The Daily Review.

JOSH. T. JAMES, Editor & Prop.

WILMINGTON, N. C.

SATURDAY, MARCH 29, 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:

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

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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. Bingham.

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

THE NAVY.

The President has recently sent a message to Congress in which he earnestly recommended the construction of several war vessels on the most improved modern plans and to otherwise bring our navy to such a state of efficiency as our safety and dignity as a government demands. It is a wise suggestion and one which needs immediate and energetic action but the task, under all the circumstances, is herculean. Millions of treasure have been appropriated by Congress and spent, ostensibly, for this very purpose, but the effect has been only to render this arm of our country's defense more inefficient and worthless. Our navy is a reproach and a disgrace, and as a means of war, either offensive or defensive, might as well be on the dry land. And while this is shamefully true as regards the vessels composing our so-called navy, it would seem that there is great need of more efficient officers. It was only a short time ago that the *Ossipee*, while making a trial trip, with the Naval Board of Inspectors on board, ran upon a sand spit off Cape Henry from which she sustained considerable damage. A Court of Inquiry will be called to fix the responsibility of the blunder. Since then in making an attempt to proceed to sea, and while in Chesapeake Bay, she burst her condenser, and had to be towed back to a place of safety. This will undoubtedly call for another Court of Inquiry. With the present navy and the present naval officers there seems to be an abundance of employment for Naval Board of Inspectors and Naval Courts of Inquiry.

THE FLOOD IN LOUISIANA.

The persistent rain and the addition to the already swollen river of a new contingent from the head waters of some of its large affluents, says the New York *Mail and Express*, have increased the volume of the lower Mississippi to an extent seldom equalled in the history of that changeable stream. The warnings and threats that it has given for the past two weeks have now been more than fulfilled. Instead of one or two crevasses, there are a dozen, and the crops in many of the fairest parishes in Louisiana are already out of sight. Dispatches from the submerged districts show that this is a greater flood even than that of 1882.

In this emergency, there is call for aid from the national government, and Congress has been asked to appropriate $300,000. The sufferers by the Ohio floods were granted national aid; and if it is shown that there is any similar need in Louisiana, there can be no doubt of the willingness of Congress to relieve the destitution. Perhaps $300,000 is more than is necessary, but certainly the unexpected balance of $125,000 left from the Ohio flood appropriation might be wisely applied here. Whatever is done, should be done quickly.

The Standard Oil Company, which is so much talked about, has its headquarters in New York City, and its executive board is said to hold a meeting on every business day in the year. The capital of the company is not very large, perhaps three or four million dollars, but the capital of the trust company which manages the fiscal affairs of the Standard is said to be as high as seventy millions. Whatever be the capital it pays 6 per cent., and the stock sells in the neighborhood of par. The men considered in the oil regions to be the master spirits of this company, Mr. Rockefeller and Mr. Archibold, are both very young; the latter is hardly thirty years of age. He is the son of a Methodist preacher in the oil regions and developed a genius for commerce and executive work when a mere lad in a country bank, and his employer gave him the capital to start an oil refinery. He attends to the details of this huge company, which has hardly a parallel on the globe for breath of conception and infinitude of particulars. If this were an English company it would rank almost with the East India Company of the time of Warren Hastings. It is to be observed that the chief operators against it are themselves speculators. Mr. James Keene was one of the leading spirits in the river pipe line. The Standard's pipe line is a separate corporation known as the National Transit Company, and its pipes lie buried side by side and are six inches in diameter, and it is said that the right of way was acquired for about $500 a mile. Their telegraph is an enormous concern also. The flow of oil is about 60,000 barrels a day, and this company keeps in its tanks or pipes or refineries from 30,000,000 to 36,000,000 barrels all the time. Its profits are derived from storing and forwarding the oil, which pays 15 cents a barrel per annum for storage and 20 cents a barrel for transportation to the seaboard. They are also the exporters in the United States, and often send out a ship full of lamps to teach some heathen people how to burn American oil. It is said that they are content with a profit of half a cent a gallon on the oil

PERSONAL.

Rev. O. B. Frothingham has purchased a house in Boston and will make that city permanently his home.

Henry Villard lost forty pounds of flesh before the physicians could arrest the insomnia with which he was afflicted after the Northern Pacific trouble.

Ex-Senator Fenton's recovery from the surgical operation performed in January has been so slow that he has been obliged to relinquish his projected Florida trip. He is still at Park Avenue Hotel.

Col. John A. Brigland, American Consul at Havre, has returned to his post from a visit to the United States.

The brightest reporter on the Kansas City press is a lady, Mrs. Rees, of the *Journal*. She is 28, speaks four languages, and for energy and enterprise discounts any reporter in the Missouri valley.

SHORTS.

During the present century 150,000,000 copies of the Bible have been printed in 626 different languages

It is said that Queen Elizabeth of Roumania is a painter of some repute, and writes as well as a newspaper reporter. There could be no higher praise than that.

Spain produces about 120,000 tons of lead in a year, one-sixth more than America, which comes next on the list, while Germany follows with 90,000.

An Alabama judge has decided that a man who puts his satchel on a seat in the cars reserves the seat—unless the man who moves it is bigger than he is.

The city of Lowell, Mass., was named for Francis Cabot Lowell, one of its principal founders. He was a son of Judge John Lowell, of Newburyport, was born in 1775, became a successful merchant and cotton manufacturer, and died in 1817.

A singular accident happened lately at a mill in Nashville, Tenn. A workman was thrown toward a circular saw, and, thinking he would strike it, died from fright. When picked up he was dead, but there was no sign of a bruise on his body.

The Russian army consists of generals, staff and superior officers, 28,074; and men, 836,145; in all, 864,219.

MARCH MIRTH.

A Louisville lady has sued for a divorce asserting that her husband has not done any work for fourteen years. There are some women who want a man to be on the keen jump all the time—*Courier Journal*

"Yes, sir," said the happy man, as he entered the New Jersey Hotel, "I want dinner; I want it bad." From what we know of New Jersey hotels, we haven't the infinitesimal atom of a shadow of a doubt that he got it bad. —*Boston Post.*

A Cincinnati woman claims that but for her prayers the river would have gone six feet higher. But then if it hadn't been for the *Enquirer* editorials being so red hot as to melt the snow for miles around, there might have been no flood at all.—*Boston Post.*

"What nonsense," exclaimed Bertha. 'The idea of telling Mrs. Brown that you were only twenty-three!" "But didn't I do right, dear?" replied Edith. 'You know, mamma has always taught us not to exaggerate. It is better to under rather than overstate, you know.' —*Boston Transcript.*

"Now, darling, will you grant me one favor before I go?" "Yes, George, I will," she said, dropping her eyelashes and getting her lips in shade. "What is the favor I can grant you?" "Only a little song at the piano, love. I am afraid there is a dog outside waiting for me, and I want to scare him away.'

Some of the new vests intended to improve Jerseys are made of tan colored kid, or they may be of white cloth with rows of gilt braid over them.

Laces are used in every possible manner and the older the lace and the quainter the pattern the greater value is set upon it

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1884.

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nov 23

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 TRAINS DAILY—No. 40 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. 43 East.

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

Train 43 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., Oct. 1st, 1883

Change of Schedule.

ON AND AFTER OCT'R 1st, 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	8.00 P. M
	Arrive at Charlotte at	7.30 A. M
No. 2.	Leave Charlotte at	8.15 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.

No. 3.	Leave Charlotte	8.15 A. M
	Arrive at Shelby	12.15 P. M.
No. 4	Leave Shelby	7.40 P. M.
	Arrive at Charlotte	5.40 P. M.

Trains No. 1 and 2 make close connection at 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

oct 1

WHOLESALE PRICES

☞The following quotations are wholesale prices generally. In small orders higher prices have to be

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