

What it Does for Us, and What Ought to Come out of our Western Connections by the Construction of a Direct Line to the Great West.

At last the Carolina Central Railway is finished, and Wilmington is in direct communication, by rail, with Charlotte within ten hours. At Charlotte, connecting direct, we have the Western Division of the Carolina Central Railway completed nearly to Shelby, making a continuous railroad of 242 miles, soon to be finished to Rutherford, making one continuous railroad nearly two hundred seventy and (270) miles long, within, and of, the State of North Carolina.

This grand enterprise began under the name of the "Wilmington, Charlotte and Rutherford Railroad," and completed under the name of "The Carolina Central Railway," was commenced in the latter part of 1855. In its commencement, even long prior to it, this railroad was regarded as the greatest of North Carolina's internal improvements. The greatest minds of North Carolina believed its completion would be the beginning of a new era in the commercial and material prosperity of our State. Circumstances beyond control long delayed the construction of this work. Money panics and the civil war prevented progress for years. At the close of the war repeated attempts were made to build the railroad—every scheme failed.

At last the "Wilmington, Charlotte Rutherford Railroad" was sold under decree of foreclosure and come up under a new name, with new stockholders—and, after a struggle of nearly nineteen years is just finished to Charlotte. Scarcely had the new organization taken charge and began to construct their railroad when a new and terrible panic, worse than any other known, swept over the country, depreciating all kinds of securities, particularly railroad bonds, and more particularly southern railroad bonds. Construction of railroads throughout the South, in fact, throughout the United States was suspended, the work on the Carolina Central Railway was never for a day interrupted. The credit of all this is due to Mr. Edward Matthews of New York, who was largely interested in the bonds of the old company, and more largely in the bonds of the new company, and he at once became the most energetic and active of the stockholders of the new company. His money supplied all deficiencies. His energy, industry and hopefulness inspired the weary and discouraged. Owning more than two-thirds of the bonds and stock of the Carolina Central, his was the heavy burden. Nobly did he prosecute his work, the result of which should make every citizen proud to acknowledge him a public benefactor of North Carolina. Mr. Matthews surmounted all difficulties presenting themselves—the panic, the depression in securities, open and concealed enemies, disappointed and persistent malcontents did not prevent the successful completion of our greatest internal improvement. Without the aid of Edward Matthews we would have seen the present generation pass away without a railroad to Charlotte.

Charlotte, our interior city is now within ten hours of Wilmington. Once at Charlotte we intersect the great system of railroads converging at that point from the North, South, West and Southwest; the North Carolina railroad, the Charlotte; Columbia and Augusta railroad; the Atlantic, Tennessee and Ohio railroad, (connecting at Statesville with the Western North Carolina railroad) by which we reach Asheville via Old Fort; the great air line from Charlotte to Atlanta. All these important lines of communication, we care not in whose particular interest they may be worked for the moment, will end in bringing large amounts of trade to Wilmington. The great law of trade and commerce is, the shortest, quickest, cheapest route to the consuming world. Wilmington is the natural, short, cheap way to the outer world, hence, of necessity, business will come to this point.

Look at the distances from Charlotte to tide water, by the lines of railroad in operation:  
From Charlotte to Richmond, Va., 283 miles.  
From Charlotte to Norfolk, Va., 362 miles.  
From Charlotte to Charleston via Columbia 247 miles.  
From Charlotte to Wilmington 187 miles.  
The difference of distance is in favor of Wilmington.

The cotton trade has undergone great changes of late years. Consumers in the United States and in foreign countries have become the purchasers at the point of production. At least two-thirds of the cotton designed for foreign exportation is bought in the interior towns, and thence shipped by the

most available route, for export. If we make no mistake Wilmington is the point for North Carolina's exports. In consequence of the completion of the Carolina Central railway, we confidentially look forward to the coming cotton year of 1875 and 1876, to see the foreign exportation of cotton reach 150,000 bales. Nothing but a want of energy can prevent it. The large section of cotton growing country near the railroads leading to our port ought to give, within four or five years, an export of 400,000 to 500,000 bales of cotton.

We may open our eyes and exclaim—wonderful! In view of the prospects already open to us from the completion of the Carolina Central Railway. We have cause to wonder, but all the benefits growing out of this connection, are small compared with the harvest we will reap from the extension of our railroads to the great West.

One million five hundred thousand dollars in money, will finish the Western North Carolina railroad to the Tennessee state line. Wilmington then becomes the shortest, most direct and cheapest route to the great West, pouring into our port their great articles of consumption and export, and filling our harbor with ships laden with the products of all lands.

The completion of this great work is now within our grasp, provided the General Assembly can be induced to see it. What the Carolina Central railway will then be to our city, we declare ourselves lost for figures to express. Once connected across the mountains, we are only 525 miles distant from Cincinnati. Our port is open at all seasons, it is out of the reach of the stormy Capes north of us; we are able to handle merchandise of every kind at all seasons. By the contemplated route Cincinnati is 1,500 miles from Cuba; 1,200 miles from the Bahamas.

In our minds eye we see within a few years, our good city of Wilmington grown to 100,000 people, with an importing and exporting trade of \$500,000,000 per annum—and this is not all, extended to the great West, we connect as well, with the great Southern Pacific railroad bringing Wilmington, N. C., within two thousand miles of San Francisco, or, about one thousand miles nearer than the present railroad, and much nearer than any other Atlantic seaport.

Think of it! The natural consequence must be to bring an immense trade and large amount of travel from that source. Think of it Wilmingtonians! a through line from Wilmington to San Francisco in four days!!

What we write may be looked upon as "spread eagle huncumb" by some who never saw the world move; but we believe, all we say falls very far short of what will be. Within the memory of some of our middle aged merchants, New York, Boston, Philadelphia and New Orleans, have grown from villages to world renowned cities. Forty years ago land sold in some of these cities by the acre for the present price per yard. Some of the Western cities known through all the trading world for example, the city of San Francisco, are younger than our city market house!

The Carolina Central railway being completed to Rutherford, the next great link is the Western North Carolina railroad. Shall this indispensable work be permitted to remain unfinished any longer? It seems hardly possible that the people of the state will longer allow this great through route to be the football of legislation. Is there any chance to accomplish the work?

Can the State do it? No. The bonds of the state issued in aid of any railroad would not bring the cost of printing. The bonds of a new railroad in the South, particularly in North Carolina, cannot even obtain a place on the stockboard list. What must be had, is money. Somebody said there was but three things necessary to successful warfare—first money, second money, third money. This rule may be applied to the construction of railroads as well as warfare. The man who can raise the necessary means and build the Western North Carolina railroad will be a public benefactor. He will add to the value of the state, untold millions. He will make the people richer, increase immigration, introduce capital, order, happiness. Who will do all this? We know but one answer—The Carolina Central Railway Company.

OUTRAGES VS. MATERIAL PROSPERITY.

The sudden change in the relation of master and slave produced by the late struggle between the sections, has had an important influence on the condition of affairs in those states in which most outrages have been committed.

That the slavery of the blacks gave rise to and continued in existence an aristocracy is beyond any possible doubt, wealth belonged to the dominant class, and as a sequence culture and ease were the results. The masters became a privileged class, their desires and wishes became law. To accept the

change is to them a hardship not justly to be appreciated by those who have not been situated in a like condition. To understand their prejudices against every change however unmaterial, it is necessary to put oneself in the place of the former patrician of the South.

The condition of these people is well defined in the 283 January number of the Edinburgh Review, in which this language is used. Its in the ancient Greek commonwealths, slavery in these Southern states secured to the free, wealth, leisure and distinction. Releasing them from every kink of drudgery, it virtually made them supreme in the country. Southern whites directed the councils of the Union, offered its fleets and armies, and represented it at foreign courts. In short negro slavery was for the whites of the South a patent of nobility constituting them in right of their color a real aristocracy.

This unfortunate condition of the whites, caused labor to be despised, and emancipation has had the effect of making labor honorable, and being ignorant of how to labor as they are disinclined, the laboring element no longer property, has become the prey to the worse passions of not an inconsiderable class. The turbulence in Vicksburg which has caused the murdering of so many blacks is but a gratification of wounded pride and revengeful feelings, which tend to keep law abiding, peaceable men of different portions of the United States, from seeking a home in so belittled a community.

The business reputation of Mississippi has long since been lost, and war has done its work of injury to the state, and now just as it is recuperating from the financial and belligerent ills to which it has been subjected, just as it is being called upon to exercise a republican form of government as is guaranteed by the constitution, the whites whom adversity should have taught prudence commence the work of carnage.

The negro has but a little to lose, being without business experience, poor pecuniarily and landless; the whites have all that have been secured from the ravages of war, in lands and in culture. Now there is no value in the most productive lands of Mississippi, but that which attaches to them from the negroes connection with them as a laborer. Kill him and your material wealth is by your own act destroyed, you will by this course make your selves aristocrats without a subject, the laboring class, and possessed of nothing but barren lands.

This is true because of the mutual dependence existing between labor and capital; and is equally to be relied on, since capital from without never seeks a community in which assistants are more numerous than honest industrious peaceable men, and where the law is inefficient in protecting life and property.

The commercial importance of Louisiana has materially deteriorated in consequence of the frequency of bloodshed, and the state will not if it continues to permit the former masters to pursue, the course they seemed to have marked out for themselves, the port of New Orleans will be of less commercial moment than our own port.

What we decry in these states instanced, we deprecate in the interest of the South in the interest of the whole country.

All the means for a higher state developments are made null by the presence of lawless men.

We dismiss this subject, hoping that occasion will not serve to say anything further to our people. Let us hope that no Democrat will so far forget his loyalty to the old North State, as to consent to have her prosperity checked by consenting to riot and outrage upon any citizens or class of citizens however humble.

For the past four years the citizens have been urging the Board of Aldermen to have Front street paved. The city government not being able to do so, stood the pressure as long as possible. Time and again petitions were sent to the Board asking for that improvement, but there was no notice taken of them, or, at least, nothing, done until 1873. There was a petition presented to the Board to pave Front street between Chesnut and Mulberry, the matter was deferred to another meeting, and the Mayor requested to write and ascertain the prices of different qualities of pavement; he done so and it was at least three months before he reported prices, &c., when the whole matter was referred to a special committee of three, consisting of Aldermen Wilson, Adrian and Moore. They had it under consideration for some three months, when they reported, recommending the bid of Jas. F. Post, for 6 inch stone Belgian blocks, to be laid at \$2 82 per square yard. After a full and fair discussion the recommendation of the committee was adopted by a vote of 7 for and 3 against, and Mr. Post was allowed four weeks to file his bond for

the fulfillment of his contract, before the end of the time of filing the bond Mr. Post sold out his contract to Mr. Jas. Walker, (by the way, this is the only contract that has been sold, that we can learn of for the past four years, for a bonus.) Now this question, covering said point, was being agitated for at least nine months, by our present city government. During that whole time, so they inform us, there was not a single voice raised against the improvement; every one seemed to be anxious for it, doing all they could and bringing every pressure possible to bear on the Board to have the street paved.

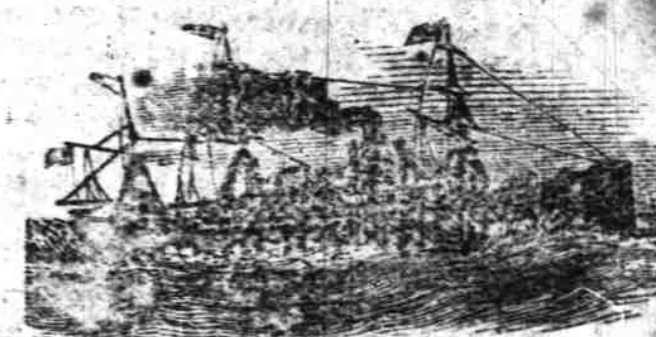
The work was completed according to contract, and paid for. Then the Board, in accordance with law, appoints three free holders to act with three, to be appointed on the part of the property holders on said street, to assess the benefits of said pavement. To the great astonishment of the Board and the citizens, a part of the property holders raised objections to the improvement and called a meeting of said property holders to try and censure the Board for making the improvement. One of them said that the citizens had made out fifty years without the improvement and they could have done so longer. We are reliably informed by the members of the Board that they never knew that there was any opposition to the improvement until this meeting of property owners was held. The property holders, we are also informed, would not appoint any one to act for them on said jury until the person would pledge to vote that the property should not pay any part of the cost of laying said pavement. We are also informed by a member of the Legislature that the owners of property on said street have gone so far as to send a bill to Raleigh to try and induce the General Assembly to pass a law exempting them from paying for this improvement, trying to throw the cost on the whole citizens; in other words, making the owners of property, who live on the hill pay for improving their (the Front street) property.

Now if the statements that we have made above is true, and we have been so informed by gentlemen of integrity that every word is true, then in that case it looks very much as if there was something radically wrong. Because, if these gentlemen were not willing to pay the expense of the pavement according to law and custom, they should have sent in a petition against the improvement. But no, they kept perfectly quiet until their property had been very greatly enhanced in value, then they come forward and try to keep from paying the expense. We must confess that we cannot see what right they have to say anything against the improvement or paying their proportion of the expense. Their objection would be overruled by a fair minded and unprejudiced jury. The Board of Aldermen deserve great credit for the improvement, but they should in future be certain that the owners of property will pay the expense of making such improvements. Or, if the Front street gentlemen do not have to pay for that work, give us pavements all over the hills and suburbs of the city. We can tell you, gentlemen, that if the owners of property east of Second street have to pay for this mammoth improvement of Front street, then you will have to improve other streets, so as to make it equitable. If the legislature will give the citizens time they will send them a petition of 3,000 against the bill of exemption, &c., and the signers will be property owners.

An Ill-used City.  
Yesterday being a fine day overhead, there were thousands of people in the streets, and we should think that most of them went home with a lively appreciation of the deplorable manner in which the great city of New York is governed. The most patriotic of Americans can scarcely be expected to "brag" about the Metropolis of the country. The streets were ankle deep in water slush and filth. The horrible and mysterious smell, which so often extends over that section of the city lying between Eighteenth and Thirty-ninth streets, was poisoning the air. Where this frightful stench comes from nobody knows and nobody cares. Some say that it proceeds from the gas works; others say that it arises from the sewers. All that we know is that it was so thick in the city yesterday that it might almost have been cut with a knife.—N. Y. Times.

The President has determined, it is said, to remove General Emory from command in New Orleans, and supply his place by General Terry. The change is a very proper one. General Emory is undoubtedly an honorable officer in the respect of obeying to the letter the orders of his superiors, but he is without ability or judgment, save of the most common order, and is known to have sympathies and personal relations in the South which makes him a very undesirable man to have there at such a time as this. General Terry is a live, active, intelligent, thinking man, a brave accomplished man, not at all confined to dress parade, and his presence in New Orleans will of itself be worth a regiment of troops.—Inter Ocean.

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SEMI-WEEKLY



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ANTWERP and other European Ports.  
These Lines connect at Wilmington with the Wilmington, Columbia & Augusta Railroad, and Carolina Central Railroad, and Cape Fear River Steamers, with their connecting Roads, offering unequalled facilities for the prompt delivery of Freight to all points, as the Steamers on these Lines on arrival in Wilmington stop at Railroad depot, the Freight transferred under covered sheds to cars without delay, and forwarded by the Fast Freight Express that morning. No drayage in Wilmington and no transfer from Wilmington South. Rates guaranteed as low as by any other boats. Losses or Overcharges promptly paid. Mark all goods via Wilmington Lines.  
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The Cheapest and Largest Stock of Black Alpaccas in the city at 45 MARKET STREET.  
Bankrupt Stock of Milton Gold Jewelry, at BROWN & RODDICK'S, 45 MARKET STREET.  
Gents' Wool Felt Hats \$1.

HOLIDAY PRESENTS.  
BROWN & RODDICK'S,  
45 MARKET STREET.

Toys for Girls and Boys,  
We take this opportunity of correcting the report that has been circulated in regard to the use of the pillars in front of our place of business, and would state, that is not intended for any one to break their necks on but for the express purpose of giving our country friends an entertainment every evening during the FAIR at 9 P. M. with the CALCIUM DISSOLVING VIEWS.

One Price—Terms Cash!  
BROWN & RODDICK,  
45 MARKET STREET.

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nov 5

NOTICE.  
THERE WILL BE A MEETING OF THE  
"Board of Examiners," to examine teachers desiring to teach in the Public Schools, at the Court House in Wilmington on Thursday, January 7, 1875, at 10 o'clock a. m., to be continued from day to day for the remainder of the week.  
Teachers wanting certificates will please attend.  
A. R. BLACK,  
Jan 1-2t Ch'mn of Board of Examiners.

TREASURER'S OFFICE  
Carolina Central Railway Company.  
No. 4 BROAD ST., NEW YORK.

THE COUPONS OF THE FIRST MORTGAGE GOLD BONDS of this Company, falling due January 1, 1875, will be paid in GOLD on and after January 1, 1875, on presentation at this office.  
WATSON MATHEWS,  
Jan 1-1t TREASURER.

Piedmont Air-Line Railway.

Richmond and Danville, Richmond and Danville R. W., N. C. Division, and North Western N. C. R. W.  
CONDENSED TIME TABLE:  
In effect on and after Sunday, Dec. 27th, 1874.

GOING NORTH.		
STATIONS.	MAIL.	EXPRESS.
Leave Charlotte.....	10 00 P. M.	8 35 A. M.
" Air Line Junction.....	10 05 "	8 50 "
" Salisbury.....	12 30 "	10 50 "
" Greensboro.....	8 42 A. M.	1 15 P. M.
" Danville.....	6 13 "	3 25 P. M.
" Decatur.....	6 25 "	3 45 "
" Burkville.....	11 33 "	8 20 "
Arrive at Richmond.....	2 22 P. M.	11 09 P. M.

GOING SOUTH.		
STATIONS.	MAIL.	EXPRESS.
Leave Richmond.....	1 35 P. M.	5 03 P. M.
" Burkville.....	6 11 "	8 23 P. M.
" Dundee.....	9 25 "	1 12 "
" Danville.....	9 30 "	1 28 "
" Greensboro.....	12 35 A. M.	4 15 "
" Salisbury.....	8 37 "	6 45 P. M.
" Air Line Junction.....	6 33 A. M.	9 05 "
Arrive at Charlotte.....	6 33 A. M.	9 05 "

GOING EAST.

STATIONS.	MAIL.
Leave Greensboro.....	8 55 A. M.
" Co. Shops.....	6 05 "
" Raleigh.....	8 45 "
Arrive at Goldsboro.....	11 25 A. M.

GOING WEST.

STATIONS.	MAIL.
Leave Goldsboro.....	11 30 P. M.
" Raleigh.....	10 15 "
" Co. Shops.....	8 38 "
Arrive at Greensboro.....	2 35 A. M.

North Western N. C. R. R.  
(SALEM BRANCH.)  
Leave Greensboro..... 4 25 A. M.  
Arrive at Salem..... 6 10 A. M.  
Leave Salem..... 9 20 A. M.  
Arrive at Greensboro..... 11 15 A. M.  
Passenger train leaving Raleigh at 5 38 p. m. connects at Greensboro with the north-bound train, making the quickest time to all Northern cities. Price of tickets same as via other routes.  
Trains to and from points east of Greensboro connect at Greensboro with Mail Trains to or from points North or South.  
Two Trains daily, both ways.  
On Sundays Lynchburg Accommodation leave Richmond at 9 00 a. m., arrive at Burkville 12 45 p. m., leave Burkville 4 35 a. m., arrive at Richmond 7 58 a. m.  
Fullman Palace Cars on all night trains between Charlotte and Richmond, (without change.)  
For further information address  
S. E. ALLEN,  
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Greensboro, N. C.  
T. M. E. TALCOT,  
Engineer and Gen'l Superintendent.  
dec 29