The Tarborough Southerner.

"BE SURE YOU ARE RIGHT, THEN GO AHEAD.—D. Crockett.

VOL. 69. TARBORO', N. C., THURSDAY, AUGUST 4, 1881. NO. 31.

Religious Appointments.

Calvary Episcopal Church—Rev. Dr. J. B. Cheshire, Rector. This divine services every Sabbath, morning and afternoon. Services Wednesday morning at 9:30, and Friday afternoon at 4.

Presbyterian Church—Rev. R. H. Baldwin, Pastor, will preach morning and evening in Tarboro' on 3rd Sabbath, in Spring Creek and Nash on 4th Sabbath. Prayer meeting every Wednesday evening.

Missionary Baptist Church—Rev. D. E. Carter, Pastor, will preach morning and evening, in Tarboro, on 2d and 4th Sabbath in each month.

Methodist E. Church—Rev. Joseph D. Arnold, Pastor, will preach morning and evening every Sabbath. Prayer meeting every Monday evening.

Primitive Baptist Church—Elder R. D. Gold, Pastor, preaches on 1st Saturdays and Sundays in each month.

PROFESSIONAL CARDS.

HOWARD & NASH,
Attorneys and Counselors at Law,
TARBORO N. C.
☞ Practice in all the Courts, State and Federal. nov 6-1y.

DOSSEY BATTLE,
Attorney and Counsellor at Law
TARBORO', N. C.
Practices in all State and Federal Courts. Regular circuit Nash, Edgecombe and Pitt. Will keep an office at Rocky Mount.
☞ Special attention given to collections. Feb. 20, 1879.

A Card.

I have removed my DENTAL OFFICE to the new building recently erected by Mr. C. C. Lanier, next door to Tarboro House, where I will be glad to receive my friends or any one desiring Dental work. I am permanently located here, having leased the second story of this building for a term of years. Yours, &c.,
ISAAC N. CARR.
Dec. 4, 1879. 1y.

TONSORIAL DELIGHTS.

WOULD you be soothed by the softest touch and keenest razor when your beard is hardest? Would you enhance your personal pulchritude so that your wife or sweetheart wouldn't recognize you? Then apply to Nathan Williams, whose Barber Shop is in Tarboro House on Main St. Solacing Shampooing done. Hair Oil, of his own manufacture, for sale.

BATTLE, BUNN & CO.,
COTTON FACTORS,
AND
General
Commission Merchants,
NORFOLK, VA.
We make the sale of Cotton a specialty, and promise always to obtain highest market prices. Bagging and Ties at lowest market rates, free of commissions.
Very liberal advances made on cotton to be held. aug.11-1y.

RAILROADS.

Wilmington & Weldon Railroad Company.

Office of Gen'l Sup't.
Wilmington, N. C. March 12, 1881.

Change of Schedule.

ON and after May 15th, 1881, at 6.40 A. M., Passenger Trains on the Wilmington & Weldon Railroad will run as follows:

Day Mail and Express Trains, Daily—Nos. 47 North and 48 South.

Leve Wil., Front St. Depot at	6.40 A. M
Arrive at Weldon	12.50 P. M
Leve Weldon	3.20 P. M
Arrive at Wil., Front St. Depot	9.45 P. M

Fast Through Mail and Passenger Train Daily—Nos. 43 North and 40 South.

Leve Wil., Front St. Depot at	6.25 P. M.
Arrive at Weldon	1.25 A. M.
Leve Weldon	6.15 P. M.
Arrive at Wil., Front St. depot	11.25 A. M.

Train No. 40 South will stop only at Rocky Mount, Wilson, Goldsboro and Magnolia.

Night Passenger Mail and Express Train—Nos. 45 North and 42 South.

Leve Wil., Front Street Dep't at	2.55 P. M
Arrive at Weldon	10.45 P. M
Leve Weldon	2.05 A. M
Arrive at Wil., Front Street dep't	8.17 A. M

Trains on Tarboro Branch Road leave Rocky Mount for Tarboro at 7.40 P. M. daily, and Tuesday, Thursday and Saturday at 5.00 A. M. Returning, leave Tarboro at 9.00 A. M., daily, and Monday, Wednesday and Friday at 3.30 P. M.

Train No 47 makes close connection at Weldon for all points North daily. All rail via Richmond, and daily except Sunday via Bay Line.

No. 43 runs daily and makes close connection for all points North via Richmond and Washington.

All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers attached.

JOHN F. DIVINE,
Gen'l Sup't.
A. POPE, Gen'l Passenger Agent.
mh 13-tf

Petersburg Railroad Company.

Office of General Sup't,
Petersburg, Va., May 12, 1881.

COMMENCING Sunday, May 15th, 1881, trains on this road will run as follows:

GOING SOUTH.

Boston and Savannah Fast Mail.

L've Petersburg daily at	4.00 P. M
Stops only at Belfield.	
Arrive at Weldon	5.58 P. M

New York Express.

L've Petersburg daily at	12.52 P. M
Arrive at Weldon	13.10 P M

Through Freight.

L've Pet'sburg d'y, except Sunday	9.05 P. M
Arrive at Weldon	2.35 P. M

GOING NORTH.

Boston and Savannah Fast mail.

L've Weldon daily at	1.30 A. M
Stops only at Stony Creek.	
Arrive at Petersburg	4.05 A. M

New York Express.

L've Weldon daily at	1.20 P. M
Arrive at Petersburg at	3.32 P M

Southern Express.

L've Weldon daily at	4.20 A M
Arrive at Petersburg at	6.50 A. M

Through Freight.

L've Weldon d'y except Sunday at	6.30 P. M
Arrive at Petersburg at	11.25 P. M

Local Freight—Mon'y, Wedn'y & Fri'y.

L've Weldon at	3.50 P. M
Arrive at Petersburg at	8.35 P. M

Sleeping cars and first-class coaches on night and day trains.

No change of cars between Wilmington and Washington.

Through tickets sold to all Eastern and Western points and baggage checked through.

Passengers going South will purchase tickets and check baggage at Washington depot.

Passengers going North and stopping at Petersburg, will claim their baggage at Washington Street depot.

R. M. SULLY,
General Superintendent.
W. P. TAYLOR,
General Ticket Agent,
W. J. BROWN,
Dispatcher of Trains.
1y mg

North Carolina Line!

A HOME ENTERPRISE.

Str. Greenville.

Reliable through connections from all points on Tar River to Norfolk, Baltimore, New York, Philadelphia, Boston, Providence, Fall River and all points East.

As general agent for this line in the section of country bordering on Tar River above Washington, the undersigned begs to announce that the Steamer Greenville is now making regular connections with Steamers of the Line between Baltimore and Washington (generally known as the Clyde Line) and will issue through Bills Lading to Norfolk, Baltimore, New York, Philadelphia, Boston, Providence and Fall River.

LOWEST RATES and REASONABLE DISPATCH can be secured by encouraging this enterprise.

Be careful to order all shipments marked and consigned via "*North Carolina Line.*"

From BALTIMORE ship by Baltimore and Washington Steamer, R. Foster, Agent, 90 Light Street, Baltimore.

From PHILADELPHIA ship by Clyde Line, W. P. Clyde & Co., Agents, 12 South Wharves.

From NEW YORK ship by Dalzell's Line, H. L. Chapman, Soliciting Agent, 6 Bowling Green.

From BOSTON ship by Merchants & Miners Line, care W. R. Mayo, Norfolk, Va.

From NORFOLK ship by Norfolk and Washington Line, W. R. Mayo, Agent, Clyde's Wharves.

For rates and other information, apply to
N. M. LAWRENCE,
Agent N. C. Line and Str. Greenville,
Tarboro', N. C.
Oct. 4, 1877. tf.

The Oxonian.

A Journal of Literature and Education.

Published Monthly at Oxford, N. C., at one dollar a year, in advance.

The Oxonian aims at increasing the interest for Literature and Education, and gives original articles on subjects of vital importance as well as criticisms of the newest and most valuable publications.

Offers decided advantages to advertisers. High average circulation. Advertisements are shown prominently, are free from errors, and are tastefully displayed. Its advertising rates are not in excess of its value to an advertiser. Advertisements, intended for publication in any issue, should be in the office by the 20th of the month.

J. C. HORNER,
Oxford, N. C.

I eat at Cooper's. FRED. COOPER. I don't.

The Prince of Caterers, is always ready to serve his numerous customers with

ICE CREAM

and all other delicacies, in their season, at his Restaurant on Pitt Street. Meals at all hours.

ICE CREAM SALOON

H. A. WEBER HAS HIS STORE neatly fitted up for a Ladies' and Gentlemen's

Ice Cream Saloon.

where they can always get a variety of fine CREAMS. Families can be supplied by leaving their orders. Cream will be packed in ice for this purpose from one quart up. Parties, Balls and Pic Nics supplied at shortest notice. Remember I make all Creams myself
Respectfully, H. A. WEBER.
May 5, 1881.-tf.

FOR SALE.

TO avoid inbreeding, I will sell my Jersey bull, PRIMUS. His dam was an imported cow; she gave, when thirteen years old, 6½ gallons milk per day, and would have made 21 lbs. butter per week. She was one of the finest cows ever imported from the Island of Jersey. This bull is perfect in every respect and presents a rare chance to build a first class herd upon. I saw calves, six months old, that were not his equal, as to family, sell at Kellog's Sale, 21st May, in city of New York, for $600, and cows for $1425, that was far inferior to his dam.
C. B. BEALE,
July 28, 1880.-tf. Norfolk, Va.

W. C. Y. PARKER, Late of Warrenton, N. C.
W. K. CARR, Late of Edgecombe, N. C.
PARKER & CARR,
COTTON FACTORS AND
GENERAL COMMISSION MERCHANTS,
Room 9, Cotton Exchange,
NORFOLK, VA.
Cotton, Country Produce generally, Hides, Staves, &c., sold. Orders for merchandise promptly attended to. Guano a specialty.
Jan. 6, 1881.-1y.

[Established in 1822.]

WOOD! WOOD!

THE undersigned are prepared to furnish either PINE or OAK WOOD by the load or cord on

Fridays and Saturdays Only.

To ensure attention, orders should be left with C. J. AUSTIN, or the undersigned.
W. L. & T. B. BARLOW.
Tarboro, June 2, 1881.-tf.

KEEP COOL!

THANKING the citizens for their past patronage, I beg leave to call their attention to the fact, that I will keep a plentiful supply of ICE on hand during the coming season at my old stand and opposite the Court House. I will sell as low as it can be possibly put here for.
W. J. EDWARDS.
Tarboro, April 7, 1881.

M. L. T. DAVIS. B. D. THOMAS
ESTABLISHED 1865.
M. L. T. DAVIS & CO.,
Wholesale Grocers,
AND DEALERS IN
FLOUR, PROVISIONS, FISH & SALT,
South-East Cor. Water & Commerce Streets,
NORFOLK, VA.
Sept. 2, 1880. 1y

$72 A WEEK. $12 a day at home easily made. Costly outfit free. Address True & Co., Augusta, Maine. mar.3-1y.

ST. JACOBS OIL
TRADE MARK.
THE GREAT
GERMAN REMEDY.
FOR
RHEUMATISM,
Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains,
Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a *safe, sure, simple* and *cheap* External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO.,
Baltimore, Md., U. S. A.

MALARIAL POISON.

The principal cause of nearly all sickness at this time of the year has its origin in a disordered liver, which, if not regulated in time, great suffering, wretchedness and death will ensue. A gentleman writing from South America says: "I have used your Simmons Liver Regulator with good effect, both as a prevention and cure for malarial fevers on the Isthmus of Panama."

SIMMONS LIVER REGULATOR

A Purely Vegetable MEDICINE

An effectual specific for malarious fevers

Bowel Complaints, Jaundice, Colic, Restlessness, Mental depression, Sick Headache, Constipation, Nausea, Billiousness, Dyspepsia, &c.

If you feel drowsy, debilitated, have frequent headache, mouth tastes badly, poor appetite, and tongue coated, you are suffering from torpid liver, or billiousness, and nothing will cure you so speedily and permanently as to take

SIMMONS LIVER REGULATOR.

It is given with perfect safety to the most delicate, and can be taken by those for whom other medicines are too strong. It is the cheapest, purest, and best family medicine in the world.

Buy only the genuine in white wrapper with red Z, prepared only by J. H. ZEILIN & CO.

Sold by all Druggists.

J. M. Baker, M. D. J. M. Rowe, Ph.G.
BAKER & ROWE,
DEALERS IN
Drugs, Medicines, Perfumery, Toilet Articles, Paints, Oils, Dye Stuffs, Tobacco and CIGARS.
Main St., Tarboro, N. C.
Next door to H. Morris & Bros.

Physicians' Prescriptions carefully compounded day and night.

As seen from above, I have formed a copartnership with Mr. J. M. Rowe for the purpose of carrying on the Drug Business, at the old stand formerly occupied by myself. Mr. Rowe is a graduate from the Philadelphia College of Pharmacy, and he has had eleven years experience in some of the largest stores in the country. By strict attention to business, we hope to merit a continuance of the liberal patronage of the public.
JULIAN M. BAKER, M. D.

After an absence of eleven years I have returned to my old home and formed a copartnership with Dr. J. M. Baker for the purpose of carrying on the Retail Drug Business. I shall devote my time and attention to the business, and hope that my friends and the public generally will give us a fair share of their patronage.
JOHN M. ROWE.
Tarboro, N. C., May 12, 1881.-tf.

LAM LAWRENCE. J. J. BRITT
Lawrence & Co.,
Druggists & Apothecaries,
[NEXT TO J. M. SPRAGINS.]
Having opened a fresh stock of DRUGS, PATENT MEDICINES, TOILET ARTICLES, GARDEN SEEDS, CIGARS AND TOBACCO, we are prepared to serve the public with any article in our own line. We trust that by strict attention to business, and moderate prices, to win your confidence and patronage.
MR. J. G. M. CORDON, our efficient clerk, will have sole control of the Prescription Department, to which he will give his personal attention.
☞ Prescriptions prepared Day or Night.
Respectfully,
LAWRENCE & CO.
Tarboro, March 3, 1881.-3m.

Fred. Philips, Prest. Wm. M. Pippen, Vice Prest.
M. Weddell, Cashier.
The Pamlico Insurance & Banking Co.
(BANKING DEPARTMENT.)
BANK open from ..... 9 A. M. to 3 P. M.
Discount Day, THURSDAY.
DIRECTORS:
Geo. Howard, Fred. Philips,
H. L. Staton, Jr., W. M. Pippen,
H. Morris.
Tarboro', N. C., Dec. 16, 1880. 1y.

GEO. L. CROW,
Manufacturer
TIN, SHEET IRON and COPPER-WARE,
Stoves, Ranges, Heaters, Furnaces, Lamps, Lanters, Lamp Goods, Cleine Oil, &c.,
13 Commercial Row, NORFOLK, VA.
SAM'L L. REED, Supt.
Dec. 2, 1880.-1y.

Tarboro' Southerner.

Thursday, August 4, 1881

THE NEW SOUTH.

One Hundred Million Dollars Subscribed to Develop Her Resources.

POWERFUL RAILROAD SYNDICATES.

An Immediate Promise of Great and Unparalleled Prosperity.

New York Herald, 27th July, 1881.

ATLANTA, Ga., July 24, 1881.

There has been subscribed in the North and Europe in the past eighteen months $100,000,000 for investment in the South. This statement sounds marvelous, and yet it can be easily showed to be true. It may be stated, however, that in this estimate none of the vast sums invested in the Southwest are included. In other words, this enormous sum of money covers investments and developments only in that part of the South east of the Mississippi River and south of Richmond, Va. Of course, the largest sums have been subscribed for the purchase and building of railroad lines. The effect of this has been to improve the roads already built, to develop new sections of country, thus starting new currents of trade and quickening old ones, and to take from Southern hands, at advanced prices, large amounts of railroad stocks. I will briefly allude to some of the more important movements made in the direction of Southern railroad investment and development.

First—The Cincinnati and Georgia syndicate. This syndicate was organized in New York in May last, with a capital of $16,000,000, under the auspices of George I. Seney, of the Metropolitan Bank; Thomas & Co., of Columbus, Ohio, and E. W. Cole, of Nashville, the latter being made president. The company purchased the Macon and Brunswick system in Georgia; the Selma, Rome and Dalton in Alabama; the East Tennessee and Virginia in the States named, and a lease of the Memphis and Charleston, and will build, at a cost of about $7,000,000, several lines of road to connect the purchased properties into one system. The work on these connections is now progressing, and when finished will give the syndicate a cartwheel system, the hub being at Chattanooga and the spokes penetrating the richest sections of the South in five directions, and finding terminal points at Bristol, in Tennessee; the Mississippi River, at Memphis; at Meridian, where the southwestern roads end; at the Atlantic Ocean at Brunswick and Savannah. The money subscribed by this syndicate is $16,000,000, but the bonds floated in the North and in Europe raise the total to $22,000,000.

POWERFUL SYNDICATES.

Second—The Georgia Pacific syndicates, organized to build from Atlanta, Ga., Birmingham, through the coal and iron fields of Alabama—heretofore virtually unpenetrated and the richest on the continent—and thence to the Mississippi River. General John B. Gordon, who resigned his Senatorship to give himself to such enterprises, is president of this company, which contain such men as Hugh J. Jewett, ex-Senator Barnum, of Connecticut; U. S. Grant, Jr.; George W. Perkins, of the importers and Traders' Bank; Senator Plumb, of Kansas; W. P. Clyde and several Richmond, Va., subscribers. The capital required by this company is $12,500,000, which has all been subscribed. Work is now progressing on both ends of the line and the road is graded twenty miles each way from Columbus, Miss., and Atlanta, Ga. This road will make the most important development of the past ten years in the South.

Third—The Norfolk and Western syndicate, which purchased the Atlantic, Mississippi and Ohio road, in Virginia. This syndicate was represented by Clarence H. Clark, of Philadelphia, and comprises such men as O. C. Baldwin, H. Victor Newcomb, George C. Clark, Robert Minturn, who will be recognized as leading capitalists of New York, and the Louisville and Nashville people. The capital required for the Norfolk and Western was $11,500,000, which does not include the cost of certain extensions, estimated to be $2,000,000 more. The first capital, however, of $11,000,000 will suffice for the present.

Fourth—The Erlanger syndicate, made up of Frankfort capitalists, and represented by Mr. Fred Wolfe. This syndicate takes its name from Baron Erlanger, and is occordingly strong. It has owned the Alabama and Great Southern road for some time, and has just purchased the Brunswick Albany road of Georgia, the Vicksburg and Shreveport and the Vicksburg and Meridian roads at a cost of $10,800,000. This company will build 320 miles of new road, and has just put a block of $7,500,000 on the market in Europe. When completed its system will be a good one, stretching from New Orleans to Chattanooga northward, and east wise from New Orleans to Brunswick, Ga.

EXTENSIVE SYSTEMS.

Fifth—The Richmond and Danville syndicate, usually known as the Clyde syndicate. This company controlls the organization of the Richmond and Danville road by holding 28,000 of its 40,000 shares. This cost them less than $2,000,000 and through it they control 1,450 miles of road and are building about 400 miles more, besides the Georgia Pacific, in which they are interested. The chief members of the syndicate are W. P. Clyde, G. W. Perkins and E. H. Perkins, of New York; General T. M. Logan, John Branch, Mr. Palmer and the Stewarts, of Richmond, Va. The Stewarts are retired tobacconists, and said to be worth $5,000,000. The capital of the syndicate is represented by its stock in the Richmond and Danville road, but the following are its investments made within the past eighteen months, Northern or European capital being used, of course, for the purshases. It bought the Columbia and Greenville system of roads, aggregating 297 miles and costing $6,000,000; the Charlotte, Columbia and Augusta road, costing $1,800,000; the Western North Carolina road, costing over $4,000,000 and $1,000,000 to finish it (the work now going on), and the York River road, costing, with its extension, $1,500,000. The company is now engaged in extending the Northeastern Railroad from Athens, Ga., to Knoxville, Tenn., which will cost $4,000,000, and for which the money has been provided and the contracts let. These all represent annual investments of $17,800,000. Besides the syndicate has several lines leased, on which a certain percentage is guaranteed. When its lines, present and building, are consolidated with the Georgia Pacific, as will probably be done, the Richmond and Danville syndicate will press the Louisville and Nashville lines very close.

Sixth—The Louisville and Nashville system, which is now building on an extension of the Pensacola and Atlantic road, which has been purchased at a cost of about $3,500,000 and is being finished at a cost of $1,000,000 additional. This road is also building from Livingstone, Ky., toward Knoxville at a cost of over $1,000,000. This company and its friends in New York also purchased control of the Nashville, Chattanooga and St. Louis road; of the Western and Atlantic, the Mobile and Montgomery, and Mobile and New Orleans roads within the past two years at a cost of many millions.

Sixth—The Baltimore and Ohio Company. This company bought some time ago the Virginia Midland road, intending to go South as it had already gone West. Its ancient enemy, the Pennsylvania Central, operating through its sympathy with the Richmond and Danville syndicate, has outstripped it and shut it off in its Southern race. The last title between these companies was in trying to capture the Atlantic and Charlotte Air Line. The Baltimore and Ohio was beaten out of it, although it offered one per cent more than the Richmond and Danville folks gave. Being cut off in this trade they have now commenced building a road from Danville, the terminus of their Southern line, to Spartanburg, S. C. This road, now under way, will cost built and equipped at least $5,000,000, but this will not be the end. The elder Mr. Garrett in his report to the stockholders a few days since said that the Baltimore and Ohio must get to Atlanta, which is the first point they can reach where they can get competition with their rivals. To reach Atlanta will cost $5,000,000 more. It is shrewdly suspected that this company will buy the South Carolina road at its sale next Thursday. In any event it has already put $5,000,000 down for building a new Southern road and must spend millions more before it completes its Southern system.

But I need go no further. I have already enumerated enterprises that involve considerably over $90,000,000, and I have not exhausted the field, and have not even mentioned the $20,000,000 put into the Cincinnati Southern. Now let us make an analysis of these investments and see what they mean and what they will effect. It is, of course, not argued that this enormous amount of money is found in the South, either in cash or improvements. It is perfectly well understood that much of property represented is already finished and simply changes hands, and that much of it has been for a long time held at the North and in Europe. The value of this remarkable movement, for it can be called nothing less, will be made apparent in the following facts:—

WHAT THE INVESTMENTS WILL EFFECT.

First—It means in reality such immediate development as the South has never known. Of more than $100,000,000 invested fully $20,000,000 will be invested at once in improvements. At Atlanta, for instance, the *Daily Constitution*, in an article giving details and contracts, shows that $17,800,000 is contracted to be spent in the next twelve months in building and equipping new lines already commenced from Atlanta as headquarters. The works on the various roads involving this vast expenditure is already begun and the money is provided. The extent of this development may be imagined when it is stated that the entire railroad system of Georgia, every mile of road now built, cost very little more than that involved in the new lines now under contract at Atlanta. There are, of course, many roads being built outside of these contracts, carrying the total capital sent in, and devoted to building new roads in the cis Mississippi South, to more than $35,000,000.

Second—The money already appropriated to building these new roads, vast as it is, for the most part devoted to main stems. To feed and protect these stems branches must be built which will involve more expenditure and consequent development. There are now organized two companies to build feeders to the Georgia pacific, and they claim to have the money ready to begin work as soon as they obtain their charters. Col. Cole contemplates building several branches to the main stem he is building for the Cincinnati and Georgia line.

Third—The investment of this vast capital has taken from the hands of Southern holders, at advanced prices, millions of dollars worth of railroad stocks and bonds, the money from which will be put in real estate, factories and other business. To illustrate:—In this city one gentleman cleared $100,000 on the rise in East Tennessee and Virginia stock when he sold to the Cincinnati and Georgia syndicate. Another cleared $70,000, and still another $250,000. In Augusta and other Georgia cities millions were cleared by the rise under sharp Northern demand and manipulation of Georgia Railroad stock from 85 to 185, of Central from 90 to 165, Memphis and Charleston from 40 to 63 and other local stocks in proportion. Large amounts of these have been marketed to the North at high figures, and the sellers must seek other investments or use for their money. This gives great impetus to local enterprises and values.

Fourth—The influx of this vast capital in special enterprises will bring capital for incidental development. The men who control the syndicates are interested in the general growth of the country through which these lines run, and they will add to the general confidence inspired by their investment special advice to their friends. They will induce immigrants to settle along their roads, encourage the opening of mines and the establishment of factories and furnaces. The Louisville and Nashville Company has added thousands of dollars annually to its profits by aiding the building of furnaces along its line, and the Richmond and Danville has brought thousands of immigrants into Georgia and the Carolinas by its efficient immigration bureau. New properties will be opened and new opportunities offered by the new lines.

So much, then, briefly for the tremendous investments in railroad properties and the results that must come therefrom. It must not be considered that this is the only channel through which Eastern and foreign capital is pouring into the South and seeking Southern investment. On the contrary, there are other enterprises of other character that attract capital in large enough amounts to justify special mention, and that indicate smaller investments of great aggregate, though little separate importance. For convenience sake these may be divided into the following:

OTHER SOURCES OF PROSPERITY.

First—Cotton manufacturing investments. In the past twelve months $1,000,000 has been invested by Eastern subscribers in two cotton factories at Augusta, Ga.—the Enterprise and Sibley—with $1,000,000 and $500,000 capital, respectively of which about one third was taken South. A new mill—the King—with $1,000,000, of which $250,000 is taken at Augusta, has been organized, and the $750,000 is being raised rapidly in the North. At Atlanta a cotton mill is being built by two firms, one of Cincinnati and one of Atlanta, which take the entire stock. It is almost impossible to find any city in the South in which there is not a new factory building or organizing, the usual plan being that total subscription are made for one-third of the capital and the balance easily raised at the North. Without exception the factories are prosperous, and where one is built it is an inducement and argument for others.

Second—General enterprises of development. A well-known capitalist of New York went to Nashville last week to see whether or not it would be safe to buy $200,000 worth of bonds about to be put up on the Suwanee Coal and Furnace Company. After investigating the property he bought—for a company organized by telegraph and headed by himself—the whole property, which cost $1,600,000 and which will cost $1,000,000 to develop as the company proposes. The capital subscribed is $3,000,000. This is a sample of the opportunities offered, and there are hundreds like it, simply waiting capital for improvement. Another gentleman has just sold for $255,000 cash a half interest in Rising Fame Furnace which cost him two years ago $65,000—which amount he has more than drawn out in dividends since he invested it. The company organized to drain the Everglades in Florida by which an area larger than the State of New Jersey will be brought into cultivation, has a capital of $5,000,000 and probably double that will be needed to finish the work. The Bethlehem Steel Works Company of Pennsylvania is arranging to invest $800,000 at Birmingham, Ala., and the Tylers, of New York, have put over $1,000,000 at Anniston, Ala., their latest investment being a cotton mill, built entirely with their own capital. These are but examples picked at random to show the drift of capital. The building of the Georgia Pacific will open up the most important coal and iron beds, extent and variety and aichness considered, that can be found on the American continent, and will inaugurate an era of development in the branches of industry dependent on these minerals the like of which has not been seen in the South.

CHEERING PROSPECTS FOR THE FARMERS.

Third—Capital for farmers. There is but one thing that has stood between the Southern farmers and unexampled prosperity, and that is the lack of capital with which to operate. Taking hold of the farm at the close of the war, stripped and devastated, impoverished and without labor or implements, forced to build or buy everything, they have felt the need of credit. After the disasters of the plantation era, succeeding the war, it has been impossible to use rural lands as a basis of credit. The only credit the Southern farmer has had with which to buy fertilizers, supplies, &c., has been the right to run an account with a commission merchant to whom he would mortgage his land or crops. He could get no money advances, but simply supplies sold at time prices. The Commissioner of Agriculture of Georgia, declares in his official circular that the farmers of Georgia have paid an average of fifty-four per cent advance on the cash price of their supplies, fertilizers, &c., and give as an example the fact that corn selling at eighty nine cents cash, commanded $1.12 on time, with crop lien or mortgage as security. The same is true of other States. This terrible usury has kept the farmers poor, and no bank or capitalist would lend a dollar on farm lands. The South suffered measurably from the difficulty experienced by the West a few years ago, when its farms were mortgaged to small storekeepers, and Eastern capital went to its relief. Capital to loan on farms is just beginning to come South. A firm representing $3,000,000, most of which is furnished by a banking Co. of New York and the Anglo American Mortgage Company (limited), of London, opened an office in Atlanta a few months ago and advertised that it will loan money on farms for seven per cent per annum. The demand for money is brisk, and as much as $100,000 has been loaned in a month. This firm, which formerly operated in the West, will be followed by others. In New Orleans an English company, with practically unlimited capital loaned $600,000 at low rate of interest on Mississippi cotton bonds last year. A Boston company to operate in the same field is being organized now with Mr. F. C. Morehead, President of the Mississippi Valley Cotton Planter's Association, as manager. There is no doubt that millions of dollars of Northern capital will be loaned in the next year on Southern farms, and the relief will be great and immediate.

It will be seen from the above that capital is coming into the South in as large sums and at as rapid a rate as it can be judiciously handled. This is all that the South has needed, and the progress in this section in the next few years will be an astonishment to those who have not studied the subject closely. To show to what extent there has been suspicion of everything Southern, and how wide the margin of profit is, General Logan, of Richmond, is quoted as saying that three years ago he exhausted every effort to get capitalists in New York to invest $50,000 in the bonds of a Virginia road that could be bought at $15, and have since sold at $150.

THE MYSTERY SOLVED.

The Thrilling Narrative of the Life of Mary Burt and Robert Fletcher.

From Raleigh News and Observer.

ATLANTIC HOTEL,
MOREHEAD CITY, July 15, 1881.

Some weeks since the marriage of an aged lady, Miss Mary Burt Howe, of western North Carolina, to Mr. Robert Fletcher went the rounds of all the leading newspapers, both North and South. This strange story was looked on by many as a fiction, but, by the highly respected Fletcher family of New York and Massachusetts as a reality, and gave rise to a correspondence of considerable length.

While at Morehead we heard that Mrs. Fletcher had been abandoned and left near Carolina City, some two miles distant. So we chartered a hand car and determined to make her a visit, and set the country right on this much vexed question. We found the lowly hut in which she was stopping. She was singing an old-time melody as we approached. Entering, we said: "This is Mrs. Fletcher?"

"No, sir," she replied, "I am not Mrs. Fletcher, Mrs. Willis or Miss Howe is my name. I am nobody; I am just here, near where, fifty years ago, I landed, without name, without money, no friends, no home, and can only claim a home in heaven and an humble hope of mercy there. I have been a great sinner, and my misdeeds, as usual, have led to consequences that I could not have anticipated at the time when they were committed."

"Did you come over in the fated Curlew, which lies near Fort Macon?"

Surprised at the question from a stranger, the aged lady replied in the affirmative. "Then," said we, "you are the wedded wife of Alonzo Willis, for was he not captain of the Curlew?" Stretching out her bony arms, and gasping for breath, she said: "Come here and sit down beside me, and I'll tell you everything. Now I remember you; you are the same man that rambled around with Bobby Furman and Gov. Jarvis last summer in the mountains." The same, said we. "By the way," said she, "where is Robert? It is very strange that Robert Furman did not come to see me. I heard that he was hereabouts lately. Yes, I see it all now. Capt. Richardson told me but the other day, when he was here, that they learned of my condition."

But I am wandering from my subject. 'Are you comfortable on that narrow gauge railroad?'

"Well, I will tell you all about it, and be sure and publish it in the News and Observer. In 1828, I had a happy home, father, mother, two brothers and a young aunt; we lived near Montpelier, Vt.; my father was farmer, merchant, trader, and did the principal banking and loan business in the State; in fact handled everybody's money, and kept it in his iron trunk the jewels of the entire town. In the family boarded and went to school Alonzo Willis, a handsome youth of sixteen bright summers, and my first cousin. His desire to become possessed of this iron trunk of jewels caused me to commit my first and only crime. One day, while I was spinning flax, Lon drew a seat near me and proposed that I should get father's key and open his iron trunk, take the jewels and the money, elope and marry him. Indignantly I repulsed the insult, and straightway communicated to my parents the same, who early next morning made Lon pack up and leave. Standing near the gate as he passed out, he shook his finger at me, and said, with an oath, 'I will get even with you if it takes fifty years.' From that day a strange desire haunted me. I could not shake the idea out of my head of taking those jewels and running away with Robert Fletcher, a poor but honest lad, well descended, and highly connected, whom I fondly loved. Yes, we both loved. Day by day we met, and eventually we became engaged. Day by day the jewels haunted me. I never communicated my plans to Fletcher, but on the first opportunity I lifted the jewels from their hiding place and immediately went aboard a sailing vessel with no special object in view, or even a plan of future movements. Only one thought possessed me, and that was the wealth I could bring to Fletcher. I supposed a letter would reach Fletcher, but sad, sad was my fate. My sins overtook me in a shipwreck, and here I am drifting through this wide, cold world with 'no one to love and none to caress.' After leaving I suppose that my disgrace became known to my cousin Lon, who, notwithstanding his propensity for evil, was a great favorite of the family, being the spoiled and petted son of my father's only and much loved sister.

"Now, to make a long story short, I thought when I married in the mountains that I was the wife of Robert Fletcher, my first and only love, until we reached Newport, on our return to Goldsboro, to start on our wedding tour. At Newport the train was delayed, we took a stroll in the town; suddenly he looked like one possessed of a devil. Said he, 'Mary, do you know me?' and before I could reply he said, 'I am Alonzo Willis, and as I passed at the gate from home I gave you your warning, and now, d—n you, I am even with you. I wrecked the Curlew on purpose; I am not Fletcher, nor shall you have the jewels.'

"The blight of years seemed to gether upon his features, and with a convulsive, gutteral whisper, he exclaimed: 'Robert Fletcher is dead; your conduct killed him.'

"Like a statue I stood, while he sped away, leaving me alone. I have not seen or heard from him since.

"It all comes to me now. When he entered my home in the mountains he said: 'Are you really Mary Burt Howe? Then where are the jewels?' 'Under the bed in my box.' 'Good,' says he.

"He got possession of them at the Atlantic Hotel, and from that moment became a changed man towards me.

"'Well, Miss Burt,' said we, 'what object have you in view? Where will you go?'

"'Fifty years ago I walked from the spot where the wonderful and commodious Atlantic Hotel now stands, to Asheville beyond the Blue Ridge, and by the help of God I can do it again. I will set out at 8 o'clock on Monday, unless Mr. Best will give me a pass. In that case I may be induced to ride at least as far as Goldsboro, where I am sure Mr. Andrews will have me checked to Mr. Furman, who I know, God bless him, will give me back my dog and my home for the remainder of my earthly career.'"

Alonzo Willis, alias Dandy Lon, is of prepossing manners, dresses well, and has the out of an English gentleman, 68 years old—would pass for 50 years—tall, dark, blue eyes, sandy hair, carries a nickle headed cane, loves whisky, and parts his hair in the middle. Some years ago he figured in London as the planner of the biggest bank robbery ever committed in England. Having baffled all the Eastern cities, he left with £50,000. To the readers of the Police Gazette he will be remembered as the man who bought out all of the Japanese jewelry at the centennial. Dr. Blacknall, of the Atlantic, will send his picture in a few days to the Police News.

Miss Burt says the young ladies of the Atlantic Hotel came to see her every day and bring many good things from that splendid caterer and landlord, Dr. Blacknall.

I narrated to her the many changes which had taken place since she was at the hotel, mentioning, among others, the postoffice department, reading room, the immense bowling alley and ball room. Among other curiosities, the Doctor has bought a performing bear, which performs gymnastic tricks in the hotel piazza.

[CONTINUED ON 4TH PAGE.]