

THE DAILY REVIEW.

VOL. 20 WILMINGTON, N. C., WEDNESDAY, MAY 2, 1877. NO. 87

NEWS SUMMARY.

Hon. Joseph Brooks, Postmaster at Little Rock, who will be remembered in connection with the Brooks-Baxter troubles in 1874, died Monday evening.

Rev. Hector Brawson, the oldest Methodist clergyman in the active duties of the ministry in New York, and for thirty-five years agent of the American Bible Society, died Monday of old age and exhaustion, aged 86 years.

The Paducah and Memphis Railroad was auctioned Monday for \$105,000 to Henry W. Smithers, John T. Edmunds, and Charles J. Canda, trustees, under an agreement with the creditors of the railroad company. The road, which is in Kentucky and Tennessee, is 168 miles long but for about forty miles in the middle of the route the rails are not laid, and there is much difficult and expensive grading to be done. The capital stock is \$3,000,000, and there is a funded debt of \$1,541,000. The purchasers intend to organize a new company, and complete the road, putting in additional capital.

It is reported that the Stevens Battery has been sold to Russia for \$1,000,000.

Commander J. D. Marvin, of the United States sloop-of-war *Alert*, shot himself on board his ship, in Yokohama harbor, April 10.

The President is apprehensive that until his Southern policy is fully discussed in extra session, it may affect the Republican elections at the North.

Pinch-back and Antoine are fighting for the New Orleans naval office.

The President assures Gen. Chester that the colored people shall be represented in the Custom House.

Another terrible railroad accident—this time on the Chicago, Alton and St. Louis Railroad—five killed outright and two severely wounded.

A Richmond firm of tobacco brokers has failed for \$100,000.

Four hundred miners are on a strike in Ohio.

Frost in Alabama on yesterday.

A portion of the roof of the new Postoffice in New York has fallen and killed two laborers.

Claims for anti-bellum mail contracts must be made to Second Assistant Postmaster General by contractor or his executor.

The Sheriff of Mecca sends the Sultan 4,000 troops.

The Sultan will not unfurl the standard of the Prophet until all other means failed.

The Porte and Russia have given assurance of no intention to invade Servia.

The Duke De Cazes claims that France's relations with foreign powers has not been so good for seven years.

Recruiting has been progressing briskly in England lately; nearly all the regiments are full.

The Pope is receiving pilgrims; his general health is much improved.

LOCAL NEWS.

New Advertisements.
S. JEWETT—Nos. 84 and 85.
A. Pope, Gen'l Pass. Agt.—The Atlantic Coast Line.
HEINZBERGER—Pianos, Organs.
A. SHRIER—Collars by the bucket full—25 cents.
See new ads. on 4th page.

A false alarm of fire was given last night about 12 o'clock.

Overcoats and fires were not uncomfortable this morning. May 21 A. D. 1877.

Schm. *Free Sisters*, Octes, cleared from New York for this port on the 30th ult.

this port, arrived at Galveston last Monday.

Schm. *L. T. Knight*, Anderson, from this port, arrived at Portsmouth, N. H., on the 28th ult.

A Soiree Dansante, under the direction of Prof. Agostini, will be given at the City Hall on Friday evening.

There was a slight fall of hail on last Sunday afternoon, a short distance below Fayetteville, but it is not thought that any damage was sustained.

There has been a slight increase in the water in the river at Fayetteville, the rains of the interior on Sunday last having swelled it some three feet.

Reports from the truckers in this neighborhood indicate a slight frost this morning. There was none yesterday morning, the reports to the contrary notwithstanding.

Where are you going this Summer? Is what they say to each other were as they lean on a big black walnut counter and crook the pregnant hinges of the elbow that drinks may be placed where they will do the most good.

Maryland Medical Journal.

We have received the first number of this periodical, begun in Baltimore by Messrs. Manning & Ashley, the former of whom was recently a resident of this State. It is very handsomely printed and is issued monthly at \$3 a year or 30 cts. the single copy. As to its merits we cannot speak not being sufficiently up in *Medica Medica*.

The Sunday Magazine.

Frank Leslie's Sunday Magazine, always the first, is at hand already for June, thus early in May. It presents a very handsome frontispiece, a colored plate, entitled "Convalescent," and this is accompanied by a double size picture representing the members of the Convention now in session for the revival of the Old Testament. The number is a very handsome one, with a large quantity of choice and varied reading matter, and is profusely illustrated throughout.

Bishop Atkinson in Edenton.

The Edenton Times of the 27th says: This able and venerable divine paid Edenton his annual visitation last week and held services in the Episcopal church in this place, on Thursday, the 19th inst. The attendance was large and devoutly attentive; every one seeming anxious to make the most of such rare and highly favored opportunities. Bishop Atkinson, though quite an old gentleman, has wonderful power of mind, which seems to be unimpaired. His physical condition is excellent. The entire congregation seemed deeply interested, and we might say spell-bound, with the vigor and earnestness of a discourse that lasted over an hour, and which was so replete with lessons of wisdom for all who listened to him. If such sermons could be heard in our midst oftener, we think it would have a tendency to make us all better men and women.

The Storm in Raleigh.

The details of the storm in Raleigh on Sunday afternoon, as published by us in yesterday's REVIEW, were in the main correct, although they did not begin to indicate the damages done. The Raleigh papers are full of the subject, but the particulars are interesting only to those who are familiar with the various localities in the city. The cyclone, for such it was in reality, seems to have entered the city from the southeast and to have passed out at the northwest. It left a broad track of destruction in the way of small houses overturned, chimneys leveled, giant oaks a hundred years old torn up by the roots and twisted off by the wind, the roofs of store houses blown off, flower gardens and out-houses destroyed and in some instances dwellings crushed by the falling trees. Fortunately there was no loss of life although several colored persons were injured severely. The oldest inhabitants there never saw the like before. The fury of the wind lasted only about two hours, yet the marks of the storm will be visible for years to come.

In the country near Raleigh, in the track of the cyclone, it is said that the injury to farm houses and the destruction of the growing crops, especially the fruit, is very great.

Diocesan Convention.

By request of Rev. J. Worrall, Bishop, the Secretary, we give place to the following:

The 61st Annual Convention of the Wm. St. Peter's Church, Charlotte, on Wednesday, May 30th, 1877.

The Seaboard and Roanoke, and Carolina Central Rail Roads, will issue return tickets to the Clergy and Lay Delegates for one fare. The Wilmington and Weldon, the North Carolina, the Raleigh and Gaston, Raleigh and Augusta Air-Line, and the Atlantic and North Carolina Roads will issue return tickets, at 6 cents per mile. Persons in all cases, when purchasing tickets to notify the agents that they desire to attend the Convention.

The Western R. R. of N. C., and the Western North Carolina Rail Road, will issue half fare tickets, which will be equivalent to allowing parties to go and return for one first-class fare.

The Rev. Clergy, and the Secretaries of the several Parish Vestries, are respectfully requested to forward the certificates of Lay Delegates to the undersigned, at least two weeks before the time appointed for the meeting of the Convention.

By direction of the Bishop, the Clergy are requested to bring their surplices.

Nor. barque *Hoken*, Jarl, with a cargo of salt, sailed from Bermuda on the 21st ult. for this port.

Look to the fastening of your gates; the cows are abroad in the land, nibbling at the green things every where.

Schm. *Trueter*, Hodges, from St. Pierre, Martinique, for Baltimore, which put in here in distress on the 18th of last month, cleared to-day for her original destination.

The attendance at this term of Federal Court is unusually large, there being many petty cases of violation of the tobacco and liquor laws from the surrounding country.

Magistrates Court.

Joanna Robinson sued on a warrant against Phillis Moore for trespass, which after a patient hearing before Justice Gardner, was decided against the defendant to the extent of a fine of a penny and the costs of the court.

The Thermometer.

From the United States Signal Office at this place we obtain the following report of the thermometer, as taken this morning at 7:31 o'clock:

Augusta, 55; Charleston, 55; Galveston, 64; Jacksonville, 62; Mobile, 59; Montgomery, 55; New Orleans, 63; Norfolk, 64; Savannah, 57; Wilmington, 48.

Excursion From the West.

An Excursion train from Shelby under the management of Messrs. Bostic and Harill arrived here last evening. The excursionists are to remain here to-day and to-morrow, engaged in sight-seeing. The excursionist are from all along the line of road but principally from beyond Charlotte. Many of them took a trip down the river to-day.

The Federal Court.

Considerable interest has been manifested during this and the previous term of the Federal Court in the progress of a case of libel in which the Wilmington Railway Bridge Company sued the steamer tug *Alpha* and her owners, for damage done to the property of the former. This is the second time in which the case has been brought forward, and this morning it was dismissed because of want of jurisdiction on the part of the Court. Messrs. Geo. Davis & Wright and Steadman appeared for the libellant, and Messrs. A. Empie and Marsden Bellamy for the respondents.

The Hog Stealers.

Before the Mayor this morning the case of Jack Watkins and Marion Holly, both colored, who was shot at last Sunday while stealing hogs, an account of which we have published, was investigated. Jack Watkins, the wounded man, was ordered to give bond of \$500 for his appearance at next term of Criminal Court, failing in which he was turned over to the Sheriff and by him committed to jail; Marion Holly was held in a bond of \$200 for his appearance at Criminal Court, Mr. Hinz becoming his surety, and John McKay, the guard who shot Watkins, was ordered discharged. John L. Holmes, Esq., appeared for Holly, John London, Esq., for John McKay and Watkins had no counsel.

The Excursion from the West. Some further particulars in regard to the excursion of business men of the West to the Atlantic Coast, have transpired.

The invitation is issued under the auspices of the Great Central Dispatch Line, and is signed by David Gibson, President Packet Co., Wm. C. Wickham, Receiver of the Chesapeake & Ohio Road, R. B. Bellamy, Director of the Chesapeake & Danville Railroad.

The object of the excursion, as stated by the originators of it, is to afford the merchants of the West an opportunity of becoming personally acquainted with the commercial men of the South-east, in order to afford an opportunity for an interchange of business opinions which it is hoped may prove mutually beneficial. It is thought that there will be from fifty to a hundred business men in the party.

The excursion will leave Cincinnati on a steamer on the 9th of May for Huntington, thence by the Chesapeake & Ohio Railroad to Richmond, thence by steamer to Norfolk, and thence to Wilmington by the S. & R. & W. & W. Railroad, thence to Charleston by the W. C. & A. and North-Eastern, thence to Augusta by the S. C., thence to Columbia and Charlotte, by the Carolina & O. R. R., thence to Raleigh and Richmond by the R. & D., all finally back to Cincinnati by Huntington.

The entire trip, it is calculated, will occupy about two weeks, and it is said that we may look for them in Wilmington, where they expect to remain but one day, about the middle of this month.

For the Review. The Postal Service.

DEAR SIR:—In compliance with your request that I would furnish some facts illustrative of the Postal Service for the information of your readers, the following very incomplete statement is submitted:

The postal service, which more nearly touches the whole people than any other department of the general government, is an immense and ever-increasing system, and therefore one in which great abuses and much corruption have at times prevailed. One of the worst of these evils, however—*straw-bidding*—has, after years of persistent effort, been almost entirely suppressed, although it did seem nearly impossible to frame the law in such a way as to prevent it absolutely. As the railroads have no competition there is no bidding for carrying the mails on them, nor generally is there any on steamboat routes.

Straw-bidding was, therefore, confined to what is called the "star" service; that is, the carrying of the mails on other than rail road and steamboat routes, but these "star" routes, of course, constitute a very large majority. They were for years completely controlled by corrupt combinations of contractors who swindled the government annually out of millions of dollars, until the exposure made by investigating committees of Congress, and the remedial legislation consequent thereupon broke up the system.

The inland mail transportation of the country, at the end of the last fiscal year (June 30th, 1876), was divided between 912 rail road, 88 steamboat, and 8,003 "star" routes or 9,903 routes in all. These routes aggregate 281,798 miles in length, and the cost of carrying the mails over them was more than fifteen millions of dollars, exclusive of the pay of route agents, clerks, &c., &c. The pay for the number of miles run, and not according to the length of the routes is, to rail roads about 12 1/2 cents per mile, to steamboats about 16 1/2 cents per mile and to "star" routes about 9 1/2 cents per mile. The length of routes was increased last year nearly four thousand miles, of which more than one-half was on rail roads.

There has been great trouble in adjusting the pay for mail service on railroads. The first Act of Congress on the subject (1838) limited the pay to 25 per cent. above what was paid to post coaches; the second act (1840) forbade the payment of more than \$200 per mile, per annum; the third (1845) divided the railroads into three classes, according to size of mails, speed, &c., &c., limiting the pay to the 1st class to \$300 per mile, the 2d to \$100 per mile, and the 3d to \$50 per mile, allowing 25 per cent. additional for night service. This produced complaints as to proper classification among the roads—the lower classes demanding a higher classification. The first idea was an adjustment according to the size of the mails, but that was found to be unfair, and then a mixed basis allowing for weight and car-space both was adopted. The difficulty now is in adjusting the proportion of pay to be allowed for weight and car-space respectively, about which there is much difference of opinion, and in regard to which elaborate reports, and many speeches have been made in both Houses of Congress. It is a difficult problem. Last July Congress cut down the pay of railroads for carrying the mails 10 per cent. and on all those built by land-grants from the government 20 per cent. more.

Upon the passage of this act the great trunk lines withdrew the "fast mail" trains which had been established. The Postal Commission which recently visited this city was created by this same act of last July to investigate the whole subject of railroad mail transportation, and report so that proper legislation could be had. It may be that we will have a fast mail on the Atlantic Coast Line and if so the present compensation for carrying the mail on it may be increased, but it is uncertain.

The total yearly expenses of the P. O. Department are about thirty-three million dollars and the total receipts are about twenty-nine million, leaving a deficiency of about four million, which has considerably reduced during the last few years, as the receipts have been increasing at the rate of about six per cent. and the expenses only at the rate of about five per cent. annually; but it will be a long time, if ever, before the Department becomes self-sustaining. It is, however, peculiarly the people's institution, for the preservation of which in its utmost perfection they will always be willing to tax themselves, if necessary.

The number of post-offices in the United States on the 1st September, 1876, was 25,595 (it has been erroneously published as over 30,000 in some of the newspapers) and of this number North Carolina had 1,140. The Department may justly claim credit in view of the fact that with more than 50,000 persons handling the mails in their passage over these thousands of routes, and at these thousands of post-offices the mail depredations have been so few, especially by employees of the Department.

There were over four million letters registered last year, and the average loss was a little more than one (1) in five thousand. The money orders issued amount to over seventy-five (75) millions of dollars, on which the Department receives about six hundred and fifty (650) thousand dollars in fees.

The people certainly have great confidence in the P. O. Department, as was clearly demonstrated last Winter before the committee to investigate the New

PLEASE NOTICE.

We will be glad to receive communications from our friends on any and all subjects of general interest but:

The name of the writer must always be furnished to the Editor.

Communications must be written only on one side of the paper.

Personalities must be avoided.

And it is especially and particularly understood that the editor does not always endorse the views of correspondents, unless so stated in the editorial columns.

York postoffice, of which I was a member. Complaints had been made, or suspicion had been excited about tampering with Mr. Hewitt's mail, and a thorough investigation was ordered. It took place in the splendid P. O. building in that city, and resulted in a complete vindication of the postmaster and his subordinates by the committee who were unanimous in their report. In the course of the investigation, the pouches were brought directly from the lamp-post boxes into our presence by the carriers (who did not know what it meant) and were emptied on the table before us. It was a curious and interesting sight.

We found, as was proved to be generally the case, that the most capriciously put up mail matter came from the banking and moneyed institutions and heavy merchants. Letters with money, with checks, drafts, &c., were barely sealed, or entirely open, exposing the contents almost at a glance. I saw a package of bills sent from out West somewhere, which were simply wrapped in brown paper, the ends of the package being rubbed off and the bills—a large amount—exposed to view; also a large package of U. S. coupon bonds, payable to bearer and not registered, in the same condition.

The most surprising thing, however, was the amount of coin sent from California, Nevada, &c., &c., through the mails. I had supposed coin was always shipped by express. The testimony showed that over four millions in gold had gone through the New York office in one year.

The New York Postoffice is one of the best managed establishments in the world, and has at its head a master who is as clever and honest as he is able and experienced. And this reminds me of the foreign mail service, about which a few words and then I will stop.

Previous to July 1st, 1875, postal accounts had to be kept between the United States and other governments for mail matter transmitted between them, which was a very inconvenient arrangement; but in October, 1874, a general postal-union treaty was concluded at Berne (Switzerland) which went into operation, after the date first mentioned (July 1876), whereby cheap and uniform rates of postage were established for our people to all parts of the world and at the same time the Postoffice Department was enabled to save money.

Under this treaty—which was afterwards extended to embrace other countries besides the first parties to it—each country now keeps for itself all the postage it collects, and pays only the intermediate charges on the mail matter, merely keeping an account of the weights of it for that purpose. There were about 600 tons of mail matter sent from the United States to the countries embraced in the Postal Union last year.

It is painful to remember in this connection that—excepting the weekly line from Philadelphia to Liverpool—the Pacific Mail Steamship Line is the only one carrying the American flag on the high seas.

Before closing let me say that, if the law remains as it is, we will after the census of 1880 be entitled to the free delivery system in Wilmington. It is confined to cities containing 20,000 inhabitants and upward. We must have that number now, but it will require a census to prove it.

Yours respectfully,
A. M. WADELL.

Announced toast: "The fair daughters of this land; may they add virtue to beauty, subvert envy from friendship, multiply amiable accomplishments by sweetness of temper, divide time by sociability and economy, and reduce scandal to its lowest denomination."

You always get DOOLEY'S YEAST POWDER from your grocer in cans, quarter pound, half pound, one pound and five in weight. No test has ever shown a single can to be short by the veriest trifle. Another thing about this baking powder is its absolute purity, strength and exactness of composition.

columns of newspapers and by your Druggist to use something for Dyspepsia and Liver complaint that you know nothing about; you get discouraged spending money with but little success. Now to give you satisfactory proof that GREEN'S ACID BILE POWDER will cure you of Dyspepsia and Liver Complaint with all its effects, such as Sour Stomach, Sick Headache, Habitual Constiveness, Palpitation of the Heart, Heart-burn, Water brash, coating up of food after eating, low spirits, &c., we ask you to go to your Druggist and get a Sample Bottle of GREEN'S ACID BILE POWDER for 10 cents and try it, or a Regular Size for 75 cents; two doses will relieve you.

For The Review.

The Shotgun Policy.

It is to be regretted that the city authorities have adopted the "shotgun policy" in the destruction of dogs, the plan is certainly one that is fraught with great danger to pedestrians who through our streets and thoroughfares. I remember well, two instances in which the parties were seriously, but not mortally wounded. They were ladies, and the interval of time of the two accidents was over twenty-five years, yet both occurred from carelessness in shooting dogs. They why not adopt a plan which would be without incurring any risk to life or limb, say the muzzle and poisoned sausage system? There would then be danger to only the unlicensed dogs. X.