

The Development of Art in America.

The rapid strides of progressive civilization of the highest standard in America, in the greatest of all astonishing marvels in the old world. Young in national existence—young even in known geographical existence as a part of the globe—the progress that we have recorded seems to be the scientists and philosophers of the old world like a fanciful midsummer night's dream, or a fable of widest imagination.

A century since, art, science and development in all directions were of the most primitive order, but now, as it were, all is by magic changed. Our artists take rank with the first and foremost of the old world; our scientists and poets have made known their power, and the mechanical arts have progressed more rapidly than in any other country. And to day this wonderful development is progressing with speed hitherto unknown, producing results of the most momentous importance to all mankind.

It is a fact that the state of civilization in a country may be judged, to a great extent, by the status of its art development. The development of art in the United States has certainly been phenomenal, and within a few years since we were far down the scale, to day we stand side by side with nations that were old at the time of the declaration of our independence. But a few years since nearly all pictures of importance were imported, but now our own artists supply nearly all of the ever increasing demand for great works of high art.

Great art publishing houses have come into existence, capable of supplying any demand that can be made for all descriptions of pictures for galleries and home adornment. It is an interesting and noteworthy fact that the pictures demanded of these art publishing houses, by the masses, are generally superior to those found in the homes of the masses abroad. Through the operation of these art publishing houses, good pictures, that but a few years since cost large sums of money, may now be purchased for the most trifling sum, and in the best judgment, it is thought to bear to the attention, works of real merit may be had, or if the purchaser has no time in such matters, all that is necessary is for him to be sure that he purchases the goods of a reliable house.

In this country it may be proper to mention the great art publishing firm of George Sisson & Co., of Portland, Maine, who sell, on an average, of all descriptions, a million pictures a month. It is believed that they pay for postage stamps, not only more than any other firm in this country, but more than any other house in the world at large.

During the year 1879 they paid for postage stamps over eighty-seven thousand dollars. During the year 1880 they paid for postage stamps over one hundred and twenty two thousand dollars, while for the year 1881 their postage bill amounted to over one hundred and forty four thousand dollars. Thus it will be seen that Messrs. Sisson & Co., pay the two hundred and fiftieth part of all postage collected by the United States Government, and it should be remembered that we live in a country having nearly fifty thousand post-offices and over ten thousand newspapers and periodical publications. While such sums are paid for postage, the fact should not be lost sight of that only the smaller packages are sent by mail, all large orders being sent by express and freight.

Their trade extends all over the civilized world, though, of course, America comes in for the lion's share. Messrs. Sisson & Co., are not behind the times in properly understanding the great power of the judicious use of printer's ink, and, in connection, we wish to state that in less than a dozen years past they have expended in newspaper advertising over three hundred and fifty thousand dollars.

Enterprise, industry and good judgment will accomplish great things, and in the success of this great art publishing house we have a forcible example of that fact, and now they may, we feel sure, fairly claim to stand at the head of the art publishing business in this country.

We have lately received four elegant steel engravings, published by Messrs. Sisson & Co. All are very fine works of high art, and to credit to the publishers. These engravings are very large, thirty by forty inches each; the original paintings, and the steel plates, cost some thirty-three thousand dollars. The engravings are sold at \$15.00 per copy. To engrave a single plate of this size and description of workmanship, requires the labor of a most skillful artist from one to two years, and even longer. These elegant engravings are entitled "Sing Birdie, Sing," "Remembrance," "The Bather's Attendant," and "The Garden Gate."

It is believed, and generally conceded, that these engravings make up the finest most elegant set of works of high art ever brought out by American publishers. American homes should be most beautiful by refined works of art, and prices for really good and meritorious pictures are now so low that there can be no excuse for the walls to remain gloomy, unadorned, and cheerless. American homes should be made beautiful, and the tendency of this will be to make more refined and beautiful the lives of all dwellers therein.

WE DESIRE TO INFORM OUR FRIENDS and the traveling public generally, that we have opened a barber shop and eating saloon at this place, shaving done neatly, and meals furnished all hours. Give us a trial.

HAGANS & HUSKE

108 N. 2d St.

ADVERTISEMENTS.

WARREN'S SAFE KIDNEY CURE. THE LEADING SCIENTISTS OF TO-DAY agree that most diseases are caused by disordered kidneys or liver. Therefore, the kidneys and liver are kept in perfect order, perfect health will be the result. This truth has only been known a short time and for years people suffered agony without being able to find relief. The discovery of Warren's Safe Kidney and Liver Cure marks a new era in the treatment of these troubles. Made from a simple tropical leaf of rare value, it contains just the elements necessary to nourish and invigorate both of these great organs, and safely restore and keep them in order. It is a POSITIVE remedy for all the diseases that cause pain in the lower part of the body—for Terrible Liver—Headache—Jaundice—Griping—Gravel—Fever—Ague—Malaria—Fever, and all difficulties of the kidneys, liver and urinary organs. It is an excellent and safe remedy for females during pregnancy. It will control menstruation and is invaluable for Leucorrhoea or White Discharge. As a Blood Purifier it is unequalled, for it cures the organs that make the blood. This Remedy, which has done such wonders, is put up in the LARGEST SIZED BOTTLE of any medicine upon the market, and is sold by Druggists and all dealers at \$2.50 per bottle. For Diabetes acquire for WARREN'S SAFE DIABETES CURE. IT IS A POSITIVE REMEDY.

H. H. Warner & Co., Rochester, N. Y.

1883. HARPER'S MAGAZINE. ILLUSTRATED.

HARPER'S MAGAZINE begins its sixty-sixth volume with the December Number. It is not only the most popular illustrated periodical in America and England, but also the largest in circulation. Its illustrations are in its appearance, and the best magazine for the home. A new novel, entitled "For the Major" by Constance Fenimore Woolson, the author of "Anne," was begun in the November Number. In literary and artistic excellence the Magazine improves with each successive number. Special efforts have been made for the higher entertainment of its readers through the humorous stories, sketches, &c.

Harper's Periodicals.

Harper's Magazine.....\$1.00 Harper's Weekly.....1.00 Harper's Bazar.....1.00 The three above publications.....10.00 Any two above named.....7.00 Harper's Young People.....1.50 Harper's Magazine.....1.00 Harper's Young People.....1.00 Harper's Franklin Square Library.....10.00 (one Year-52 Numbers).....10.00 Postage free to all subscribers in the United States or Canada.

The volumes of the Magazine begin with the Numbers for June and December of each year. When no time is specified, it will be understood that the subscriber wishes to begin with the current Number. The last eight volumes of Harper's Magazine, in neat cloth binding, will be sent by express, on receipt of the express order. Cloth cases, for binding, 50 cents each—by mail, postpaid.

Index to Harper's Magazine, Alphabetical, Analytical, and Classified, for Volumes 1 to 55, inclusive, from June, 1829, to June, 1880, one vol., 8vo, cloth, \$4.00. Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

Newspapers are not to copy this advertisement without the express order of Harper & Brothers. Address: HARPER & BROTHERS, New York.

1883. HARPER'S YOUNG PEOPLE. AN ILLUSTRATED WEEKLY—16 PAGES. Suited to Boys and Girls of from six to sixteen years of age. Vol. IV commences Nov. 7, 1882. The Young People has been from the first successful beyond anticipation.—N. Y. Evening Post.

It has a distinct purpose, to which it steadily adheres—that, namely, of supplying the young people with the young with a paper more attractive, as well as more wholesome.—Boston Journal. For neatness, elegance of engraving, and contents generally, it is unsurpassed by any publication of the kind yet brought to our notice.—Pittsburgh Courier.

Harper's Young People, Per Year, Postage Prepaid, \$1.50. Single numbers, Four Cents each. Specimen copy sent on receipt of Three Cents.

The volumes of Harper's Young People for 1882, 35 cents; postage, 13 cents additional. Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

Newspapers are not to copy this advertisement without the express order of Harper & Brothers. Address: HARPER & BROTHERS, New York.

Richmond and Petersburg Railroad Co

COMMENCING Tuesday, November 15th, 1882, trains on this Road will run as follows:

LEAVE RICHMOND—SOUTH. 8:15 P. M., Fast Mail, daily, makes through connections for Savannah, St. Petersburg, Pullman Sleeping Cars between Millford, Va. and Charleston.

11:30 A. M., Through mail daily connecting for Raleigh, Charleston, Augusta, Aiken, Savannah & Jacksonville. Stops at Shops, Chester, Centralia, Brewery's Bluff, on signal. Pullman Sleepers between New York and Charleston on this train.

6:30 P. M., Freight daily (except Sunday).

7:30 A. M., Freight daily (except Sunday).

LEAVE PETERSBURG—NORTH. 8:30 A. M., Fast mail, Daily, Stops only at Millford, Va. Pullman Sleepers between Charleston and Millford, Va.

7:30 A. M., Freight daily (except Sunday).

8:30 P. M., Through mail, daily, connecting with Richmond, Fredericksburg and Potomac Railroad for all points east and west. Also making connection with Chesapeake and Ohio Railroad, for the Virginia Springs and all points north. This train stops at Manchester, Chester and Centralia. Pullman Sleepers on this train between Charleston and New York.

7:30 P. M., Freight daily (except Sunday).

A direct four hours connection is made between Richmond and Norfolk, by trains leaving Richmond 11:30 A. M., and Norfolk 11:30 P. M.

All trains leaving Petersburg will start from the Approximate Depot.

J. R. KENLY, Superintendent. A. POPE, G. P. & Agent, Nov 19 11.

PROSPECTUS.

THE WILMINGTON POST

FOR 1883,

With its Exceedingly Large Subscription LIST is the Best

ADVERTISING MEDIUM

In this State. It is the Only

Republican Paper

Published in the Second and Third Congressional Districts.

It reaches all classes of the people, WHITE and COLORED.

It advocates Equal Rights before the Law and at the Ballot

Box of ALL MEN,

Its location is in the

LARGEST COMMERCIAL CITY

in North Carolina.

GIVES THE LATEST MARKET REPORTS.

IT IS OPPOSED TO RINGS AND CLIQUES

Railroad.

Political or Commercial,

And Exposes them Whenever Found.

ADVERTISING RATES LOW

SUBSCRIPTION PRICE ONLY

TWO DOLLARS

A Year in Advance.

Do not Forget to Send the Money

With Your Name.

Address, THE WILMINGTON POST,

WILMINGTON, N. C.

NEW ADVERTISEMENTS.

Midland North Carolina Railway. Atlantic and North Carolina Division.

Time Table, No. 1. In Effect Sunday, July 16th, 1882.

Express, Passenger and Mail Trains run on this road as follows:

Table with columns: STATIONS, ARRIVE, LEAVE. Includes stations like CENTRAL DIVISION, GOLDSBORO, and WILMINGTON.

Train 6 connects with North Carolina train bound west at 1:30 p. m., and with Wilmington & Weldon train bound South at 8:44 and 8:29 p. m.

Train 7 connects with North Carolina train from the west, arriving at Goldsboro 4:12 p. m., and with Wilmington & Weldon train from the South, arriving at Goldsboro, 8:50 a. m.

Train 4 connects with Wilmington & Weldon train bound south, arriving at Goldsboro 6:54 and 8:29 p. m., and bound North, leaving Goldsboro at 8:59 p. m.

Train 3 connects with Wilmington & Weldon train from the north, arriving at Goldsboro 8:44 p. m.

Trains 3 and 4 are specially adapted for local travel, and will carry first and second class coaches. Baggage will be checked on these trains.

J. W. ANDREWS, Chief Engineer and General Manager.

FAST MAIL AND PASSENGER ROUTE TO THE NORTH AND EAST via RICHMOND, FREDERICKSBURG AND POTOMAC RAILROADS.

Entire trains run through from Wilmington to Washington, via this route without change.

Leave Wilmington, (W & W R R) daily at 7:45 p. m. and 9:30 p. m. and 9:40 a. m.

Leave Richmond at 5:02 a. m. and 10:22 a. m. and 9:47 p. m.

Arrive at Washington at 9:10 a. m. and 11:00 p. m., and 9:30 p. m.

Arrive at Baltimore at 11:00 a. m. and 13:00 p. m., and 11:20 p. m.

Arrive at Philadelphia at 12:42 p. m., and 16:16 p. m., and 2:30 a. m.

Arrive at New York at 15:30 p. m. and 19:30 p. m., and 4:50 a. m. Daily, Sunday excepted.

Pullman Palace Sleeping cars on the 6:50 a. m. trains to New York, and on the 8:40 a. m. trains to Washington. C. A. TAYLOR, General Ticket Agent. E. T. D. Myers, Gen'l Supt. Nov 19 11

Apply to W. P. CANADAY.

REAL ESTATE FOR SALE—CHEAP HOUSES AND LOTS. BILLING OF LOIS. IN DESIRABLE AVENUE.

R. BEVERLY FRAYSER, ATTORNEY AT LAW, POINT CASWELL, N. C.

Practices in the civil and criminal courts of Federal, New Hanover and Sampson counties. Prompt attention given to all cases. Nov 21 11

REAL ESTATE.

792 LOTS ON 17TH STREET. BETWEEN MARKET & MULBERRY STREETS. Size 30 Feet Front 80 Feet Deep.

I WILL SELL THE TRACTS OF LAND On 17th St., between Market and Mulberry Streets in Lots of 30 by 160 Feet.

For one-fourth cash, balance in 1, 2 and 3 Years' time.

THE LOCATION Of this Property is in the North-western part of Wilmington.

THE LOTS Are high and level, and the fact that the City cannot tax them makes the investment more desirable.

LOTS In other parts of the City, also, for sale.

Apply in person, or by letter to, W. P. CANADAY, Wilmington, N. C.

NEW ADVERTISEMENTS.

OFFICE GENERAL SUPERINTENDENT PETERSBURG RAILROAD COMPANY, PETERSBURG, VA., June 5, 1882.

COMMENCING SUNDAY, NOV. 3 1882, trains on this road will run as follows:

GOING SOUTH. BOSTON AND SAVANNAH FAST MAIL. Leave Petersburg daily (Wash'n st. depot) at 4:12 P. M. Stops only at Belfield. Arrive at Weidon at 5:56 P. M.

NEW YORK EXPRESS. Leave Petersburg daily (Washing ton street depot) at 12:57 P. M. Arrive at Weidon at 3:12 P. M.

NEW YORK AND JACKSONVILLE MAIL. Leave Petersburg daily (Washing ton street depot) at 11:04 P. M. Arrive at Weidon at 1:18 A. M.

GOING NORTH. BOSTON AND SAVANNAH FAST MAIL. Leave Weidon daily at 1:30 A. M. Arrive at Petersburg at 3:45 A. M.

NEW YORK EXPRESS. Leave Weidon daily at 1:00 A. M. Arrive at Petersburg at 3:10 P. M.

NEW YORK AND CHARLESTON MAIL. Leave Weidon daily at 4:05 A. M. Arrive at Petersburg at 6:51 A. M.

Leave Weidon daily (except Sunday) at 10:12 A. M. Arrive at Petersburg at 12:30 P. M.

Sleeping cars and first class coaches on night and day trains. No change of cars between Wilmington and Washington.

Through tickets sold to all Eastern and Southern points and baggage checked through.

Passengers going south will purchase tickets and check baggage at Washington street depot.

Passengers going north and stopping at Petersburg will claim their baggage at Washington street depot.

Freight trains on this road are intended exclusively for freight, and no provision is made on them for the comfort and convenience of passengers. Persons who travel on these trains are specially notified that they are liable to delays, inconvenience and risks not incident to passenger trains.

Agents are not required to open their offices for the sale of tickets for freight trains North bound freight trains stop at night at Mt. Airy, and all passengers will be discharged at that point.

R. M. SULLY, Gen'l Supt. W. J. BROWN, Gen'l Ticket Agent. Nov 12-11

Wilmington & Weldon R. R. Company.

OFFICE GENERAL SUPERINTENDENT, Wilmington, N. C., Nov 5, 1882.

CHANGE OF SCHEDULE. On and after Nov 15, 1882, the following schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN: DAILY. No. 1. Leave Wilmington at 6:15 P. M. Arrive at Charlotte at 7:40 A. M. Leave Charlotte at 7:55 P. M. Arrive at Wilmington at 9:00 A. M. Trains No. 1 and 2 stop at regular stations only, and points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT. Daily except Sundays. Leave Charlotte at 8:30 A. M. Arrive at Shelby at 12:20 P. M. Leave Shelby at 1:50 P. M. Arrive at Charlotte at 3:40 P. M. Trains No. 1 and 2 make close connections at Hamlet with R. & A. Trains to and from Raleigh, and at Charlotte with Shelby Division Trains. 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 Southward. L. C. JOHNS, Superintendent. F. W. CLARK, General Passenger Agent. Jan 5-11

JOHN WERNER, PRACTICAL GERMAN BARBER AND PERFUER. 29 MARKET STREET, WILMINGTON, N. C.

MY MANY FRIENDS IN SMITHVILLE and in the country are invited to come and see me. Also Ben Capital and Commercial Traveller. The best workmen and the best accommodations in the city.

I beg to inform the public that I can found at Mr. JOHN WERNER, prepare to wait upon all who favor me with a call. MAY 14-11 JAMES H. CARAWAY.

BROWN & PEARSON. FASHIONABLE CHAIR UPHOLSTERS AND SHAVING SALOON, No. 27 North Front Street. Best Workmen employed. Prices as usual. Give us a call. apt 9-11

RAILROADS.

Gen. SUPERINTENDENT'S OFFICE Wilmington, Columbia & Augusta R. R. Company.

WILMINGTON, N. C., Nov 5, 1882.

CHANGE OF SCHEDULE. ON AND AFTER June 25, 1882, at 1:00 P. M., the following Passenger Schedule will be run on this road:

NIGHT EXPRESS TRAIN (Daily) Nos. 48 West and 47 East. Leave Wilmington at 9:50 A. M. Leave Florence at 9:45 A. M. Arrive at C. C. & A. Junction at 6:30 A. M. Arrive at Columbia at 6:40 A. M. Leave Columbia at 6:00 P. M. Leave C. C. & A. Junction at 10:30 P. M. Leave Florence at 1:50 A. M. Arrive at Wilmington at 6:30 A. M.

Night Mail and Passenger train, Daily, No 40 West, and Day Mail and Passenger Train, No 4 East. Leave Wilmington at 11:10 P. M. Arrive at Florence at 8:45 A. M. Leave Florence at 12:55 P. M. Arrive at Wilmington at 3:35 P. M. Train 40 stops at all stations. Nos. 40 stops only at Flemington, Whiteville, Fair Bluff, Marion.

Passengers for Columbia and all points on G. & C. R. R. C. T. & A. R. R. Stations, Aiken Junction, and all points beyond, should take No. 48 Night Express.

Separate Pullman Sleepers for Charleston and for Augusta on train 47.

All trains run solid between Charleston and Wilmington. JOHN F. DIVINE, General Supt. A. POPE, Gen'l Passenger Agent. Nov 12-11

Carolina Central Railroad Company. OFFICE OF SUPERINTENDENT, WILMINGTON, N. C., Nov 12, 1882.

CHANGE OF SCHEDULE. ON and after Nov 15, 1882, the following schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN: DAILY. No. 1. Leave Wilmington at 6:15 P. M. Arrive at Charlotte at 7:40 A. M. Leave Charlotte at 7:55 P. M. Arrive at Wilmington at 9:00 A. M. Trains No. 1 and 2 stop at regular stations only, and points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT. Daily except Sundays. Leave Charlotte at 8:30 A. M. Arrive at Shelby at 12:20 P. M. Leave Shelby at 1:50 P. M. Arrive at Charlotte at 3:40 P. M. Trains No. 1 and 2 make close connections at Hamlet with R. & A. Trains to and from Raleigh, and at Charlotte with Shelby Division Trains. Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte.

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