

THE WILMINGTON POST.

W. P. CANADAY, Proprietor.

WILMINGTON, N. C. SUNDAY MORNING, SEPT. 4, 1881.

At Port Royal, S. C., Seven bodies were found after a storm; and more than forty in all.

A terrific hurricane at Augusta, in which the wind blew 80 miles an hour, blew off the roof of the News, tore up the parks, and killed many women and children.

Minister Zamacoena tells a reporter that General Grant is so popular in Mexico that the people there would be glad to have him reside permanently in their midst. He says also, that Grant's railroad scheme is favorably regarded.

The Best railroad steal of the Western N. C. Railroad, through the corruption of some of the state officials, don't seem to bring the fruits to the Democratic party that was expected, and the leaders are not a very happy family at this time. It is to be hoped that the thieves will fall out so honest men can get their dues.

Senator Beck of Kentucky has been telegraphed by Secretary Blaine asking him to visit Washington, on account of having said in an interview that in case of the death of President Garfield:

"It would be a time when the love of country should rise above all party questions. As to my own course should be in favor of some conservative Republican, say Henry B. Anthony, of Rhode Island, for the position of president pro tem. of the Senate, and thus avoid any indictment for any insane person or political fanatic to desire the death of Mr. Arthur. In such a contingency this would be a graceful recognition of the fact that under the great calamity which had befallen the nation the intensity of party spirit and the eagerness for spoils were for the time forgotten.

Of Major Daniel, the Bourbon candidate for Governor of Virginia, the Greensboro' (N. C.) North State says that he "is the same man who made a speech in the Court House in Greensboro' last year, and advised the young ladies to ostracize all young Republicans. He said: 'Don't go to Church with them; don't walk on the street with them; don't go riding with them; don't be seen in any public place with them; they are not fit associates for you.'" It looks now as if this Daniel will come to judgment, and that the Readjuster lions and black bears will make a meal of him.

The above is the teachings of such men as Senator Vance, Wade Hampton and other extreme men of the Democratic party. But their days are numbered, and they will soon be laid aside for young progressive men who live and act for to-day and not for the past.

Whatever Hon. W. E. Chandler says is of interest to the country. He is one of the big men of the day. Whenever he speaks he says something. And it will be well for the Democratic press to consider well what he does say. If they continue to abuse him they will certainly make him President. We publish an extract from a letter from W. E. Chandler to Senator Mahone, of Virginia, below, which is certainly interesting.

"I trust the united assault of the friends of a free ballot, universal education, and state and national progress upon the intolerant, prospective, reactionary, negro-hating, ignorance-loving and ballot-box-stuffing Democracy of the Old Dominion will go forward harmoniously and successfully. I do not know in what particular method the co-operation of the Republicans with the free Democrats is being worked out, but I hope it is progressing on terms honorable to both the allied armies. The manly, noble and courageous fight made by you and your associates for independence of political thought and action has aroused almost universal admiration and friendship outside the state of Virginia; and the Republicans there shall in the appropriate method throw their whole strength forward to the support of your gallant band of progressive Democrats."

THE CAPE FEAR RIVER.

How about the appropriation to buy out the interest in the Cape Fear river? We have heard nothing of it lately. And the improvements of the river by dredging, &c., there is an appropriation for that also. We suppose the work will soon be commenced, or ought to be. The Republican candidate in this district for Congress last year made such a bitter war upon the Cape Fear river monopoly, that Senator Ransom and a Democratic Congress finally granted what should have been done ten years ago, an appropriation to purchase the Company's rights if they had any in the river, and money to improve and make the river navigable to Fayetteville. Now we advise the people not to stop, but continue their demands and get another appropriation to improve the river above Fayetteville, say as far up as Prosperity, in Moore county. The people along the river should hold meetings and get up petitions for this needed improvement, and forward them to their Senator, General M. W. Ransom, who serves the wishes and interests of his constituents with very great delight at all times. This matter should be attended to at once, so as to be in time for Congress. We hope the money appropriated will not be squandered on the upper

Cape Fear as it has on the lower Cape Fear on the river below Wilmington.

THE IMPROVEMENT IN THE PRESIDENT.

The developments in the case of the President, have within a few days assumed most unexpected and remarkable aspects. From a depression that foreboded nothing but gloom and disaster and fatality, he emerged into the light of hopefulness and buoyancy and confident expectation, that spread a halo of joy over a Nation. Hearts which had struggled in devoted imitations for the relief of the illustrious sufferer—and the consolidated heart of the earnest and fervent and strenuous Nation—in fresh thankfulness leaped into that unutterable speechlessness of gratulation, which was as ecstatic as it was angelic.

There was a loftiness of grandeur in all the blackness of gloomy hopelessness and during the deepest apprehension, in the godlike courage in which the royal patient met his suffering. And when the flooding light of returning vigor burst upon his vision, there was the serenity of the ineffable beatitudes which crowned his regal crest. One wide-sweep of tender regard, fell around the august sufferer, like the gentle dew of heaven. The passions of party strife were transmuted to sympathy, and the bitterness of political antagonisms were changed to veneration and love, and the martyrdom of vicarious suffering breathed from all the people.

PARTY SUCCESS.

Some of the Democratic journals look upon prohibition as a scheme originally gotten up by Republicans to distract and disintegrate the Democratic party. We wish this and some direful prognostications floating about were true. To us the political outlook is anything but cheerful to the Republicans, either in this state or the nation. Prohibition has brought us much discord to the Republican ranks as to the Democratic. Leading Republicans favor it, and the fact that they rebel against what is claimed to be the action of the Republican State Committee, shows a breach in our party which cannot well be healed. Among the prohibition leaders are Republicans who were at the birth of the party, and who nourished and protected it in the dark days of reconstruction and buxur rule, when many of the loud-mouthed would-be leaders of to-day were seeking its life. We look with great concern on any circumstance which place in hostile position such men as Judges Reade, Dick, Russell, Henry, Seymour, Buxton, Major Smith, Gov. Holden, David A. Jenkins, Mr. Ball, Sheriff Manning, Congressman Hubbs, Col. Ike Young, Judge W. A. Moore and many others. When these fathers of the party see fit to denounce our organization, we think the end has come. Without them and their aid our party in this state will be buried out of sight. The time has come for reasonable discussion about the dangers which beset us. The Federal patronage in North Carolina is now for the most part distributed in such a manner as to weaken and destroy our strength. The course of this administration in regard to patronage in this state so far may be safely said to have cost us 10,000 votes. The "cohesive power of public plunder," and the morbid desire to hold office, has brought us to the brink of destruction. We have in our state many as desperate as Guitouen on the office question. They think of nothing except office, and what influence money may bring. To secure position they will libel, slander, defraud, or do anything to accomplish their purposes. Such a state of affairs can only end in the destruction of the Republican party.—North State.

In the first place, who are the most of these "loud mouthed, would-be leaders that were seeking the life of the Republican party in the dark days?" In the second place, all the names mentioned above have long since left the Republican party, or signified their intention of doing so. In the third place, Young and Moore were openly against the Prohibition bill, and Hubbs and Manning were too loyal to their party to fight against the advice of the State Committee. There is no division in the Republican party. We do not deny that there are a few who have been working for years for an excuse to leave the party, and God grant this prohibition question may furnish them sufficient grounds for doing so and the Republican party will gain fifty votes for every one of them who may depart its fold.

The patronage that the above article complains of, we are sorry to state, which we are compelled to do, and every contradiction, that nine out of every ten federal official to-day holding office were appointed, or kept in office during the time that the editor and proprietor of the North State held the dictatorship of the Republican party. But since this would-be leader finds that he cannot control, he is determined to ruin and wreck the noble old Republican ship of state, which we are pleased to say, he and all his sore-bred associates of the state can not do. The Republican party of the state was never stronger than it is at this time, and those who brought the splendid craft out of the breakers, where they found her while under the command of the editor of the North State, know well how to keep her sailing, and will in 1884 bring her into the harbor of safety with a Republican victory of at least 25,000 majority.

At Newport, Rhode Island, Lt. Edes and Spaulding, of the Navy were engaged in slaking torpedoes for harbor defence they exploded, killing both of them instantly. Lt. Edes was born in Maryland and Lt. Spaulding in New Hampshire.

OUTRAGE UPON THE COLORED PEOPLE.

Atlanta, Ga., has a test case of extreme delicacy on her hands. Some time ago the Police Commissioners ordered the arrest of colored people who entered the City Hall Park. Wesley Redding, a young colored man, was arrested, put on trial, and was discharged. Later he was driven from the park by the police, who were sure that they had orders to drive all negroes out. Redding now brings suit, under the civil rights bill, against the city for \$20,000 damages. The first count holds the city liable for damages directly under the civil rights law. The second count holds the city liable because of the trespass and detention of person and restraint of liberty, of which he was deprived, by reason of his race and color. The third and last count holds the city liable because the city failed to protect him in his rights, privileges, and immunities, under the laws of the United States; instead thereof oppressed him and denied him said rights. The case will be pushed by a prominent Democratic lawyer, and there is much excitement among the Bourbons in Atlanta.—Chicago Inter Ocean.

We have not seen the above floating around among our Democratic exchanges as the appointment of four colored policemen of Philadelphia did. In this case the whole colored race of Atlanta, Ga., are excluded from the public park on account of their color. A young colored man of character attempts to enter the park, is arrested, thrown in jail for days, and when tried it was found that he had violated no law, was released; when he makes the second attempt to enjoy the rights of a citizen he is beaten and forced from the park. Now he resorts to the courts, where we hope the city of Atlanta will be compelled to pay the amount sued for.—Such outrages should not be longer tolerated in a country that claims to be civilized.

Will our Democratic papers come out and condemn this infamous conduct on the part of the Atlanta authorities, or will they endorse it? If they believe what they have been praising in the Philadelphia Mayor, why, then they will stand by the colored people in this fight.

THE PRESIDENT'S WIFE.

The editorial below, from the N. Y. Times concerning Mrs. Garfield, is so excellent just that we publish it in full. Here it is: When Gen. Garfield attained the exalted station of the chief magistracy of this Republic, the record of his life was familiar to the people as that of few of his predecessors had been. He was a divinely gifted man, who had battled his way upward from a low estate until he had become...

Gen. Wickham's name has long been conspicuous among the Virginia Republicans. In the whole south there was no leader of that party who had so many claims to public respect. It is an astonishing spectacle in American politics, the present coalition between Mahone and the Virginia Republicans on a platform of repudiation. Seduced by Mahone and by the promise of patronage from Washington, they have concluded to follow the bargain of the Republicans. Senators with the reputation for making one of their own. The movement has broken up the Republican party in the state—"wiped it out," is the expressive language in some quarters. And now Gen. Wickham has declared for the debt-paying ticket. It is singular that northern Republicans can calmly urge Virginia Republicans to do that which were it done by them in New York or Pennsylvania, would result in the destruction of the party.—N. Y. Sun, Ind. Dem.

S. H. Richardson & Co. and Gilbert & Brigs, commission merchants of Chicago, have made a thorough inquiry into the condition of the cotton crop. They have received advices from about sixty correspondents at different points in the south. From the data at his command, Mr. Richardson estimates that the entire crop of 1881 will not exceed 5,000,000 bales, or 1,500,000 bales below that of last year. In this he is sustained by the views of cotton experts in the producing regions, though the Mobile Board of Trade estimates the yield at 5,000,000 bales. While the steamer Granite State was at her pier last Monday night, Joseph Stevenson, of No. 291 Seventh street, came on board anxiously inquiring after his son Louis, age twelve. Mr. Stevenson said that his son had been put on the State of New York at Hartford and was alone. He was to meet his son at the pier on the arrival of the steamer. Mr. Stevenson made many inquiries while the Tribune reporter was on board the vessel, but did not learn anything of the boy. "Gath" has been shaved by a pretty woman barber at Binghamton, and describes the operation as delicious and electric. His husband taught her, and when he died she became heir to his business, and is doing well. It is believed that the late George W. Egan, the Washington banker, left a large sum of money, perhaps \$2,000,000 to found a charitable institution.

LETTER FROM BEAUFORT.

A NEW ERA—THE FUTURE OF BEAUFORT NORTH CAROLINA—MONSTROUS DREAMS OF THE FUTURE.

BEAUFORT, N. C., August 30, '81.

To the Editor of the Post:

The close of the season is approaching at this delightful summer resort, and day by day numbers are leaving; and from the resort of fashion at the great caravansary at Morehead, kept by Dr. Blacknell of the Yarboro, there are desertions until not much more than a baker's dozen are left, where was beauty and gaiety ten days ago, and official dignity, and honor, where are empty benches, and vacant dining rooms, and deserted halls and saloons now.

VIRGINIA POLITICS.

We publish below extracts from leading papers of the country concerning the situation in the politics of Virginia, which are very interesting: The great body of the party indorse the action of Virginia Republicans in standing by the Readjuster's ticket. It is the only hope for the party in that state. Even Harper's Weekly falls into line with the declaration that "the issue in Virginia is clearly between the coalition and Bourbonism." The frantic outcries of the Bourbon leaders that they are the honest debt-paying party will have small weight with people who have studied their reputation methods during the last fifteen years.—Chicago Inter Ocean.

BLAINE AND MAHONE.

In the recent controversy among the Virginia Republicans as to the expediency of helping Mahone to break the Bourbon domination in that state, Mr. Blaine, while making no secret of his sympathy with the liberal and progressive element, which favors the free ballot and the free school, so rigidly abstained from exerting any pressure upon those whom it was thought he would influence that each side complained bitterly either of his inaction or of the favor he was extending to the other.—New York Tribune.

DEZENDORF AGAINST DEZENDORF.

In May last the Hon. John F. Dezenдорf, Republican member of Congress from the Norfolk (Va.) District, addressed to the National Republican a letter, which appeared in our issue of May 4. It discussed Virginia politics, strongly urged that a Readjuster convention be held, and that the ticket therein nominated be indorsed by the Republicans in a state convention of their own. He believed most fully in coalition, but not in amalgamation.—Let us make this plain. Gen. Mahone favored a single anti-Bourbon state convention, the delegates to which should be chosen by all voters, without regard to previous party affiliations, who were opposed to the Bourbon-Federal party. This he called amalgamating all the anti-Bourbon elements. This was opposed by some Republicans, who favored coalition but not amalgamation. They wanted a Republican state convention to be held and indorse the Readjuster ticket of their own. It was that it was necessary to have a state convention of the Republican party in order to keep up the party organization.—National Republican.

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The meeting, at which on Saturday, Mr. Murphy, the American temperance lecturer was welcomed to London, was opened by the Rev. Mr. Harris, of New Jersey, with prayers, and Dr. Danielli of Chicago gave an address. He alluded to the mighty wave of temperance that had swept over the United States, and said that Mr. Murphy had come to England with the benedictions of the wounded President and of ex-President Hayes. The United States revenue bark S. P. Chase arrived at Gardiner's Bay, Long Island, Friday evening, Aug. 26, twenty days from Fayal, Azores Islands. Officers and crew well. Capt. Henriquez, commanding, reports that the passage was the most severe one the vessel has ever made, particularly in the Gulf Stream, where rough weather and terrific squalls of wind and rain and lightning were encountered. It is alleged that Secretary Burch, of the Senate, has stopped all the New England newspapers which were kept on file for the benefit of Senators, and replaced them with southern journals.

HENDERSON COUNTY, N. C.

August 30th, 1881.

DEAR POST:—It is very comfortable up here. This county is an anomaly in state politics and is something remarkable also in being situated in the "Land of the Sky!" In politics a majority of the people (the good ladies come in for an especial "God bless them") are Republican. There is a majority of Republicans among the white people as well as the colored. I have been informed by the Sheriff that if all the colored people should vote with the Democrats that even then the white Republicans would carry the county, but the colored man can no more be induced to do this than can the stars be induced to shut out their smiles from the mountain tops here which reach up heavenward to greet them at each evening tide. This is a lovely land and it is strange indeed that anybody in North Carolina would go elsewhere to enjoy a summer vacation. Tables are supplied with finest beef and mutton, ice-cold butter and milk, and fowls are plenty all around. Scenery any sunsets among the Alps or on the world anywhere, are as fine here.—The people are noble-hearted, frank and cheerful, in every sense it is truly a Land of the Sky.

Now that the railroads are pushing through the mountains it will not be long before the eastern or "low country people" as they call us will become more familiar with the magnificent, grand and lovely country which for so long a time has been unknown to us, but which surpasses our dreams of the mountain land. I can hardly perceive that this really is a part of old North Carolina—it feels like a new acquisition or a borrowed view from somewhere outside "the strip of land between two states." Wonder who first said that? I would just like to show him the South Carolinians, the Georgians, the Texans and the Virginians who, refugees from their homes, are here all over the mountains by the thousand. Why here in Hendersonville I am stopping at the "best" hotel kept by a Virginian, and he calls it the "Virginia House" on a sign board with letters two feet long, and every southern state is represented among the guests. The North Carolinians are at home anywhere, and usually stop in the country for a while among the farm houses and go on from one hospitable entertainment to another, but the "Southerners" as they are called, who came from the other states are willing to settle anywhere and stay all summer, for it is pleasant anywhere, even in a hotel up here. I will not enumerate the curiosities nor attempt description—no, you don't get me there! If the best describing artist in the world should attempt to picture this country on paper, with pen or camera, he would make a fool of himself. Why just think of it; I took a steambond ride the other day on the French Broad, a river 3,000 feet above Front street in Wilmington—a river in the sky! Capt. Sam Skinner would laugh at the boat, but he would brighten his smiles when he thought of the fact that this is, so far as the old Cape Fear is concerned, aerial navigation (without a "Navigation Company" embargo). The little steamer is just built, and is 65 feet keel, 20 feet beam, side-wheel, two engines and draws 16 inches. The tonnage cannot be over 20 tons, but I did not ascertain the fact. The steamer Mountain Lilly, runs, or will as soon as it rains, from Breard in Transylvania county to Hendersonville Landing six miles west of the town, and on fifteen miles below Hendersonville to near the falls of the French Broad. A steamer is built and is running on top of the mountain! The boat is only 65 feet long because it could not be turned around in the mountain creek called French Broad if longer. The U. S. Government has expended fifty-five thousand dollars blasting bed rock from the stream to allow the Mountain Lilly a passage over the distance mentioned. But my letter is too long. I quit the writing but not the thoughts and pleasures in my mind with the realities around me. Yours, CAPE FEAR.

Since the Attorney-General decided that the Weather Bureau was an army all by itself, Gen. Hazen has grown several degrees handsomer. A Soft Answer. "Any letters for me?" asked a young lady of a postmistress in a country town. "No," was the reply. "Strange," said the young lady about to herself, as she turned away. "Nothing strange about it," cried the postmistress through the delivery window; "you ain't answered the last letter he writ ye."

"I've just got back from Houston, and it was a very bad trip to me." "Your mother died?" "Worse than that." "Father and mother both died?" "It's worse than all that. The undertaker took up the parson's borrowed, and collected fare."

"Come here, McDonald!" Lord Lorne, in mentioning the mixture of races in Canada, says that when he first expressed a wish to see a real, full-blooded Indian he was rather astonished when the Canadian who at once undertook to gratify the wish, commenced the promised real specimen of the aboriginal race by shooting. "Come here McDonald!"

OFFICE GENERAL SUPERINTENDENT, WILMINGTON, N. C., May 15, 1881. CHANGE OF SCHEDULE. On and after MAY 15, 1881, at 6:30 P. M. all Passenger Trains on the W. & W. Railroad will run as follows: DAY MAIL AND EXPRESS TRAIN Daily—Nos. 47 North and 48 South. Leave Wilmington, Front Street Depot, at 6:40 A. M. Arrive at Weldon at 12:30 P. M. Leave Weldon at 1:30 P. M. Arrive at Wilmington, Front Street Depot at 6:45 P. M. FAST THROUGH MAIL AND PASSENGER TRAINS, Daily—Nos. 41 North and 40 South. Leave Wilmington, Front Street Depot, at 6:45 P. M. Arrive at Weldon at 12:30 P. M. Leave Weldon at 1:30 P. M. Arrive at Wilmington, Front Street Depot at 6:45 P. M. Train No. 40 South will stop only at Rocky Mount, Wilson, Goldsboro and Magnolia. Trains on Tarboro Branch Road leave Rocky Mount for Tarboro at 7:15 P. M. Daily and Tuesday, Thursday and Saturday at 9:00 A. M. Returning leave Tarboro at 8:30 A. M. daily and Monday, Wednesday and Friday at 8:30 P. M. 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. 45 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 Cars attached. JOHN F. DIVINE, General Supt. A. POPE, Gen'l Passenger Agent, May 15 '81. GEN. SUPERINTENDENT'S OFFICE Wilmington, Columbia & Augusta R. R. Company. WILMINGTON, N. C., May 15, 1881. CHANGE OF SCHEDULE. On and after MAY 15, 1881, at 6:30 P. M. all Passenger Trains on the W. & W. Railroad will run as follows: NIGHT EXPRESS TRAIN (Daily) Nos. 48 West and 47 East. Leave Wilmington at 10:00 P. M. Arrive at Florence at 3:40 A. M. Arrive at C. C. & A. Junction at 5:45 A. M. Arrive at Columbia at 6:00 A. M. Leave C. C. & A. Junction at 10:30 P. M. Leave Florence at 1:00 A. M. Arrive at Wilmington at 6:30 P. M. Night Mail and Passenger train, Daily, No. 40 West, and Day Mail and Passenger Train, No. 43 East. Leave Wilmington at 11:45 P. M. Arrive at Florence at 3:15 A. M. Leave Florence at 5:00 A. M. Arrive at Wilmington at 6:30 P. M. Train No. 43 stops at all Stations. No. 40 stops only at Wilmington, Whiteville, Fair Bluff and Marion. Passengers for Columbia, and all points on G. O. R. R., C. C. & A. R. R. Stations, Aiken, Johnston, and all points beyond, should take No. 15 Night Express. Separate Pullman Sleepers for Charleston and for Augusta on train 61. All trains run solid between Charleston and Wilmington. JOHN F. DIVINE, General Supt. A. POPE, Gen'l Passenger Agent, May 15 '81. Carolina Central Railroad Company. OFFICE GENERAL SUPERINTENDENT, WILMINGTON, N. C., June 1, 1881. CHANGE OF SCHEDULE. On and after JUNE 1, 1881, the following schedule will be operated on the Railroad: PASSENGER, MAIL AND EXPRESS TRAINS. Daily except Sundays. No. 1 Leave Wilmington at 6:30 A. M. Arrive at Charlotte at 7:45 P. M. Leave Charlotte at 8:00 A. M. No. 2 Arrive at Wilmington at 12:30 P. M. Leave Wilmington at 1:30 P. M. Arrive at Charlotte at 7:45 P. M. Leave Charlotte at 8:00 A. M. No. 3 Arrive at Wilmington at 6:30 P. M. Leave Wilmington at 7:45 P. M. Arrive at Charlotte at 8:00 A. M. Leave Charlotte at 8:00 A. M. No. 4 Arrive at Wilmington at 6:30 P. M. Leave Wilmington at 7:45 P. M. Arrive at Charlotte at 8:00 A. M. Leave Charlotte at 8:00 A. M. No. 5 Train is Daily except Sunday. No. 6 Train is Daily except Sunday. SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT. No. 1 Leave Charlotte at 8:00 A. M. Arrive at Wilmington at 6:30 P. M. No. 2 Leave Wilmington at 6:30 P. M. Arrive at Charlotte at 8:00 A. M. No. 3 Leave Charlotte at 8:00 A. M. Arrive at Wilmington at 6:30 P. M. No. 4 Leave Wilmington at 6:30 P. M. Arrive at Charlotte at 8:00 A. M. No. 5 Leave Charlotte at 8:00 A. M. Arrive at Wilmington at 6:30 P. M. No. 6 Leave Wilmington at 6:30 P. M. Arrive at Charlotte at 8:00 A. M. Train No. 1 and 2 make close connection at Charlotte with the W. & W. Railroad, and all points on W. & W. R. R. Train No. 3 and 4 make close connection at Charlotte with the W. & W. Railroad, and all points on W. & W. R. R. Train No. 5 and 6 make close connection at Charlotte with the W. & W. Railroad, and all points on W. & W. R. R. JOHN F. DIVINE, General Supt. A. POPE, Gen'l Passenger Agent, June 1 '81.