

The recent purchase by the Richmond & Danville company of the interest of the Baltimore & Ohio company in the Virginia Midland is discussed with much interest by our citizens, and eliciting much fear of the abandonment of the North Carolina Midland. There has been various opinion expressed on its effect upon the extension of the Midland through this State. Some insist that it will put a stop to further proceedings in this direction, as there is no need of two roads running parallel with one another through the State and connecting with the same lines at northern and southern points. These views are well founded, but there is another side to the question which can be viewed, and if it is found to be fruitless, then we with many others, will say farewell to future prospects, but as it is not, we are still sanguine. It may be possible that the R. & D. does not intend to carry out the scheme of the Baltimore and Ohio company in the construction of the North Carolina Midland at an early date, but necessity will compel them to do so in years to come.

The R. & D. owns the Virginia Midland which connects with them at Danville, and operates the Charlotte, Columbia and Augusta and the Atlanta and Charlotte Air-Line roads, thus giving them two northern feeders and two southern outlets. The missing link between these roads is supplied by the lease of the North Carolina road between Greensboro and Charlotte, a distance of ninety-three miles, which does not expire for twenty years, therefore they really do not need to carry out this scheme in order to make their chain complete. It is alleged by the authorities, that they have forfeited their charter of the R. & D. road in this State, (from Danville to Greensboro,) by a discrimination in freight rates, and the Attorney-General is at work investigating the matter. If this be true, they virtually have no link from Danville to Greensboro and their forfeiture of their lease on the North Carolina road will necessarily follow, leaving them cut off at Danville. In this event, we will see the North Carolina Midland a fixed fact. Supposing this does not come to pass, the syndicate may conclude to construct the road just the same, as the lease money they now pay would more than pay interest on capital invested in the extension.

It is evident that the D. & D. road, which has been for a long time, an enemy to the Virginia Midland, had an object in view when they purchased it, but whether they did it expecting the State to make war with them, or for the purpose of suppressing the N. C. Midland, we are unable to say, as the nice little ruses resorted to by the modern railroad men are too mysterious for us to comprehend; therefore we are unable to say anything definite upon the subject until the meeting of the directors, which will be on next Tuesday.

The President was moved to Long Branch on Tuesday the 5th inst. Everything was so arranged that he experienced no discomfort. He really seemed to improve by the journey as his pulses fell while on the road. He is said to be improving as fast as could be expected. In fact he has improved so much that the services of three of the physicians have been dispensed with. The country may now look forward to his recovery.

Mrs Allison, wife of Senator Allison, of Iowa tried to commit suicide by drowning herself in a lake in New York last Sunday. She walked four miles to Silver Lake into which she waded but was rescued by a fisherman who was near. Her reason was that she "did not want to give her husband any more trouble."

Gov. Cornell, of New York, vetoed 86 bills passed by the legislature of that State.

Professional Differences.

The official family at the White House, which is now broken up for the time being, has not for some time been a happy one, and it is hoped that the breezes at Long Branch may have the effect to remove the clouds of distrust and dissatisfaction which have hovered over the Executive Mansion these many weeks. The doctors have had their differences and their jealousies, and there is no doubt, as has previously been hinted, that the reason why the bulletins have been so meagre and unsatisfactory was because this was the only way to obtain the signature of all the physicians in attendance. Then there has been great grumbling and chagrin among the members of the cabinet that they were so rigidly excluded from the bedside of the President. It is said that even Mr. Blaine has not seen the President more than three times since he was wounded, and some of the other members of the cabinet not more than once.

A FOREIGN VIEW.

Not Out of Danger Until the Wound is Healed.

LONDON, September 2.—The LANCET of this week says: "We do not think the healing of President Garfield's wound will be promoted by proings to learn how far granulation has proceeded. The most favorable signs are the fall of temperature to the normal and the frequency of the pulse. This is a thoroughly safe criterion of increased strength, and the subsidence of blood-poisoning; and together with the improved power of digestion, ability to sleep soundly, mental clearness and cheerfulness, afford solid grounds for the hope of recovery. The case is a striking illustration of the power of a good constitution to hold up against illness that would certainly have killed a feebler person; but another failure in the President's digestive powers, or symptoms of blood-poisoning, might at any time turn the balance against him, and what we have hitherto insisted upon so often we are bound to repeat, that President Garfield will not be out of danger until the wound is healed."

Abandoning England.

It is announced that Priestly & Sons, among the largest manufacturers of fine dress goods, whose works at Bradford, England, continually run 1,500 steam looms, are about to remove their entire business to Philadelphia, being convinced that the United States is to be the future industrial centre. A building has been secured and the machinery is already arriving. It is probable that the operatives of the English works will very generally follow the mill to this country.

Senator Garland's Opinion of Disability.

From an interview in the Washington Star. Suppose instead of being shot, that the President had met with a railroad accident whereby he lost both his hands. This would debar him from signing his name, but it would not create such an inability that he could not act as President so long as his mind was clear. Hence the logical conclusion is that an inability to act means the loss of mental capacity, and not physical incapacity.

Montgomery Blair has poked his head out of his hole and said: "I think the time has come when he ought to be admonished by the public press that he is bound by his oath of office to assume and exercise the duties of the presidency, however reluctant he may be to do so." Now Mr. Arthur need be reluctant no longer.

GALVESTON, Sept. 7.—A fire on Sunday night destroyed the barn of Walter Caruth, 5 miles from town, consuming 20,000 bushels of corn, a lot of hay, oats, &c., 20 head of horses and mules; loss between \$8,000 and \$10,000. No insurance.

Frederick Henry Frost, a native of Schleswig-Holstein, and the oldest printer in Lancaster, Pa., was found dead in his bed last Tuesday, at the age of seventy-seven.

"Me too" comes to the front again, which shows Conkling is still alive and doing something. Platt is Chairman of the State Republican Committee of New York.

The losses along the Georgia coast from the hurricane are now estimated at three hundred lives and a million and a half dollars.

Wm. Daed, a prominent merchant of Lexington, Va., was thrown from his horse last Thursday and killed.

CHICAGO, Sept 7.—Gen. Grant, in an interview yesterday, speaking of the prospect of the President's recovery, said he had not such strong hopes as he would like to have, but he recovered it would be because of his removal. He had no doubt that a cabinet of affairs existed which required the Vice-President to act as President, but neither the constitution nor the United States statutes provides how disability should be declared, and it would be wholly inappropriate for the Vice-President, unasked, to make a move toward assuming the duties of the Presidential chair. If anything was done the physicians should certify to the cabinet that they considered the President unable to perform the duties required of him. Then the cabinet might consider this certificate and forward it to the Vice-President, requesting him to act as President during Garfield's disability. There was nothing legal about this but General Grant said he could see no other way for accomplishing the end.

Over three and one half millions bushels of wheat were delivered in Chicago last Friday by the Cincinnati syndicate.

The New York Democratic State committee has issued a call for a State convention to be held at Albany on the 11th. of Oct.

AN EXTRACT FROM GOVANCE'S LETTER.

Gov. Vance has written a ringing letter in defence of his cause as one of the Commissioners in superintending the execution of the completion of the Western North Carolina railroad as per contract of the Clyde syndicate with W. J. Best, and in reply to Col. Andrews' falsification of the manner of obtaining consent of the two other commissioners for an extension of time for the completion of said road, and published in the Charlotte OBSERVER of the 7th inst. The whole letter is one of sympathy with the people of the State: We subjoin the last paragraph of the letter which will be of interest to our readers:

In the matter of discriminations on freights and charges, forbidden alike expressly, in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities; against one town in North Carolina in favor of another, and against all roads connecting with North Carolina; time would fail me to expose them. They are obvious and glaring—each town and depot in the State from Raleigh West has its own tale to tell. I have the authority of some of the most prominent merchants in Charlotte for saying, some, that they have to pay themselves the freights on goods sold south of this point, others, that the freights so far South as Columbia are cheaper than to this point from Northern cities, and to sell their goods they have to pay this difference against them. And still others say that when they receive an order for goods from any point on the Western North Carolina road they can make no profit, except by filling the bill by ordering from the wholesale merchants in Richmond to be shipped direct to their customers. I have in my possession freight bills showing the rates between Richmond and Asheville, N. C., to be 65 cents per hundred pounds, and I have also a freight bill in which, on goods coming to Charlotte, from Marion to Statesville a distance of 67 miles, the charges are \$1.14 per hundred pounds. Similar statistics can readily be found anywhere in Western North Carolina, although we do not see them in many of our newspapers. The Richmond & Danville Company own or control all roads west of Raleigh, with one or two exceptions, and these they are said to be negotiating for and will doubtless get. Even whilst I write, it is stated in public prints that they have purchased the Virginia Midland. The result of this, if true, will probably be to discontinue the work now in progress to extend it from Danville to Mooresville, cutting off the only hope of the people along that line for a railroad, and completed or not, destroying also the last hope of this section to obtain a competing line. Then the coils will be completely around us. We will be absolutely at the mercy of strangers. A foreign corporation will dispose of the wealth, if there be any left, and dictate the policy of North Carolina. The fact that taxes the earnings of our people issues from the city of Richmond. But recently an order was put forth by one Haas, general freight agent of this corporation, forbidding any freight arrangements to be made by what is called the Associated railroads with the Atlantic and North Carolina Railroad. The crops of this part of the State have utterly failed, but the eastern counties have been blessed with abundant harvests of grain, and if permitted reasonable freights would feed our already suffering population. But one Wm. J. Best is in control of that road, and is trying to build another through the heart of North Carolina. The Richmond & Danville Company don't like Mr. Best, so this order issues, and the people of these parched and suffering plains are denied access to the abundant stores of their eastern brethren. The roads of their own State are made the instruments of their oppression. These things have influenced my conduct as a commissioner of the Western North Carolina Railroad and as a citizen. I am aware that by pursuing this course I subject myself, not only to the danger of being misunderstood by that portion of my fellow-citizens who can be made to believe that I am trying to stop the progress of the work, but also to the enmity of a vast cor-

poration in the hands of strangers, who may have the power, as they certainly have the will, to crush all who stand in their way. I know that such institutions have insidious and irresistible methods of corrupting legislators, of subverting the press, and forcing public opinion. I know full well the danger I incur by attempting to thwart the purposes of one of these vast combinations of capital, which, defying the spirit of gain, embody the very essence of selfishness and go straight on to their object, regardless of all considerations except those which contribute to success. I know how powerless an agricultural people, of moderate means, spread over a wide extent of country, like the people of North Carolina, are to contend with such a power. If I consulted my own ease or convenience, I would retire from the contest. But the representative of the people, confiding in my integrity and faithfulness, chose me as one of the commissioners to superintend the execution of this contract. I shall justify that confidence, or try to do so, let the consequences to myself be what they may.

DISSOLUTION NOTICE.

Notice is hereby given that the co-partnership heretofore existing under the name of Blount and Mooring, is this day dissolved by mutual consent, Mr. J. M. Blount retiring. The business of the late firm will be settled by E. W. Mooring. All persons owing us are requested to make immediate payment as our books must be closed.

Respectfully
J. M. BLOUNT,
E. W. MOORING.

Sept. 5th 1881.

NOTICE.

Having qualified as administrator on the estate of Alice V. March, on the 29th day August '81, notice is hereby given to all parties having any claims against said estate to present them to the undersigned within twelve months from this date, or this notice will be plead in bar of their recovery, and all persons indebted to said estate are hereby notified to make payment.

W. S. March, administrator of Alice V. March

NOTICE.

The undersigned having qualified as administrator of the estate of John T. Lowery deceased, hereby notifies all persons indebted to said estate to come forward and make immediate payment, and notice is also hereby given to all persons having claims against said estate to present them for payment duly authenticated on or before 3rd day of Sept 1882 or this notice will be plead in bar of their recovery. Sept 3, '81

THOS F EATON, admr. of JNO T LOWERY decd.

LAND SALE.

By virtue of an order of the superior court of Davie county directing the resale of the lands of William Walker Sr., deceased, the undersigned as administrator of the estate of said deceased will offer to the highest bidder by way of public vendue at the court house in Mocksville, on Monday 30 day October 1881 the tract of land on which said William Walker died, containing one hundred acres. Terms six months credit with bond and approved security, bearing interest from date, and title reserved until purchase money is paid. Aug 29 '81

JOHN WALKER administrator of WILLIAM WALKER SR, deceased.

NOTICE.

The undersigned having qualified as administrator of the estate of James Williams Sr., deceased, hereby gives notice to all persons indebted to said estate to come forward and make immediate payment, and notice is hereby given to all persons having claims against said estate to present the same for payment duly authenticated on or before the twenty ninth day of August eighteen hundred and eighty two or this notice will be plead in bar of their recovery. Orrell Ritchison, Administrator of Aug 29th. James Williams, Sr decd

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NOTICE.

North Carolina--Davie County.
Having qualified as Administrator on the estate of Mollie J. Call, deceased, notice is hereby given to all persons indebted to the said estate, to make immediate payment, or action will be taken to enforce collection, and all persons having claims against said estate will present them for payment within twelve months from date hereof, or this notice will be plead in bar of their recovery.
W. A. BAILY, Admr.
This 23rd of Aug. 1881. no 59, 4w

NORTH CAROLINA--DAVIE COUNTY.
IN THE SUPERIOR COURT.

Maloney Austin, plff. against J. C. Austin & wife Barbara J. Hendren & wife Mary. Petition for Dower. et al heirs at law &c.

It appearing to the satisfaction of the court by affidavit of plaintiff that the defendant J. C. Austin is not a resident of this state and that he is a resident of the state of Arkansas. It is ordered that service of the summons be made by publication for six weeks in the DAVIE TIMES in Mocksville, N. C., notifying said defendant to appear on or before Friday the 14th day of October '81 at the office of the clerk of the superior court of Davie county and answer the petition which is filed in said office or the plaintiff will apply to the court for relief demanded in the petition. witness this thirtieth day of Aug, eighteen hundred and eighty one. G. M. BISHOP, clerk superior court.

THE "CASH" TOBACCO WAREHOUSE,
STATESVILLE, N. C.
The regular sale days at this warehouse after the 1st of May will be
-DAILY-
Farmers bringing their Tobacco to the Cash Warehouse can depend upon Danville prices.
R. J. WEST, Auctioneer.
JOURGENSEN & CO., PROPRIETORS.

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DRUGS, MEDICINES, & C.,
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Nothing but choice stock used in the manufacture of my grades. All orders filled with dispatch and business promptly attended to. I wish to please my patrons and keep up with the times.