

The Wilmington Post.

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WILMINGTON POST

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RATES OF ADVERTISING.
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All advertisements will be charged at the above rates, except on special contracts.

SENATOR MAHONE.

We publish on the third page an interview by a New York Herald reporter with Senator William Mahone, of Virginia. Whatever falls from the lips of this distinguished southern Senator is of the very greatest interest to every man in the United States. He has by his great ability as a statesman and leader, successfully broken the solid south. He has completely routed the Bourbon Democracy in their stronghold, and if he continues the march from Richmond to New Orleans, as he indicates in his interview, he will make as grand a victory as General Sherman did in 1865, from Atlanta to Selma. Mahone is a true leader of men. He understands the people of the south, and there is no man living to-day who is calculated to a greater extent to lead the anti-Bourbon D. exerts to victory than him.

We request our readers to examine this interview, particularly our heretofore Democratic readers. You can follow no better man or braver leader than General Mahone. Many of you followed him in the campaign with Lee, from 1861 to 1865, and you all know the metal of which he is made. No better or braver officer in that whole army, or one trusted more by Lee. Mahone does what he conceived to be his duty, you followed him, and to day he is making another campaign in compliance with duty to his country, the forces of which he is the commander and chief. And if you want to belong to the army that is going to succeed and build up the south, we advise you to prepare your trunk, pack your knapsacks, haversacks and your cartridge boxes with the recruits of the Democratic party, and with such ammunition, which is already fixed, and a leader of such dashing gallantry as Mahone, of Virginia, victory will be certain, and the glory will be co-equal with the leader and his followers.

Congress convenes on the 5th of December, a week from next Monday, when about fifty men will take their seats, who have more business in the penitentiary than they have in Congress, they will associate with honest men. A man by the name of John W. Shackelford will be there with credentials obtained by the most bold-faced rascality that was ever heard of—cheating, bulldozing and open frauds were resorted to by Shackelford's advice. He and his friends knew that he would be beat by W. P. Canaday, so they deliberately organized a plan to cheat him out of it by preventing Republicans from voting in some places; by circulating fraudulent ballots in another, and throwing out townships which give Mr. Canaday a majority. In fact every species of rascality was resorted to for the purpose of obtaining their desired end. And now, this fellow Shackelford will have the bold effrontery to go to Washington, occupy the seat and draw the money that belongs to Mr. Canaday, and after which will look honest men in the face.

And what Shackelford is going to do will be done by a large number of other men from the south, who are as contemptibly mean as he. But there is one thing to be said in their favor, most of them are men of ability. Shackelford has neither ability nor honesty, if he possessed a small amount of the latter he would never accept the salary that he knows belongs to another.

GRAND JURIES.

The Solicitors of the different circuits, who see criminals escape every day on account of having friends on grand juries, who prevent true bills, will welcome the abolishment of the present system. We have considered some of them and they prefer the plan of laying the information directly before the Court in session, and trying the defendants without the expense of a grand jury. The grand jury of the whole plan will be more satisfactory to the people and the Court, and especially witnesses will not have the opportunity of attempting to blackmail grand juries by getting true bills and then offering to sell out and not testify in open Court when they have said before the grand jury.

So the Western Railroad matter has finally been settled. Vance votes against Andrews, in favor of Best, and Jarvis and Worth vote against Best, for Andrews. We know not which got the biggest pile; the general impression is that both Jarvis and Vance were fed—as attorneys, you know, of course. The fact is the people never believed that the big row would amount to very much, so far as the state was concerned, it was only to see which side had the most money. And we expect the test proved satisfactory, to both Vance and Jarvis. "You pays your money and you takes your choice."

But Andrews got his time extended for three months, to finish the road, all the same, notwithstanding Vance's big talk about what he was going to do for the dear people. Vance is a politician of the first order, and he cares nothing for the people except to humbug them, and in that he is equal to Barnum, of New York.

An editor cannot please his enemies. If he writes a conciliatory article they say he is frightened, and rush around and misrepresent the motives of the writer. If he publishes a slashing editorial, criticizing the authorities, who are members of his party, they say he is trying to disorganize the party. Now, let some of the enemies of the Post recollect that the editor of this paper proposes to run it himself, for the benefit of his city, his state and his party. He never has and never will go to them for advice.

THE ASSOCIATED RAILWAYS OF VIRGINIA AND THE CAROLINAS.

NEW YORK, Nov. 21, 1881.
F. W. Foster, Esq., Wilmington, N. C.
DEAR SIR:—Your postal card of the 18th is hand. The price of excursion tickets from New York to Jacksonville, Fla., are \$50, good to return on until May 31st, 1882. Holders are allowed the privilege of stopping over 15 days each way.

The purchasers are required to sign the tickets here in presence of an authorized ticket agent, and when they leave Jacksonville are required to again sign their names, and the signatures must agree.

The holder must be in Jacksonville within 15 days from the time they purchase their tickets, and on the return the passengers must be in New York 15 days after having their tickets stamped and signed at Jacksonville.

We publish the above for "the purpose of making a few remarks." When a man buys a ticket in New York, according to the above letter, he only has fifteen days to make the town of Jacksonville. He passes through about fifteen cities of importance, yet he must make Jacksonville in fifteen days, and should be get sick at Wilmington, or Charleston, or any other place, and have to turn back home, he must lose his ticket and pay his passage to return, from the fact that he has not been to Jacksonville and had his ticket indorsed.

This question is of importance to Wilmington; therefore we hope Colonel Pope, who has charge of the matter, will give some attention to it. He has always shown a very commendable spirit toward this place, notwithstanding the worst of enterprise on the part of the citizens; and we hope he will continue to help the old place. What he ought to do, and it is to be hoped he will do, is to so arrange the tickets that the holders can stop over in Wilmington for fifteen, or even thirty days, before going on to their destination. We believe it will be a great inducement for live people of the country to buy tickets south if they can stop over at Wilmington and view the speedy appearance of some of our thoroughly enterprising fellow-citizens, who breakfast at 10 o'clock, and who spend the time from then until they retire for the night chiefly in abusing their neighbors of other cities and towns for buying all the rail rods in North Carolina. Pluck and enterprise is a thing of the past in this city, and our souls don't like the 4-4 Virginians or South Carolinians and Yankees who possess any of that article.

If Col. Pope wants to build up his roads, by all means let passengers stop over at Wilmington, for it is the very best place in the universe to wear out their old clothes, rest or sleep. This is the place, Colonel, for heart disease—no danger of being disturbed. None of those noises calculated to shock the patient. It is equal to the great desert of Sahara, for diseases that require perfect quiet. Advertise Wilmington, Colonel, you will certainly make money for your roads by letting the people know the kind of place you have within their reach.

GUITEAU SHOT.

On Saturday afternoon, the 19th inst., as the officers were conveying Guiteau, the assassin of President Garfield, from the Court back to prison, a young man rode up beside the conveyance and fired at Guiteau and then rode away—the ball only grazed the arm of the prisoner. A young man by the name of Jones, who lives some two miles from the city of Washington, was arrested, and has been bound over to answer the charge of attempting to kill one Charles J. Guiteau.

WILMINGTON, N. C., Nov. 26, 1881.
MR. W. P. CANADAY, EDITOR POST.
DEAR SIR:—Will you do me the kindness to publish "Pro Bono Publico's" letter. I am still of the opinion that Col. Bridges thinks an answer to the questions put to him about C. W. Oldham's neglect, would inform the public that there had been neglect. He hopes by not agitating this subject it will all soon pass over as still-born matter. I have received a great many complimentary letters for informing the public of this abuse of office. Some of these letters have been from the most intelligent of North Carolina's sons, and from gentlemen filling the most responsible positions in the state. I think a curse, sooner or later, will overtake any man who thinks he is so high in life that public sentiment cannot reach him. His summit has been well nigh attained and his downfall is as certain as his position has been ridiculous.

I hope you will temper your remarks to suit the emergency and give the d—l his dues.

Regretting the necessity of calling on you so often for favors, I remain yours, Very respectfully,
W. P. OLDHAM.

WILMINGTON, N. C., Nov. 25, 1881.

Mr. W. P. Oldham:

DEAR SIR:—On seeing the account given by you of the inhuman treatment of C. W. Oldham by the railroad employees, caused me to give the matter close attention, and owing to the position that I occupied, gives me an opportunity of hearing a great many remarks in regard to the matter. Col. Bridges issued orders by the advice of an attorney, to Capt. Knight and other employees of the Railroad Company, to take no notice of any complaint, nor answer any questions that would in any way implicate the Railroad Company. Capt. Knight has been very busy drilling Larkins and his drivers, also Jacob Thompson and Hankins. The latter has been so thoroughly drilled, that he would hardly tell where the railroad shed was located. I have given this information to you to use as you please, provided my name is withheld. It is my opinion that the railroad officials wish the public kept in the dark as to the facts concerning this brutal treatment of a passenger over this road.

Yours very truly,
PRO BONO PUBLICO.

WASHINGTON, D. C., Nov. 27, '81.

MR. EDITOR:—Allow me a small space in your paper to express a few of my thoughts, and my sentiments. For the last two weeks I have been seeing an account of Mr. Cary Hill, the victim that was assassinated by the damnable assassins, May and Gardner, of the town of Wilson North Carolina. From the reading of your paper, and the evidences from which I take a deduction I claim that they ought to be punished to the fullest extent of the law. This man Gardner I have seen, and I judge from the manner he conducts himself, and from the evidences given from your newspaper, that he is guilty; his associate I know nothing of, but I judge he is of the same rank, and as the Spanish proverb presents itself so vividly to me, "Tell me your associates and I will tell you who you are."

Mr. Hill was a mechanic, and a splendid one. As a poor man, he tried to do his duty among his fellow-citizens, and by this he gained the respect of all who knew him. This cold blooded murder, and the murderers should be at once caught and punished by the law, and to the fullest extent. To let these assassins escape is wrong, worse than wrong, it is a crime. They are non-hearted. They have already met the disapprobation of that community and they are liable to meet the disapprobation of the world. Had this been some poor and insignificant colored man committed the murder upon some rich, mean, white man, the murderers would not have had a fair trial. Now I claim that this is injustice, not only upon the colored people, but that community, but throughout that community. With this I close.

As ever yours truly,
R. R. D.

Gov. Hawkins, of Tennessee, has called a special session of the legislature of his state.

CITY ITEMS.

MR. W. E. N. SHIELDS IS THE AUTHORIZED AGENT FOR THE POST.

Subscribers who may change their residences must, in their notice to this paper of such change, give their former as well as present address.

Subscription price of the Post only two dollars—send and take it at once.

We ask those of our subscribers who have not yet paid their subscription, to have the money ready and pay our agent as he calls upon them, and thereby save him shoe-leather. The amount is small, and every one can pay, if he will.

Green pork sells for ten cents a pound by the whole hog.

The legislature of South Carolina met last Tuesday.

Coup's circus is again heading this way, and may show here again this winter.

Mr. R. M. Wescott, Treasurer of Brunswick county, was in the city on Friday.

The Post deals out equal and exact justice to all men, without regard to color or condition in life.

We are glad to learn that Mr. James Sprunt is getting on very finely. We hope he will soon be well.

Postmaster General James and party passed through Wilmington on last Sunday morning, on a southern tour.—We wish him a pleasant visit.

Thanksgiving Day passed off quietly. The various Churches were well attended, but quite a number of our citizens spent the day in hunting.

SCHUTTE'S CAFE.—We have been there and know that he complies entirely with all he says, and a good deal more. If you want a good meal Schutte will furnish it.

Thanks to Mr. R. Bell, who is in the First Auditor's Office, Treasury Department, Washington, for copy of his chief's report. It is a very able and comprehensive document.

Mr. John O. Chase, Superintendent of the Clarendon Water Works Company, gives notice in this issue of the Post that they are now ready to receive applications for furnishing water, &c. See advertisement in another column.

The poor have you to yourself. Remember them. Spare them some of your comforts and lighten the burden of their troubles. Any donations sent to Mrs. Kennedy, President of the Ladies Benevolent Society, will be judiciously given out.

Captain Arthur, of the British Navy, and attaché of the British Legation at Washington, was on a visit to Mr. Alex. Sprunt, the British Consul at this city, and while here he went down the river to visit the river and bar improvements. He left for Charleston on Wednesday last. We wish him a pleasant trip.

DEATH OF MR. J. GEORGE ELLIOT.—The Goldsboro Messenger announces the death, in Pitt county, on the 13th inst., of the venerable and well known teacher, Mr. John George Elliot. He was 84 years of age. Mr. Elliot was well known and highly esteemed in this city and section.

LA-COL. CRAIGHILL has again postponed the investigation into the complaints against the fellow who has sought the government work at Smithville. We hope Col. Craighill will take time to look after this matter, for Bacon is a very bad man, and should by all means be removed if the complaints against him are true.

Col. O. H. Blocher, of Fayetteville, was in the city yesterday. He is in good health, in fact, looking better than he has for years. The Colonel is very popular with his friends, and very justly so, for there is no better man or devoted friend than O. H. Blocher. He is a farmer now and practices a campaign looking after cotton, corn and such truck. May he prosper in all he undertakes is our sincere wish.

Provisions of all kinds are very high in price, but the New York Herald announces the gratifying intelligence that the "corner" in groceries has been broken, and that meats and breadstuffs have a downward tendency. In a long article on the subject it is shown that the year of corn of this year's crop has been very large, and that the "drought" was a very great "bull" boogie to keep the prices up.

All subscribers to the Post not receiving the same regularly, will please report the same to Mr. W. E. N. Shields or at this office.

COL. L. E. RICE

Died at the residence of Dr. Potter, on Market street, in this city, on Friday morning, November 25th, at 6:25 o'clock, with bronchial affection of the throat and consumption; after a lingering illness of six months. Col. Rice was a native of Massachusetts, and was born in 1835, and is a distant relative of Governor Rice, of Massachusetts.—The Colonel was a merchant of Lawrence, Massachusetts, previous to the war, and served several years as clerk of the city council. At the breaking out of the war he went into the navy as paymaster, where he served with great credit. When the war ended he came to North Carolina and settled in this city, and went into the manufacturing business. In 1868 he was made an Alderman of this city, and again in 1873. In 1874 he was made a Commissioner of this county. He was connected some time with the U. S. government in looking after the schools, and erected a great many school buildings for the colored people in his state. In 1878 he accepted the position of Deputy Collector of this port, a place he filled to the perfect satisfaction of his superior officers, and to the commercial men of Wilmington. He leaves a wife, son and brothers, with many friends, to mourn his death. He died as bravely as any man ever did; he knew he was going and told his wife and friends that he was not afraid, only one hour before he died.

He was taken on Saturday morning to Lawrence, Massachusetts, his old home, for interment.

Alice Cutlar, widow of the late William Cutlar, died on Friday last, in this city. She was 74 years of age, and was a very excellent person, she stood well with everybody who knew her. The funeral will take place to-day at 10 o'clock, from the First Presbyterian Church.

THE N. C. CONFERENCE.—Rev. Dr. Yeates, Rev. T. P. Ricard, Rev. E. T. Schulken, Rev. F. A. Bishop, Rev. J. W. Craig, Capt. W. M. Parker, and Mr. J. H. Mallard have all gone to Durham in attendance on the Conference. The following history of the N. C. Conference, from the Fayetteville Examiner, is interesting:

Up to 1837, there was no North Carolina conference, all the state being embraced in the Virginia, Holston and South Carolina conferences. In February of that year, the North Carolina conference was set off from the Virginia conference, taking the Danville district from the state of Virginia. In 1830 the southeastern part of the state, embracing Wilmington and Fayetteville, was transferred from the South Carolina conference. In 1858 the Danville District was ceded to the Virginia Conference. In 1870 the southwestern part of the state, including Wadesboro, Charlotte, Shelby, Morganton, etc., was transferred to the North Carolina conference. The Holston conference still holds all of North Carolina beyond the Blue Ridge, and Virginia all beyond the Roanoke river and Albemarle sound, embracing Edenton, Elizabeth City, etc. In 1880 there were reported 67,459 white members in the North Carolina conference, and 14,458 in the Holston and Virginia territory in this state, making an aggregate of 81,917 white members of the M. E. Church South, in North Carolina. This estimate does not embrace the Protestant Methodists, the Northern Methodists and the three colored Methodist organizations in the state. Their membership is believed to aggregate some 20,000 or 25,000, making a total of some 110,000 Methodists in the state.

C. G. RAILWAY.—The interest manifested in the extension of the Carolina Central has called forth the timely remarks from the Rutherford Banner.

We are pleased to learn that the matter of an extension of the Carolina Central is considered one of interest to the people of Wilmington, as well as of future benefit to that city. Our people are earnestly seeking an outlet, and it will give them pleasure to know that some interest is being felt in Wilmington for a connection of the seaboard with the mountains.

It is a matter of vital importance to our people that the county of Rutherford secure connection with the railroad world at an early date. She has waited long and patiently, until now she is surrounded on nearly every hand by railroads, while her pet scheme of the Wilmington, Charlotte & Rutherford Railroad slipped away from her almost while she was moving the dirt and grading the road. Her bonds given towards building this line, are yet being paid, together with the interest on the same from year to year; and for these thousands of dollars she gets no return. While this is regarded in the light of a misfortune, and while the present management may be to blame, yet our people feel that they should receive some consideration at their hands, in the matter of an extension of the road to Rutherford.—The terminus of the line under the original charter.

When the W. C. & E. R. was proposed it was the price of our people's opinion that it was to be a "North Carolina" road, that it was for the upbuilding of Wilmington as our great support. At the same time Spartanburg was offering in connection with Charleston, to go to great lengths in the building of the road, and that the C. & E. R. carried the day in favor of our own support.—Wilmington. Much of the jealousy of that day has died away, yet our people would be rejoiced to see the old scheme carried out, and would take pride in contributing to the already great and increasing prosperity of Wilmington, the wealth of her forests, her mines and her farms.

We are on 24 miles from Shelby, and a good portion of the old line has been graded. This grade could be turned to good account in the extension of the road, and under skilful management and the improved methods of railroad building, should give us a road at nominal cost.

CAPE FEAR AND YADKIN VALLEY RAILROAD.—Mr. A. H. Canedo, Vice-President of the New York and Southern Railroad and Telegraph Construction Company, has been in communication with Gov. Jarvis in reference to the Cape Fear and Yadkin Valley Railroad, with the view of its extension from Wilmington to the Ohio river. In the communication to his Excellency, Mr. Canedo says:

I now have the honor to make a direct proposition to purchase said stock upon the terms set forth in a memorandum of a contract herewith annexed and made a part of this letter. This proposition is made for and in behalf of said New York and Southern Railroad and Telegraph Construction Company, and by virtue of a resolution of said company, under its seal and signature of its president and secretary, hereto attached.

The object of the company, as briefly alluded to in my letter of August 17th, is to construct a grand trunk line from Wilmington, N. C., via Fayetteville, Greensboro, Mt. Airy, through Virginia and Kentucky, to Covington, opposite Cincinnati, Ohio, with branches down the Guilford river, West Virginia, and down the Tug Fork of Big Sandy, from Prestonburg, Kentucky, to Ashland, on the Ohio river, and by connection at Mt. Sterling, Kentucky, with Louisville. Also a branch from Lloyd's, near Germantown, N. C., up the Yadkin Valley to Patterson, Caldwell county, N. C., and a subsidiary branch to Ore Knob; and also to construct a line from Florence, S. C., through Fayetteville to Goldsboro, N. C. I would further say that although it is not specifically referred to or mentioned in the memorandum of the contract submitted herewith, it is the intention of the contracting parties whom I represent that, in addition to the \$50,000 paid for the state stock, to pay off the entire floating debt of the Cape Fear and Yadkin Valley Railroad Company, amounting to about \$100,000, (as reported to me) before the final consummation of the sale and delivery of the road.

And I would beg leave to call your attention and that of the commissioners to the necessity for such legislation, as early as day as practicable, as may be necessary to enable us to make a new issue of bonds and fulfil our obligations and push the work to an early completion of the main line between the initial and objective points.

Now, therefore, I would ask you to assemble the commissioners appointed by the Legislature at its session of 1881, to sell the above mentioned interest of the Cape Fear and Yadkin Valley railroad, held by the state, as early as day as to you may seem proper, to consider this proposition.

In the reply of Governor Jarvis to Mr. Canedo, he is informed the commissioners will be called together on the 19th of December—the Legislature having left the entire matter in the hands of the commissioners, which is composed of the following gentlemen, viz: Dr. A. J. DeRoset, of Wilmington, Levi Scott and Julius Gray, of Greensboro; E. L. Vaughn, of Albemarle; George M. Rose, A. A. McKeehan, Jr., and A. B. Williams, of Fayetteville; Orin A. Hanner, of Chatham; Jesse F. Graves, of Mt. Airy; Tyre Yorks, of Wilkes; A. J. Boyd, of Rockingham; Hugh Parks, of Randolph, and W. A. Laab, of Stokes.

NEW ADVERTISEMENTS.

The Clarendon Water Works Company

GIVES NOTICE THAT IT IS READY to receive applications for supplying water. Information in regard to application can be had, and applications must be made at the Superintendent's office, No. 1 Journal Building, Princess street, from 10 to 11 A. M., and 2 to 5 P. M. Service pipes will be laid in the order in which the applications are received. JOHN C. CHASE, Sup't.

Beef, Sausages.

JNO. C. BORNEMAN

ON NORTH SIDE OF MARKET STREET, between Second and Third streets, is the place to buy the very best.

Mutton, Lamb, Veal, Beef, Meat and Sausages.

Purchases delivered promptly, and free of charge.

JOHN C. BORNEMAN.

GLOBE SALOON!

16 Market St.

CAPT. J. M. MOYAN WILL FURNISH the best Whiskey for the Money in the City.

Flour, Sugar, Coffee, &c. Call and see how cheap.

NEW ADVERTISEMENTS.

SCHUTTE'S CAFE.

NO. 3 GRANITE ROW, FRONT STREET.

I HAVE JUST OPENED MY FASHIONABLE RESTAURANT.

I am prepared to take boarders by the DAY, WEEK, and MONTH.

First Class Accommodations for Ladies.

The very best will be furnished, that can be purchased in this or the

NORTHERN MARKETS.

Liquors, Wines, &c., will be of SUPERIOR QUALITY.

The City of Wilmington has long needed a First Class and Fashionable Cafe.

FOR LADIES AND GENTLEMEN.

And it is my purpose to supply them want. Meals furnished at all hours of the Day, and up to 12 o'clock at Night.

Conducted on the EUROPEAN STYLE.

F. A. SCHUTTE, Proprietor.

Coal and Wood! GRATE, STOVE AND CHEST NUT SIZES.

Best Quality RED and WHITE ASH WOOD.

OAK, ASH, LIGHTWOOD, &c., Very low. Sawn for Stoves or in long sticks, by

J. A. SPRINGER.

WOOD & EDENS

HAVE OPENED A NEW MARKET ON the corner of Eighth and Market streets, where the best BEEF, PORK, SALT BAGE VEGETABLES, &c., can always be found. Give them a call.

PROCLAMATION. SHERIFF HANGING!

I AM NOT THE SHERIFF, BUT I WILL do the hangings.

Paper Hanging Shades

Of any man in the State, I have

Shades

Of all kinds and qualities. The prettiest in the market.

UPHOLSTERING AND REFITTING

Of old furniture done in the most substantial manner.

Carpet cut, matted and put down.

TWENTY YEARS EXPERIENCE. GOODS AND WORK GUARANTEED.

BENJ. F. WHITE, Market between 2d and 3d street, nov 27-1

LOOK HERE! DON'T SPEND A DOLLAR FOR CLOTHING

Until you have seen the Great Bargains we are offering in DRY GOODS, & C.

Our entire stock at Lower Prices than ever before, to make room for Fall Goods.