast Line

IS PREEMINENT.

HERE ARE SOME OF THE STAPLE CROPS OF THE DIFFERENT SECTIONS OF THIS AREA: : :
All Vegetables and SMALL FRUITS, PEACHES, PEARS, GRAPES, FIGS, And Other Fruits, WHEAT, CORN, OATS, AND OTHER GRAINS, TOBACCO, COTTON, PEANUTS, HAY, RICE.

The policy of the Atlantic Coast Line is to foster all developments along its line.

IT IS THE GREATEST TRUCKING ROAD IN AMERICA,

and it provides every facility for getting farm, garden, and orchard products to Northern markets in the best possible condition, in shortest time and at lowest rates.

In no part of the country is there a greater abundance of Game and Fish than in the eastern counties of North and South Carolina.

NORTHERN FARMERS ARE INVITED

to write for information in detail about the territory of the Atlantic Coast Line, which extends from Richmond and Norfolk to Columbia and Charleston.

T. M. EMERSON,
Traffic Manager,

H. M. EMERSON,
General Freight and Passenger Agent.

WILMINGTON, N. C.