bus, Bladen, Robeson, Richmond, Anson, Union, Mecklenburg, Gaston, Lincoln, and Cleveland—a section highly productive of turpentine, cotton, and other articles of export, the class and grade of cotton grown in Anson and Union Counties being superior to that of any other section in the State.

Prior to the organization of the Seaboard Air Line Railway in 1900, the Seaboard had no lines south of its Carolina Central Railroad except its one line from Monroe to Atlanta. Before this consolidation in 1900, the old Seaboard Air Line system of roads had a total mileage of approximately 925 miles. Today its mileage is 3,074 miles, exclusive of its ownership of such lines as the Raleigh and Charleston, Marion and Southern, Tampa Northern, and other short lines of varying length.

The main track southwestward from the Carolina Central leads from Monroe through Atlanta to Birmingham, the center of the South's iron and steel manufacturing industry, connecting there for interchange of passenger and freight traffic with the direct lines to the Mississippi and Missouri River territory, and through New Orleans and Shreveport to the Southwest and Mexico.

The line southward from Hamlet leads to deep water at Savannah and to Jacksonville, where connection is made to the east coast of Florida, to Cuba, and to Nassau. Also, its line runs through the northern part of the State and along the Gulf of Mexico, and northward from Tampa. From Savannah it has lines to Montgomery and through southern Alabama.

The system is serving a very material portion of the South's progressive territory, and is entitled to its adopted trade-mark of "The Progressive Railway of the South," and on its list of directors and general officers there is shown a preponderance of Southern-born men in its management. Its headquarters are maintained at Baltimore, the chief Southern city on the Atlantic coast.

The original Carolina Central Railroad has performed for many years an obviously valuable duty to the people of North Carolina, connecting, as it does, some of the most attractive western and middle counties with the coastal section, and as the other parts of the system developed it added strength to this link, extending to the communities in proportion to their abilities. Thus Wilmington has felt a strong impetus from the extension of the Seaboard. Indeed, Wilmington's attractive shore front was found to be nearer to the populous communities of the interior, as far south as Atlanta, than any other Atlantic sea resort; and from all that section of Georgia and South Carolina, as well as from the sections of North Carolina served, many inhabitants of the inland areas seek the attractions of Wrightsville Beach during the summer months.

The original promoters of the Carolina Central Railroad had a vision that it would cross the mountain chain and afford ready connection with the States lying beyond, and in later years this has been realized by the construction of the fine Clinchfield property from Rutherford County across the mountains, through the States of Tennessee, Virginia, and West Virginia, to the most valuable coal deposit east of the Rocky Mountains; and thus has the dream of these original enthusiasts come true. Across the rugged mountain chain is an excellent carrier, offering easy and comfortable transportation to a territory which, in their day, was far from direct connection with the eastern section of North Carolina.

Agriculture, the backbone of all prosperity, widely extended in the States served by the Seaboard, has called for the amplification of fertilizer manufacturing and distributing facilities, and Wilmington has shared largely in the extension of this important industry. Favored with an excellent channel and capacity for docking ships, and a wide area of rail distribution therefrom, it serves the continued extension of territory with its accumulated fertilizer material.

At Wilmington, the Seaboard has terminal facilities of the value of one million dollars, comprising two thousand feet of water front on the Cape Fear River, with a twenty-six foot depth at mean low water, five large terminal warehouses, and three slips. There have recently been erected terminal mechanical facilities, including coal elevator, turntable, repair track, and additional yard facilities. Within the past seven or eight years the Seaboard has spent half a million dollars in improvement of its terminals at Wilmington. The storage capacity of its Wilmington warehouses is approximately one hundred thousand tons.

Mindful of the value to its territory of agricultural extension, the Seaboard has provided a department charged with this duty—to promote the best methods, better agricultural conditions, better marketing; the establishment of industries in its territory; the bringing in of good citizens from States of the Union less favored in climate and soil, and in every way to advance the welfare of the agricultural class.