

Raleigh Observer.

EFFECTS OF CHEAP TRANSPORTATION LINES.

The advantages of ready and cheap transportation facilities to any country or section which may be so fortunate as to enjoy them, are not to be overestimated.

Those happy effects of easy trading facilities have never failed to manifest themselves in the prosperous development of the sections which possessed them, and a people can never thrive who inhabit a country cut off from the market towns, in competition with other sections more advantageously located.

Before the advent of railroads large sections of the State were watered with navigable streams, which gave to the people of the counties so favored a natural facilities that had rapidly increased their wealth.

The development and increasing wealth of several commercial centres in the State of no mean importance, and one has only to glance back fifty years ago at Plymouth, Washington, Newbern, Wilmington and Fayetteville, to realize the effects and advantage of a North Carolina System, for nature in locating the creeks and rivers of the State laid down such a system, from which, in that day, there could be no departure.

Fayetteville, occupying her advantageous position at the head of navigation on the Cape Fear, enjoyed a commercial prosperity that it is safe to say all the other places named do not to-day boast. Wilmington, a mere village to its present limits and population, had comparatively a more profitable, if not so large a trade as now.

While Newbern, Washington and Plymouth were live, bustling commercial towns, owning and employing their fleets of vessels trading to the North and West Indies. It is in the memory of men now living when Newbern, for instance, owned more than fifty sail of vessels, and now she has not one tenth that number.

And these places did not merely give to the State a commercial character, but they imparted intellectual and social features of the very highest order of respectability and influence.

Sons and daughters of these natives have gone out into the world to ornament the professions and grace the society of other States, have contributed to the success of all industrial enterprises of the country, have aided to shape the legislation of North Carolina and of the nation.

One would go far to find better combinations of talent, accomplishment and intellectual strength than these old places produced in the days of their commercial prosperity, and only in the legacies they have left the State, in those of their descendants who remain, does she find compensation in contemplating their present condition under the policy of State suicide that has prevailed for the past few years.

Of all these towns, prosperous during a former period, only Wilmington stands upon her feet, and but for a strong naturally entrenched position, from which nothing could dislodge her, she must have succumbed long ago to the rivalries and combinations against her.

It is a condition of peculiar hardship, that cities like Newbern, Wilmington and Fayetteville, which were among the chief patrons of internal improvement in the State, should have suffered disastrously at the hands of works which they were so instrumental in providing for their accommodation and benefit of others.

the daily declining value of our lands inform us of the truth? Are our eyes not pained and our hearts saddened at the frequent sight of the despairing emigrant, leaving a land where even industry does not meet its reward, and going with a heavy heart to seek better fortunes in a strange land? These things ought not so to be. The hearth by which our fathers sat should not be left desolate; nor should their bones be deserted! But so it is; and this voluntary disruption of the strongest ties of our nature, forces upon us the unwilling truth, that we have arrived at that disastrous extremity where that best incentive to industry, enterprise and frugality, we mean the hope of success, is absent.

Nor is the cause of this deplorable condition of our agriculture more difficult to be discerned, than the effect is apparent.

Having set forth, at much greater length than is here transcribed, their condition and grievance, they propose a Central Railroad from Beaufort, passing through Newbern, Raleigh and Salisbury to the foot of the mountains, as affording, in their opinion, such facilities for transportation, as at once to remove the disastrous disabilities described, and completely reverse the picture. And they say:

"The form of our State being long and narrow, a longitudinal road would bridge within a short distance of every door a highway affording a cheap and rapid conveyance to the markets of the world. We should come into competition with others upon equitable footing and cast off the incubus which now represses our energies and paralyzes our strength."

Discarding all local preferences ourselves, we would call upon all to unite in this great undertaking, leaving for future consideration the more immediate appropriation of the benefit by the different sections of the State. Lateral roads to the wealthy banks of the Cape Fear, to the magnificent valley of the Roanoke, and to other portions of our State, would soon be projected and executed by individual enterprise, and thus extend to every one the greatest supposable facilities for the purpose either of business or pleasure."

The North Carolina Railroad this desired central line was finally obtained. And how completely has it reversed the "gloomy picture" they drew, and removed the "disastrous disabilities" of which the Orange memorialists of 1831 complained. They have now the prosperous counties of Orange and Alamance, numerous and increasing manufacturing enterprises, and the growing town of Durham, where was then a wilderness. An so all along the line from Goldsboro to Charlotte. The State never undertook a greater work, the advocates of a measure never more fully realized their expectations, or saw fulfilled their promises, than in the instance of the Central Railroad. It is possible to so open up every section of the State by means of lateral lines of narrow gauge railroads as to confer upon all the same benefits as the North Carolina Railroad has conferred upon all the counties through which it passes. But before we set to work upon such a system of internal development, as we must so set to work, for pretty much the condition of things now obtains in the outlying counties as the Orange memorialists described in 1831, let us have it well understood that the Central Road is part of the great State System it was designed to be, and such as the Orange people urged upon the Legislature forty-seven years ago, when they suggested it as the backbone of a North Carolina System.

Special Com. Daily Review. ON THE WING.

An Eastern Man in the West—What He Sees and What He Thinks—Comparative Political Anatomy.

CHARLOTTE, N. C., Dec. 11th, 1878.

DEAR REVIEW: The same kind Providence who kindly implanted in man his social, emotional, and mental, nature gave him means of relief from the consuming cares of home life and the wear and tear of laborious occupation. The recreation and changing scenes of travel, even for a day, often meet the demands of such a condition and materially aid in preparing the busy man for the harassing anxieties and conflicts of life.

In traveling up the Carolina Central to this wealthy and populous city and to Mecklenburg county, noted for agricultural progress and for its no fence law, one who has not thus seen this up country for years, observes with pleasure the marks of improvement on all sides.

While the price of lands in all these upper counties has gradually increased since the war, the value of real estate has as steadily decreased within the same period in the eastern counties. Agriculture is more remunerative in the middle and western counties, and the people generally are in better condition than are those nearer the Atlantic coast, where the negro population is much greater. Our eastern lands are not surpassed in fertility and in adaptation to agricultural purposes by those of an Southern State, and our facilities to the best markets are of course superior to those of the up country. In accounting for this superior financial prosperity of the middle and western counties to which so many of the former residents of the East have removed in the last few years, several causes are to be admitted. The devastations and destructions of the war were of course more operative upon our Eastern than upon our middle and western sections, as it is well known that Eastern North Carolina was, during that destructive period, a camping and foraging ground for both armies and the people, literally ruined thereby, have not recovered as our more secluded fellow citizens of the West, comparatively exempt from the direct ravages of the war, have recuperated since 1865. And then the money crops of the East, cotton, corn, naval stores and lumber, mainly, have not yielded such profits as

have the more remunerative crops of wheat and tobacco that have been so largely raised for sale since the war, in the more Western counties. True, cotton is raised to some extent in these counties, but it may be said that the wheat and tobacco regions of North Carolina have been since the war, and are now, the most prosperous sections. The comparative exemption of these counties from those curses of carpet bagging that have so sadly afflicted the East in their demoralizing influences upon public morals, and especially upon the negro population there, is another cause of the worn condition of the East. Here the negro, while enjoying to the full extent all his legal and political rights and those of suffrage is still a negro, in the fact that he feels his inferiority to the whites, and does not receive, even from the low whites, any of that social recognition which he has been allowed to claim and receive too much of from the carpet baggers, buffaloes and low whites of the East. Here, as a citizen, tenant and property-holder, he keeps his proper place of subordination to the superior race and as a laborer is obedient and shows respect and deference to his employer. If he fails to do this he is discharged at once, and hence he submits to discipline and does better work for the same wages that he does in the east. There are other cases that are acting to lay the finger of hard times more heavily upon the east than the west, such as the greater observance of economy and the more avoidance of debt on the part of these western people, &c. &c. &c., but these causes need not be dwelt upon in this letter.

That hard times prevail all over North Carolina is now more generally admitted and more painfully experienced than ever before. That resumption on the 1st of January will not, as promised by the hard money men, relieve the farming and industrial classes, is the common sentiment of the people as well as of our wisest financiers and statesmen. We have been told that the practice of economy and avoidance of debt would soon extricate our struggling farming and suffering masses. Bravely and persistently have they, for years, used economy and worked hard and denied themselves and families as did our noble and self-sacrificing men and women during the war. Still the hard times press with undiminished torture upon the bone and sinew of the land.

ON THE WING.

Cart Loads of Medicinal Rubbish Are swallowed by invalids, and their physical troubles thus kept alive for years, when that peerless tonic stimulant and corrective, Hostetter's Stomach Bitters would speedily set the disordered and worn out mechanism of the system in active and healthful operation again. It has been demonstrated over and over again that the requirements of the sick are answered far better by the Bitters than by a majority of the miscalled remedies of the pharmacopoeia. The stomach is strengthened, the liver regulated, the bowels put in proper order, the blood enriched and purified, and the nervous system rendered tranquil and vigorous by this inestimable family medicine and safeguard against disease, which is, moreover, a most agreeable and effective appetizer, and a cordial peculiarly adapted to the wants of the aged and infirm, delicate females, and convalescing patients. It is, besides, immensely popular as an antidote to malaria.

H. Brunhild & Bro., Rectifiers and Wholesale Dealers in

Rye Whiskies, Imported Liquors and Cigars.

WILMINGTON, N. C. No. 3 Granite Row, South Front St.

Our goods generally advertise themselves, themselves therefore we are not given to figurative language to blow up our goods. Neither do we sell certain Whiskies under assumed Brands such as

"Baker."

And whenever we do sell BAKER we mean to give it. Despite of the prejudices which certain individuals are trying to promulgate, H. BRUNHILD & BRO., are still in the market selling the purest good at the lowest prices. dec 16 tf.

Now IS THE TIME TO BUY YOUR GROCERIES!

- Coffee, Sugar, Flour, Molasses, Pork, Sides, Shoulders, Potash, Lye, Soap, Candles, Starch, Crackers, Cheese, Candy, Raisins, Sardines, and Fire Crackers, from dec 16 HALL & PEARSALL.

Buggies! Buggies! Harness & Saddles,

FOR SALE AT Gerhardt & 3d Street, opposite City Hall.

Repairing done with neatness and dispatch Horse-Shoeing a Specialty. dec 16

I am Offering

VIRGINIA SUGAR CURED PIG HAMS, Pork and Bologna Sausage at 12 1/2 cts, Flour 3 and 4 cts, Coffee 15 and 18 cts, Sugar 9 cts, Canned Bacon Hams 10 cts, Dry Salt Meat, Lard, Pig's Feet, Cheese, Butter, Molasses, Crackers, Candy, Tea, Raisins, Fire Crackers, Fruit, Potatoes, Onions, Tobacco, Cigars &c., at bottom prices. Constantly receiving Virginia, Eggs, Mountain Butter, &c. Visit or send your orders. J. H. PETTEWAY, 24 North Water St. dec 16

WHOLESALE PRICES.

The following quotations represent the wholesale prices generally. In making up small orders higher prices have to be charged.

Table listing various commodities and their prices, including BACON, BUTTER, COFFEE, FLOUR, GRAIN, LARD, MOLASSES, PEANUTS, POTATOES, RICE, SALT, SOAP, SUGAR, and TIMBER.

Rail Road Lines, &c.

WILMINGTON & WELDON RAILROAD COMPANY.

Office of Gen'l Superintendent, Wilmington, N. C., Nov 9, 1878.

CHANGE OF SCHEDULE.

On and after Sunday, Nov. 10th, 1878, Passenger trains on the Wilmington & Weldon Railroad will run as follows:

Table showing train schedules for Day Mail and Express Train, and Night Mail and Express Train, including departure and arrival times for Wilmington and Weldon.

Gen'l Sur's Office.

WILMINGTON, COLUMBIA AND ANNO RAILROAD.

Wilmington, N. C., Nov. 9, 1878.

CHANGE OF SCHEDULE.

On and after Sunday, Nov. 10, the following schedule will be run on this road:

Table showing train schedules for Day Express and Mail Train, and Night Express Train, including departure and arrival times for Wilmington, Florence, and Columbia.

Through Sleeping Cars on night train for Charleston and Augusta.

JOHN F. DIVINE, General Supt. nov 9

CAROLINA CENTRAL RAILWAY COMPANY.

OFFICE GENERAL SUPERINTENDENT, Wilmington, N. C., Sept. 12, 1878.

Change of Schedule.

ON AND AFTER MONDAY, 16th inst., the following Schedule will be operated on this Railway:

Table showing train schedules for Passenger, Mail and Express Train, and Shelby Division, Mail, Freight & Passenger and Express Train, including departure and arrival times for Wilmington, Charlotte, and Shelby.

V. Q. JOHNSON, General Superintendent. sept 13

Law School.

A CHARTER will be applied for to the next General Assembly.

DAY SESSIONS for Lecture and Recitation, every Monday and Wednesday, 9 P. M. to 6 P. M.

NIGHT SESSIONS. Every Tuesday and Friday, 8 P. M. to 9 P. M.

For terms, &c., address EDWARD CANTWELL, dec 9 Wilmington, N. C.

Lager Beer.

The Best in the City and the Cheapest!

FOR SALE BY THE KEG, BOTTLE, OR DOZEN. Try it this hot weather. It will give you a good appetite and good sleep and make you healthy and strong and wise.

H. MARCUS & SON, No. 5 Market Street. 11 1/2

New Confectionery Store.

WE RESPECTFULLY ANNOUNCE to our friends and the public that we have opened a new Confectionery and Toy store on South Front street, one door above Geo Myers' Grocery, where we will offer fresh goods, nice Toys, Nuts, Candies, Raisins, Fresh Fruit, &c. at very low prices for cash. We simply ask a trial. nov 21 COOPER & PRICE.

SUBSCRIBE TO THE DAILY REVIEW Only 50 cents per month to city subscribers. O. H. SPRUILL, Water and Chestnut Sts. dec 24

Steamship Lines, &c.

CLYDE'S New York

Wilmington, N. C., Steamship Line.

The Steamer

REGULATOR. CAPT. DOANE.

WILL SAIL FROM NEW YORK ON WEDNESDAY, Dec 18

Shippers can rely upon the prompt sailing of Steamers as advertised.

A. D. CAZAU, Agent Wilmington, N. C.

L. S. BELDEN, Soliciting Agent. W. M. P. CLYDE & CO., General Agents. Bowling Green, or Pier 13, N. R. New York. dec 16

Baltimore

AND; Wilmington, N. C.

STEAMSHIP LINE.

The Steamer

WILL SAIL FROM BALTIMORE ON Saturday, Dec 21.

Shippers can rely upon the prompt sailing of steamers as advertised.

Through Bills of Lading given to and from Philadelphia, and Prompt Dispatch guaranteed.

For Freight Engagements apply to A. D. CAZAU, Agent, Wilmington, N. C.

L. S. BELDEN, Soliciting Agent. REUBEN FOSTER, General Agent. Corner Lee and Light Streets, Baltimore, York. dec 16

C. ROSENTHAL,

DEALER IN

BOOTS & SHOES,

32 Market St.

LADIES', MISSES', AND CHILDREN'S SHOES A SPECIALTY.

Ladies are respectfully invited to call and examine

Those Ladies' Fine French Basket and Basket Foxed Button Boots, Something New and Nobby.

Just received, also, Ladies' and Children's Boots at the

New Boot and Shoe Store

C. ROSENTHAL, nov 15 32 Market Street.

Open Again.

I WOULD RESPECTFULLY INFORM my friends and the public that I am again prepared, at the old stand on South Front street, to sell them FURNITURE in any quality, design, style or price desired. My new stock is being added to daily by supplies from the great manufacturing centres. A full line of

Carpets, Rugs, Mats, Oil Cloths, &c., and more expected daily.

My friends and the public will please call and see me and examine the new building and the new stock.

F. A. SCHUTTE, Furniture Rooms, South Front street. nov 16

Removal.

MY FRIENDS and the public generally are hereby notified that I have removed my Shops to N. 4, Lippitt's Row on South Front street, where I will be pleased to see and serve them.

Undertaking and Cabinet Making is all of their branches.

B. D. MORRILL. dec 24