# The Daily Review.

JOSH. T. JAMES, Editor & Prop

WILMINGTON, N. C.

FRIDAY, MARCH 28, 1884.

Entered at the Postoffice at Wilmington, N. C., as second-class matter.


## THE CENTRAL COMMITTEE.

Col. Octavius Coke, chairman; J. J. Litchford, secretary; Paul B. Means, L. D. Stevenson, C. M. Busbee, Richard H. Battle, George H. Snow and P. C. Flemming, of Raleigh.

The State Executive Committee is as follows:

First district—T. R. Jernigan, J. E. Moore, R. W. Wharton, E. F. Lamb.

Second district—A. J. Galloway, R. B. Peebles, Benjamin Askew, Henry R. Bryan.

Third district—Appleton Oaksmith, Isaac B. Kelly, H. B. Short, D. H. Mc Lean.

Fourth district—W. H. Yarborough, J. M. Moring, J. S. Battle, N. B. Cannaday.

Fifth district—A. E. Henderson, David S. Reid, M. S. Robins, C. F. Lowe.

Sixth district—J. G. Hall, S. J. Pemberton, John D. Shaw, W. J. Yates.

Seventh district—R. Z. Linney, W. B. Glenn, J. C. Wilburn, G. A. Bidgham.

Eighth district—Cope Elias, R. M. Furman, B. F. Logan, A. M. Erwin.

## OUR FOREIGN TRADE.

The New York Commercial Bulletin presents additional facts in connection with the foreign trade of 1883, as gleaned from details since issued by the Bureau of Statistics. The exhibit shows that although the total exports of merchandise during the past calendar year were considerably in excess of 1882, notwithstanding a heavy decrease in December, in the shipment of raw cotton there was an increase of about 7½ per cent. over 1882. There was also an increase of about 7 per cent. in the exports of petroleum. The principle decrease was in wheat, the largest item of export next to raw cotton. The total shipment of wheat for the year was 71,013,280 bushels, against 110,343,185 bushels in 1882—a decline of 39,329,905 bushels, at a valuation of about $46,000,000. In flour there was some gain over the preceding year, the shipments being 9,243,348 barrels, against 7,587,670 barrels in 1882, which still left a deficit of 32,000,000 bushels in this cereal at a valuation of about $40,000,000. On the other hand, however, there was a very important increase in the shipments of corn, the quantity being 61,275,040 bushels, against 15,423,593 in the previous year, the ratio of increased exceeding 300 per cent.

There was a very decided increase also in the exports of meat products, especially beef, bacon and cattle. The quantity of fresh beef shipped last year 117,790,342 pounds, against 54,426,880 pounds in 1882—an increase of more than 100 per cent. Bacon and hams increased 22 per cent. and cattle 133 per cent. Taking the exports of food products altogether, as represented by values, there was an increase amounting to $17,000,000; cereals showing a loss of $9,000,000, and meat and dairy products a gain of $26,000,000. It is evident from this that the food wants of Europe are falling off, but that our exports of wheat are contingent more upon competition than before.

The imports of merchandise during the year were, in value, about sixty-six millions less than in the previous year; but the reduction was not confined to a few articles, as in the case of exports, being generally distributed over the whole; an evidence of the dullness of trade more than of anything else. Such articles as coffee, tea, sugar, fruits and wine all exhibit an important decrease in values, amounting altogether to some fourteen million dollars, though in the first three there was an important increase in quantities. In raw materials and partially manufactured articles, there was a more decided decrease still, as to values, but in many instances here also there was an increase in quantites. In iron and its manufactures there was a decrease in both quantities and values. Only one million dollars' worth of steel rails were imported, against five millions in 1882. Tin plates increased both in quantities and value. The total decrease in the value of the imports of iron and its manufactures was about twenty millions. In manufactures specifically, there was a general decrease as to classes.

Great Britain is to be congratulated upon the fact that the Prince of Wales is about to go into business. It is cabled that in the forthcoming Great National Steeplechase Wales will come out in his own colors and run his horse Scot. The attempt to run a candidate of the same name in a grand national steeplechase in this country some years ago was a dead failure, but Wales may be more successful. He has tried the turf before, not under his own colors by a great deal, but in a very shady sort of way with the fear of his august mother before his eyes. For a series of years he had his friend Chamberlain and others to help him to lose. But now that he is going into horse-racing as a matter of business, and with his past and bitter experience, he ought to make make money. Plunger Walton and other experts get rich, and a Prince should do as much as a plunger. Wales' debts are now estimated at £3,000,000, and if he should succeed in making enough from the turf to pay even a portion of the amount he need not longer wait impatiently for his mother to make her final family dividend, nor call on Parliament for a special appropriation to wipe out his indebtedness.



## PERSONAL.

Mme. Patti expects to sing thrice this week to the San Franciscans, who have paid $15,000 in premiums for seats on the opera nights.

Major H. R. Hershberger, once drill master of Grant, McClellan and Burnside at West Point, died in Chambersburg on Saturday, aged 73 years.

Mrs. Foote, the wife of Judge A. H. Foote, of Lawrence, Kansas, lost her life in a singular manner. Having a slight scratch on her face she wore a green veil, the coloring matter in which poisoned her blood. Her death occurred on Saturday.

Dr. J. E. Kenner left Indianapolis in the Summer of 1878 and rolled up his sleeves in the cause of humanity at Memphis. His work during the epidemic was heroic, and he fell in the cause, dying of yellow fever in the latter part of September that year. Now his grave is an unmarked spot of desolation, and near him lie thirty-two other volunteer physicians and forty-two nurses, none honored in marble, though all gave their lives for the public good.



## MARCH MIRTH.

"Aunt Jane," said an exasperated wife, "I wish it was a custom for women to trade husbands as it is for men to trade horses." "Why, my dear?" "Because, if it was, I'd cheat some woman dreadfully before sundown."

"Is this a singing doll?" asked she of the clerk. "Yes, mademoiselle." "How do you make it sing?" "Just as you would any other young lady." "How is that?" "By pressing it." "Oh!"

A band of Italian brigands captured a duke recently and held him for thirty days. Any American heiress can do that, and hold him longer.

A young man who had been wooing a Vermont girl for some time, and had made her several presents, asked her one day if she would accept a puppy.—He was awful mad when she replied that her mother had told her if he proposed to her to say no.

In the Spring the good wife's fancy
turns to thoughts of cleaning house,
In the Spring the dainty maiden diggeth
greens and eateth souse;
In the Spring the young man thinketh
—would I had a wife!
But he scenteth not the troubles that
must wait on married life.

—*Chicago Sun.*



Drops of wine color and pale pink are among the newest combinations of colors for hats and evening dresses.



Bonnets made entirely of jet are no longer fashionable. They have become so very common that they look shoddy.



RAILROADS, &c.

## Wilmington & Weldon Railroad Company.

OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C., Nov 17, 1883

### Change of Schedule.

ON AND AFTER NOV'R 18, 1883, AT 1.05 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.

Leave Wilmington, Front St. Depot, 8.53 A. M
Arrive at Weldon 2.31 P. M
Leave Weldon 3.00 P. M
Arrive at Wilm'gton, Front St. D'pt, 8.40 P. M

FAST THROUGH MAIL & PASSENGER TRAIN DAILY—No. 46 SOUTH.

Leave Weldon 5.50 P. M
Arrive at Wilm'gton, Front St. D'p't 10.25 P. M

MAIL AND PASSENGER TRAINS DAILY No. 43 North.

Leave Wilmington 8.00 P. M.
Arrive at Weldon 2.20 A. M.

MAIL AND PASSENGER TRAINS—Nos 45 and 42

Leave Wilmington, (Sundays excepted) 12.30 A M
Arrive at Weldon 6.30 A M
Leave Weldon, (Mondays excepted) 1.05 A M
Arrive at Wilmington 6.55 A M

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

Trains on Tarboro Branch Road Leave Rocky Mount for Tarboro at 1.20 A. M. and 4.30 P. M., Daily, (Sundays excepted). Returning leave Tarboro at 10.00 A. M and 3 P. M. Daily.

Trains on Scotland Neck Branch Road leave Halifax for Scotland Neck at 3.25 P. M. Returning leave Scotland Neck at 8.30 A. M. daily except Sunday.

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

Train 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.

For accommodation of local travel a passenger coach will be attached to local freight leaving Wilmington at 7.00 A. M. Daily except Sunday.

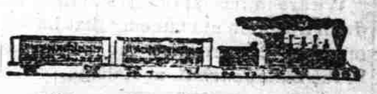
JOHN F. DIVINE, General Superintendent.

T. M. EMERSON, General Passenger Agent.

nov 17

## Wilmington, Columbia & Augusta R. R. Co.

OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C. Nov 17, 1883



### Change of Schedule.

ON AND AFTER NOV'R 18th, 1883 at 4.33 A. M., the following Passenger Schedule will be run on this road:

No. 42—Leave Wilmington, (Mondays excepted) 7.15 A M
" —Arrive at Florence 11.40 A M
No. 45—Leave Florence, (Sundays excepted) 7.40 P M
" —Arrive at Wilmington 12 10 P M

NIGHT EXPRESS TRAINS, DAILY—Nos. 48 West and 47 East.

Leave Wilmington 9.10 P. M.
Leave Florence 2.40 A. M.
Arrive at C. C. & A. Junction 6.35 A. M.
Arrive at Columbia 6.40 A. M.
Leave Columbia 9.55 P. M.
Leave C., C. & A. Junction 10.20 P. M.
Leave Florence 4.33 A. M
Arrive at Wilmington 8.23 A. M.

NIGHT MAIL AND PASSENGER TRAIN, DAILY No. 40 WEST.

Leave Wilmington 10.40 P. M.
Arrive at Florence 1.45 A. M.

MAIL AND PASSENGER TRAIN DAILY No. 48 East.

Leave Florence at 3.35 P. M
Arrive at Wilmington 7.42 P. M

Train 48 stops at all Stations.

No. 40 stops only at Flemington, and Marion.

Passengers for Columbia and all points on C. & C. R. R., C., & R. R. Stations, Aiken Junction, and all points beyond, should take the Night Express.

Separate Pullman Sleepers for Charleston and Augusta on Train 48.

All trains run solid between Charleston and Wilmington.

Local freight leaves Wilmington daily except Sunday at 6.10 A. M.

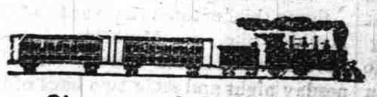
JOHN F. DIVINE, General Superintendent

T. M. EMERSON, General Passenger Agent

nov 17

## Carolina Central R. R. Company.

OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C., June 13th, 1883.



### Change of Schedule.

ON AND AFTER JUNE 13th, 1883, THE following Schedule will be operated on this Railroad:

PASSENGER MAIL AND EXPRESS TRAIN Daily except Sundays.

No. 1. Leave Wilmington at 7.00 P. M
Leave Raleigh at 7.35 P. M
Arrive at Charlotte at 7.00 A. M

No. 2. Leave Charlotte at 8.45 P. M
Arrive Raleigh at 8.30 A. M
Arrive at Wilmington at 8.25 A. M

Passenger Trains stop at regular stations only, and points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL EXPRESS AND FREIGHT.

Daily except Sundays.

Leave Charlotte 5.30 P. M.
Arrive at Shelby 9.00 P. M.
Leave Shelby 7.00 A. M.
Arrive at Charlotte 10.30 A. M.

Trains No. 1 and 2 make close connection Hamlet with R. & A. Trains to and from Raleigh.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte.

Take Train No. 1 for Statesville, Stations Western N C R R, Asheville and points West. Also, for Spartanburg, Greenville, Athens Atlanta and all points Southwest.

L. C. JONES, Superintendent.

F. W. CLARK, General Passenger Agent

june 13



## WHOLESALE PRICES.

☞ The following quotations represent wholesale prices generally. In making small orders higher prices have to be charged.

| | |
|---|---|
| AGGING— | |
| Standard | 11 @ |
| 2 lb | 10½@ |
| 1¾ lb | 9½@ |
| BACON—North Carolina: | |
| Hams, ℔ lb | 15 @ |
| Shoulders, ℔ lb | 10 @ |
| Sides, ℔ lb | 11 @ |
| WESTERN SMOKED— | |
| Hams | 17@20 |
| Sides, ℔ lb | 13½@ |
| Shoulders | 00 @ |
| DRY SALTED— | |
| Sides, ℔ lb | 11½@ |
| Shoulders, ℔ lb | 00 @ |
| BARRELS—Spirits Turpentine: | |
| Second Hand, each | 1 75 @ |
| New New York, each | 1 90 @ |
| New City, each | 1 60 @ |
| BEESWAX, ℔ lb | 25 @ |
| BRICKS, ℔ M— | |
| BUTTER, ℔ lb— | |
| North Carolina | 23 @ |
| Northern | 20 @ |
| CANDLES, ℔ lb— | |
| Sperm | 18 @ |
| Tallow | 11½@ |
| Adamantine | 12 @ |
| CHEESE, ℔ lb— | |
| Northern Factory | 13½@ |
| Dairy, Cream | 14 @ |
| State | 10 @ |
| COFFEE, ℔ lb— | |
| Java | 18 @ |
| Laguyra | |
| Rio | 13½@ |
| CORN MEAL, ℔ bus., in sacks | 77½@ |
| COTTON TIES, ℔ bundle | 1 50 @1 75 |
| DOMESTICS— | |
| Sheeting, 4-4, ℔ yd | 6½@ |
| Yarns, ℔ bunch | 85 @ |
| EGGS, ℔ dozen | 25 @ |
| FISH— | |
| Mackerel, No. 1, ℔ bbl | 16 00 @22 00 |
| Mackerel, No. 1, ℔ half bbl | 8 50 @12 00 |
| Mackerel, No. 2, ℔ bbl | 9 00 @13 00 |
| Mackerel, No. 2, ℔ half bbl | 5 00 @7 50 |
| Mackerel, No. 3, ℔ bbl | 7 50 @8 50 |
| Mullets, ℔ bbl | 4 00 @5 00 |
| Mullets, Pork bbls | 7 00 @8 00 |
| N. C. Roe Herring, ℔ keg | 3 00 @4 00 |
| Dry Cod, ℔ lb | 5 @7 |
| FERTILIZERS, ℔ 2,000 lbs— | |
| Peruvian Guano, No. 1 | 57 50 @60 00 |
| " " No. 2 | 36 00 @37 00 |
| " " Lobos | 00 00 @00 00 |
| Baugh's Phosphate | 00 00 @00 00 |
| Carolina Fertilizer | 45 00 @00 00 |
| Ground Bone | 00 00 @00 00 |
| Bone Meal | 00 00 @00 00 |
| Bone Flour | 00 00 @00 00 |
| Navassa Guano | 40 00 @00 00 |
| Complete Manure | 00 00 @00 00 |
| Whann's Phosphate | 00 00 @00 00 |
| Wando Phosphate | 00 00 @00 00 |
| Berger & Butz's Phosphate | 00 00 @00 00 |
| Excellenza Cotton Fertilizer | 55 00 @00 00 |
| French's Carbonate of Lime | 7 00 @8 00 |
| French's Agricultural Lime | 8 00 @10 00 |
| FLOUR, ℔ bbl— | |
| Fine | 4 00 @4 50 |
| Northern Super | 5 25 @5 50 |
| " Extra | 6 00 @6 25 |
| " Family | 7 00 @7 50 |
| City Mills—Extra | 6 00 @6 25 |
| " Family | 5 75 @6 00 |
| " Extra Family | 6 50 @7 00 |
| GLUE—℔ lb | 11 @ |
| GRAIN, ℔ bushel— | |
| Corn, from store, bags, white | @ |
| Corn, cargo, in bulk, white | @ |
| Corn, cargo, in bags, white | 85 @ |
| Corn, cargo, mixed, in bags | @ |
| Oats, from store | 65 @ |
| Cow Peas | 1 00 @1 10 |
| HIDES, ℔ lb— | |
| Green | 4 @ |
| Dry | 11 @ |
| HAY, ℔ 100 lbs— | |
| Eastern | 1 20 @1 25 |
| Western | 1 15 @1 20 |
| North River | 75 @ |
| HOOP IRON, ℔ lb | 3½@ |
| LARD, ℔ lb— | |
| Northern | 10½@ |
| North Carolina | 00 @ |
| LIME, ℔ barrel | 1 40 @ |
| LUMBER, City Sawed, ℔ M ft. | |
| Ship Stuff, resawed | 18 00 @20 00 |
| Rough Edge Plank | 15 00 @16 00 |
| West India Cargoes, according to quality | 13 00 @15 00 |
| Dressed Flooring, seasoned | 18 00 @22 00 |
| Scantling and Board. com'n | 12 00 @15 00 |
| MOLASSES, ℔ gallon— | |
| New Crop Cuba, in hhds | @ |
| " " in tcs | @ |
| Porto Rico, in hhds | 00 @ |
| " " in bbls | 00 @ |
| Sugar House, in hhds | 00 @ |
| " " in bbls | 28 @ |
| Syrup, in bbls | 40 @ |
| NAILS, ℔ Keg, Cut, 10d basis | 0 00 @1 00 |
| OILS, ℔ gallon— | |
| Kerosene | 11 @ |
| Lard | 1 10 @1 15 |
| Linseed | 90 @1 00 |
| Rosin | 90 @1 00 |
| Tar | 00 @ |
| Deck and Spar | 00 @ |
| POULTRY— | |
| Chickens, live, grown | 25 @ |
| " Spring | 10 @ |
| Turkeys | 75 @ |
| PEANUTS—℔ bushel | 90 @1 00 |
| POTATOES, ℔ bushel— | |
| Sweet | 50 @ |
| Irish, ℔ bbl | 2 00 @2 50 |
| PORK, ℔ barrel— | |
| City Mess | 23 50 @ |
| Prime | 16 00 @ |
| Rump | 17 00 @ |
| RICE—Carolina, ℔ lb | 4½@ |
| Rough, ℔ bushel | 35 @1 00 |
| RAGS, ℔ lb—Country | 1½@ |
| City | 1½@ |
| ROPE, ℔ lb | 1½@ |
| SALT, ℔ sack, Alum | 00 @ |
| Liverpoo | 00 @ |
| Lisbon | 00 @ |
| American | 00 @ |
| SUGAR, ℔ lb—Cuba | 6 @ |
| Porto Rico | 7 @ |
| A—Coffee | 00 @ |
| B— " | 00 @ |
| C— " | 7½@ |
| Ex C— | 8 @ |
| Crushed | 10½@ |
| SOAP, ℔ lb—Northern | 5 @ |
| SHINGLES, 7 in. ℔ M | 3 00 @3 50 |
| Common | 2 50 @3 00 |
| Cypress Saps | 4 50 @5 00 |
| Cypress Hearts | 6 00 @7 00 |
| STAVES, ℔ M—W. O. Barrel | 12 00 @13 00 |
| R. O. Hogshead | 00 @ |
| TALLOW, ℔ lb | 6 @ |
| TIMBER, ℔ M feet—Shipping | 12 00 @ |
| Fine Mill | 11 @ |
| Mill Prime | 7 50 @8 00 |
| Mill Fair | 6 @6½ |
| Common Mill | 5 00 @6 00 |
| Inferior to Ord'nary | 0 00 @4 00 |
| WHISKEY, ℔ gal—Northern | 1 00 @1 10 |
| North Carolina | 1 00 @1 10 |
| WOOL, ℔ lb—Washed | 25 @ |
| Unwashed | 20 @ |
| Burry | 11 @ |