That the residents of Wilmington and vicinity are receiving tangible benefits from the use of Brown's Iron Bitters is evidenced by the following. A few only of many cases being cited. .

Mrs. Adel: a S. Strickland, 613 Harnett st., says:

"My husband took Brown's Iron Bitters for malaria and general debility and found it far superior to quinine as it cured when the latter failed. We heartly recommand

Mrs. H. J. Charles, 315 N. Second st., says:

"I have been using Brown's Iron Bitters for liver and kidney disease, and consider it the best remedy in existence for these complaints, as it cures when others fail. can sincerely and heartily recommend it.'

Mrs. W. R. French, 619 Market st.' writes:

"I have used Br wn's !ron Bitters in my family with most gratifying results in cases of malari, and weakness and cordially recommend it as a most excellent

Mrs. M. E. Pittman, 1029 N. 4th st., says:

"We have used Brown's Iron Bitters in malaria, dyspepsia and weakness and take great pleasure in recommending it "

Mr. H. Burkbimer, 18 Market st

"I suffered latensely with dyspepsia My case was a most stubborn on which all remedies used failed to relieve -Brown's Iron Bitters corrected the disorder, and am now entirely free from it. Can heartly recommend this valuable medi

Mr. T. H. Thompson, 22 N. Front

"It affords me great pleasure to state that I have been cured of dyspepsia and indigestion by a few bottles of Brown's

was so prestrated that my mind became Brown's Iron Bitters and was rewarded by a speedy cure. My husband was also

Sold by All Druggists.



New York & Wilmington Steamship Co.



FROM PIER;34,1EAST RIVER, NEW YORK At 3 o'clock, P. M.

*GULF STREAM Saturday, Nov 29 BENEFACTOR......Saturday. Dec *GULF STREAM Saturday, Dec 13 BENEFACTOR Saturday, Dec 20

FROM WILMINGTON: *GULF STREAM Saturday, Dec 6 BENEFACTOR Saturday, Dec 13

Through Bills Lading and Lowest Through Rates guaranteed to and from Points in North and South Carolins.

For Freight or Passage apply to
H. G. SMALLBONES, Superintendent,
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THE PUBLIC CAN SEE THE PROCESS

of manufacture of my goods. Only the best workmen employed. No tenement house labor, nor children, nor Chinese. The tobacco used in the manufacture of Cigars is naturally and properly cared. All my work is done in this city and under my personal supervision.

A call at my factory where my several brands are made will satisfy all that the best goods are handled by

I. HIRSCHBERG,

The Daily Review.

JOSH. T. JAMES, Editor & Prop.

WILMINGTON, N. C.

THURSDAY, DECEMB'R 11, 1884. Entered at the Postoffice at Wilmington, N. C.

as second-class matter.

Recently two young men of Youngstown, Ohio, with \$2,000, went to New Orleans, their intention being to purchase the exclusive beer privilege on the Exposition grounds. They called on the manager, stated their business, and asked what the privilege was worth. "Well," responded the manager, "I have just refused \$65,000 for it from

one party because I thought it was too low. If you have \$100,000 to invest you can secure the privilege of selling beer to the thirsty thousands who will attend the Exposition, otherwise you can take a walk." They walked-out, and took a drink.

A very interesting and carefully prepared paper on the Panama Canal was read by Capt. Nathan Appleton before the Boston Trade Club at a recent session. The author of the paper predicts that as a source of income, the Panama Capal will prove a far greater success than the completed enterprise at Suez. The resources of the scheme are about \$150,000,000, of which \$70,000,000 have not as yet been spent, an amount quite sufficient to carry on the work for two or three years more, until all difficulties have been removed. As to the unhealthiness of the climate and the alleged consequent mortality, it was shown that out of 80,000 laborers employed on the Panama railway, not more than 1,100 had died in four years. Addressing himself to the hostility which had been shown the Panama canal schene in this country, the speaker observed that it seemed to have come mainly from the Republican party. He hoped at any rate that, as our family. My husband and I believe there had been a change, the new Pres there is nothing to equal it as a cure for ident and those around him would look at the enterprise in a broad spirit, and

would aid the efforts of M. Ferdinand

de Lesseps to build the canal, not for

one country or nation, but for the whole

The New York Post says: "Notwithstanding the recent stoppage of number of mills and the reduction of wages in others there are some signs of improvement in business. All the trade journals agree upon this point. Iron Bitters, and I heartily recommend it While some mills have stopped, others have resumed business. The increas-Mrs. W. S. Nash, 317 McCrea st., ing demand for good investment securities on the Stock Exchange is, perhaps, "I had a serious attack of malaria fever, the best evidence of returning confi affected. At this period commenced using dence, In the nature of things, the depression which has borne so beavily benefited, and we highly recommend this upon all departments of industry during the past two years cannot last much longer. Prices of all consumable products are so nearly equalized—have been levelled down to so near the same standard-that there must presently be an acceleration of exchanges. The country is yet far from being finished. There is vast room still within our own territory for the employment of new capital, and still more room for American enterprise abroad whenever we shall reach the stage of enlightenment to look for profitable trade beyond our own boundaries. The transition from high to low prices-the indispensable requisite to a revival of trade-has been painful indeed, but it has been borne. History has repeated itself to this point, and we have every reason to expect that the future course of events will be not unlike that of former crises-that the pendulum will swing back slowly at first, but with an accelerated motion and that trade and industry will shortly be found in a fairly prosperous condition without anybody knowing what and I never tried anything that did me causes have wrought so agreeable a

London various plans were suggested for disposing of the dead. The proposition of a Mr. Blyth met with much favor. It was to abolish all permanent cemeteries, and allow each piece of agricultural land to take its turn as a BENEFACTOR Saturday, Nov 29 receptable for the bodies of the dead. He based his argument in favor of the purposes sherry and egg, which is the proposed change partly on the princi- popular beverage of men in training for ple of the rotation of crops. Much of boat racing, but I found it did not do to which your attention is respectfully invited. *GULF STREAM.....Saturday, Dec 20 the land in regions long cultivated me the least good in the way of keep-*This steamer has been specially refitted for greatly needs rest. It could obtain this season I felt weak and miserable and by being used as a depository for the required something, but could not dead. He would allow a portion of tell exactly what. I know now, howland to be used as burial-ground a term of five years, and then devote than I do now, and have felt strong it to the production of useful crops. If it was not adapted to cultivated crops, he would plant it to fruit or timber "stroke oar" in a race requires strength, ment that "Beneath the wav-New Cigar Store. ing corn or the stately pines the remains of the dead would be for-ever free from desecration." He be, Bitters and consider it one of the best Hirschberg's, 5 N. Front St. lieved in having 'the dead raised again' in towering fire or spreading oaks, and would have fair cheeks, redder roses says: "I took Brown's Iron B.tters and clover blossoms. He calculated that all the land in the British islands, attribute my recovery mainly to the outside cities, would give room for 19,- use of this valuable medicine . 340,000 interments, and at the rate of Mr. J. D. Suttonfield, Reidsville, N. 600,000 deaths per year it would take C., says: "My wife's mother was in so 000 years, before any of the old feeble health for twenty years, skilled 30.000 years before any of the old

At the recent health conference in

to the memory of the dead. It was not complication of diseases, necessary, however, to erect them monuments were often erected in ded to be.' memory of the same person, and some of them were necessarily a long distance from the ground that contained the remains. This was generally the case of persons of great notoriety the centre of populous cities or in public results. I find it be not only a restora-

Of Alexander Dumas, father, and tells the story that when the first successful povel of the son appeared, the elder wrote to his son, as though to a stranger, congratulating him on his book, and adding that he ought to know something about the difficulties of nov- addressed envelope to the Rev. Joseph T. Inman, Station D, New York City. el-writing, as he had himself been guilty of several. Alexander, Jr., replied in the same spirit, thanking his correspondent for his congratulations of which he felt specially proud as com. ing from one of whom he had often heard his father speak in the highest

IN TRAINING.

How a "Stroke Oar" Prepared Race.

The Schuylkill Navy, consisting of a arge number of amateur athletes, nearly all of whom are actively engaged in business in Philadelphia, is a decided institution of the "Quaker City," and the exciting races that periodically take place between the different boat clubs composing the Navy give bealth and strength to the members of the clubs, and great pleasure to the thousands of spectators that line the banks of the Schuylkill River to witness these amateur rowing contests, which have taken place every season for over a quarter of century past.

One of the great attractions of Fairmount Park is the long line of handsome boat houses, belonging to the Navy, that stretch along the river shore, and when the barges, gigs, and skeleton outriggers are flitting up and down the river in large numbers the sight is a beautiful one.

The Pennsylvania Barge Club is one of the oldest and most noted of these reserve fund of over \$550,000 has since been added. rowing organizations, and picked crews from the list of members of this club won some signal victories. The "stroke oar" of the Pennsylvania Club is Mr. take place monthly. It never scales or post-J. Howard Beck, of Philadelphia. That gentleman has just furnished the writer with some interesting information regarding the arduous, self-sacrificing work of training for a race, and his statement shows how he got himself | Under the personal supervision and manage

into first-class racing condition. The Senior Gig Crew of the Pennsylvania Barge Club is composed of Elder, bow; Nagle, second; Vogel, third; and myself "stroke." Our first race this year took place June 14th, when the Schuylkill Navy held their annual regatta. In this race our crew made the best time on record, namely, minutes and I second, the previous best time being 9 minutes and and 101 seconds, over a one and a half mile course. Our next race was the famous race held at Washington, July 31, against the Columbia Crew, of that city, and the Nortolk Rowing Association, of Virginia. We won this race also, winning the Palmer Cup, valued at \$350, for the second time. Our training for this race was very severe, for this Columbia crew, just prior to the Washington race, best crew in the Schuylkill Navy, For further information, write clearly, giv-making the best time on record, name- ing full address. POSTAL NOTES, Express visited Philadelphia and defeated the ly, 8 minutes and 5 seconds, beating their record, made in 1876, of 8 minutes and 12 seconds. The Pennsylvania Club has had no defeat this year. While training I worked at my business as usual during the day and manned the oar every evening. I was put on close diet, could not smoke, and took no strong drink, except at times a glass of English ale, or brown stout when told to do so by the trainer. I took no coffee, eat rare meat, and avoided all greasy food and pastry. I drank tea sometimes and retired to rest at 9:30 p. m., but in addition to practicing on the water I took steady walks after supper. An important part of my training this season consisted in taking regular doses of Brown's Iron Bitters, so much good. I took it every night before going to bed and, no matter how exhausted I felt, it always strengthened me. It gave me a good appetite, get our prices before purchasing. The fact drove anything like indigestion away, hat our Paints are from the celebrated Face cleared my head and made me sleep well. For training purposes I think Brown's Iron Bitters is the finest tonic in the world, and I advise all oarsmen

"How was it before you used Brown's Iron Bitters?" was asked. "Last season I took, as the orthodex | Prices, in addition to our large and full tonic, or stimulant, for strengthening ing up my strength. At the end of the ever. It was Brown's Iron Bitters I wanted. I never felt better in my life and well all summer, and Brown's Iron Bitters, and that only has kept me up to the mark physically. A He remarked in his argu- steadiness of nerve, and endurance, and Brown's Iron Bitters seem to give me all these requisites."

medicines known."

Mrs. A. L. Walker, Milton, N. C. while suffering intensely with dyspepsia. am entirely free from it now and

physicians failed to relieve. Rrown's graves were disturbed. The plan did Iron Bitters benefited her wonderfully

not propose to dispense with monuments | and she recommends it to others for

Dr. G. M. Robertson, Elm Grove, N. C., says: "I prescribe Brown's Iron where the bodies were buried. Many Bitters and find it all it is recommen-

> Mr. W. F. Wasson, (ex-sheriff) Iredell co.. N. C., says: "Brown's Iron Bitters has improved my digestion and general health."

Rev. J. E C. Barkam, Warrenton. N. C., says: "I have used Brown's whose monuments were ordinarily near | Iron Bitters with the most gratifying tive in every sense, but also a most complete tonic and appetizer."

A Card.

Alexander Dumas, son, Edmund Yates To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay. loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self eod dew ly

MISCELLANEOUS



Capital Prize \$150,000.

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poses-with a capital of \$1,000,000-to which a officers of which he refers.

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> EXTRAORDINARY SEMI-ANNUAL DRAWING, At the Academy of Music, New Orleans, Tuesday, December 16, 1884.

Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia.

Capital Prize \$150,000.

NOTICE-Tickets are Ten Dollars only. Halves, \$5. Fifths, \$2. Tenths \$1.

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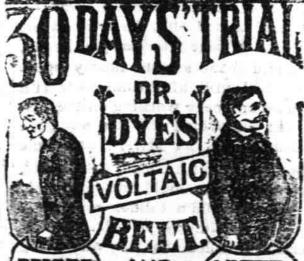
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A PRIZE. send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world Ail of either sex, succeed from the first hour. The broad road to fortune opens before the workers, absolutely sure. At once address TRUE & Co., Augusta, Maire. nov 2 d&w ly

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Paint the White House Red No. 3. Leave Charlotte. 8.15 A. M. Arrive at Shelby. 12.15 P. M.

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WASHINGTON, D. C., Will be given early in the New Year, day not yet decided upon, for the

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PAINTING THE WHITE HOUSE RED. And making other necessary alterations preparatory to Installation of

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excesses or any cause, cured by MERVITA.

Strong faith that it will cure every case prempts me to send to
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RAILROADS, &c.

Wilmington & Weldon Railroad Company.

OFFICE OF GENERAL SUPERINTENDENT. Wilmington, N. C., Oct 31, 1884.

Change of Schedule. On AND AFTER NOV. 2nd, 1884, AT 9.00 ton & Weldon Railroad will run as follows: DAY MAIL AND EXPRESS TRAINS DAILY

NOS. 47 NORTH AND 48 SOUTH. Leave Wilmington, Front St. Depet, 8.55 A. M. Arrive at Weldon..... 2.45 P. M FAST THEOUGH MAIL & PASSENGER TRAINS DAILY-No. 49 SOUTH.

Leave Weldon..... 5.35 P. M. Arrive at Wilm'gton, Front St. D'p't 10.00 P. M. MAIL AND PASSENGER TRAIN DAILY No. 43 North.

Leave Wilmington...... 8.50 P. M. Arrive at Weldon..... 2.35 A. M.

No. 42 South, daily except Mondays. Leave Weldon 1 30 A. M. No. 45 North, daily except Sunday,

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

Trains on Tarboro Branch Road Leave Rocky Mount for Tarboro at 12 M. and 3.85 P. M. Daily, (Sundays excepted). Returning leave Tarboro at 1.50 P. M. and 10 A. M. Daily.

Trains on Scotland Neck Branch Road leave Hallfax for Scotland Neck at 2.40 P. M. Returning leave Scotland Neck at 8.30 A. M. daily except Sunday.

daily except Sunday. dany except children at Wei-don for all points North Daily. All rail via Richmond, and daily except Sunday via Bay

Train No. 43 runs daily and makes close con nection for all Points North via Richmond and Washington. All trains run solid between Wi'mington and Washington, and have Pullman Palace Sleep ers attached For accommodation of local travel a passenger coach will be attached to local freight leaving Wilmington at 5.20 A. M. Daily except

JOHN F. DIVINE. General Superintendent.

I. M. EMERSON, General Passenger Agent

Wilmington, Columbia & Augusta R. R. Co.

OFFICE OF GENERAL SUPERINTENDENT. Wilmington, N. C. Oct. 31, 1884.



O N AND AFTER NOV. 2nd, 1884, at 9.00 A. M., the following Passenger School use will be run on this road : NIGHT EXPRESS TRAINS, DAILY-Nos. 48 West and 47 East.

NIGHT MAIL AND PASSENGER TRAIN, DAILY NO. 48 WEST. No. 43 East.

No. 42 West, dally except Mondays. No. 45 East daily except Sundays.

Arrive Wilmington 15 A. M.

Train 43 and 42 stops at all Stations.
No. 48 stops only at Flemington, and Marion.
Passengers for Columbia and all points on G.
& C. R. R., C., & A. R.R. Stations, Aiken Junction, and all points beyond, should take the 48 Night Express. Separate Pullman Sleepers for Augusta on All trains run solid between Charleston and Wilmington.

Local freight leaves Wilmington daily except Sunday at 5.00 A. M. JOHN F. DIVINE. T. M. EMERSON, General Passenger Agent.

Carolina Central R. R. Company.

OFFICE OF GENERAL SUPERINTENDENT, Wilraington, N. C., Sept. 20, 1884.

Change of Schedule.

ON AND APTER SEPT. 1884, THE following schedule will be operated on this PASSENGER MAIL AND EXPRESS TRAIN Daily except Sundays.

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

SHELBY DIVISION, PASSENGER, MAIL EXPRESS AND FREIGHT.

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

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

Take Train No. I for Statesville, Stations Western N C R R, Asheville and points West. Also, for Spartanburg, Greenville, Athens, Atlants and all points Southwest.
L. C. JONES,
Superintendent.

F. W. CLARK, Generall Passenger Agent

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