

THE DAILY JOURNAL.

ENGLIARD & PRICE, Proprietors.

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GENERAL DIRECTORY.

CITY OFFICERS: Mayor—John Dawson.

Board of Aldermen—S. D. Wallace, H. Von Glahn, G. B. Barr, Ed. Murray, W. H. Lippitt, A. Adrian, W. A. Wright, W. S. Anderson.

Marshal—Robert Marshall.

Special Deputy Marshals—J. J. Jones, Clerk and Treasurer—J. W. Anderson.

Chief of the Market—Hankins.

Chief Fire Department—T. J. Jones.

Chief Engineer—B. Beatty.

Fire Wardens—H. Schukert, first ward; James Shackelford, second ward; J. W. Beery, third ward; W. Burkholder, fourth ward.

City Surveyor—W. H. Carr.

Wood Inspectors—F. V. Topp, J. W. Potter, Thompson.

COUNTY OFFICERS: Chairman of County Court—Wm. A. Wright.

Superior Court Clerk—H. A. Bagg.

Clerk of County Court—R. B. Wood, Jr.

Sheriff—Samuel B. Dunning.

County Solicitor—John L. Holmes.

Register—George W. Pollock.

Special Magistrate—John J. Conoley.

Special Court—S. D. Wallace, W. S. Larkins, John A. Taylor, John A. Sanders, John D. Powers.

County Surveyor—James W. Williams, John Moore.

County Trustee—Owen Fennell, Jr.

Constables—R. L. Sellers, J. Peterson, James H. Philyaw, E. D. Herle, C.

Committee of Finance—S. D. Wallace, John A. Taylor, John A. Sanders.

Wardens of the Poor—John A. Taylor, John A. Sanders, Archibald McMillan, Isaac James, Luke B. Huggins, W. S. Larkins.

Treasurer of Public Buildings—Samuel B. Dunning.

County Ranger—O. F. Alexander.

Constable—John O. Wood, Daniel P. Blund.

Standard Keeper—John O. Wood.

Week Master—John A. Sanders.

Weekly Tutor—John J. Conoley.

Superintendent of Common Schools—S. D. Wallace, James Kerr, W. S. Larkins, John D. Powers, R. K. Bryan.

Inspectors of Taxes—John S. James, Archibald Alderman, James O. Bowden, John O. Bowden, Alfred Alderman, Thomas W. Player, W. J. Price, B. Southernland, J. M. Henderson, R. C. Johnson.

Inspectors of Timber, &c.—H. B. Bowden, James Alderman, George McDuffie, W. M. Munroe, E. T. Turley, H. M. Eshner, J. S. Gowan, Geo. J. W. McCall, W. E. Mills, James G. Barr, Richard Bradley, J. E. Grogan.

General Superintendent—William MacLae.

Secretary and Treasurer—W. A. Walker.

General Forester—John L. Cantwell.

WILMINGTON & WELDON RAILROAD.

President—R. B. Bridges.

Directors—P. K. Dickinson, Wm. A. Wright, S. D. Wallace, Alfred Martin, A. H. Van Bokkelen, Ed. Murray, Ed. Hilder, John Everett, W. D. Farwell, John Norfolk.

Engineer and Superintendent—S. J. Fremont.

Master and Treasurer—W. H. Allen.

Superintendent of Transportation—Wm. Smith.

General Ticket Agent and Clerk—Wm. M. Potts.

General Freight Agent—G. L. Dudley.

Master Mechanic—M. H. Hanks.

WILMINGTON, CHARLOTTE AND RUTHERFORD RAILROAD.

President—Robert H. Cowan.

Directors—S. J. Person, A. H. Van Bokkelen, John A. McDowell, Robert S. French, Walker L. Stoker, Stephen G. Cole, Samuel H. Walker, E. N. Hutchison, Haywood W. Guiton, C. O. Henderson, A. G. Logan, A. B. Holmes.

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RAILROADS.

NOTICE: OFFICE SEABOARD & ROANOKE RAILROAD COMPANY.

IT has been understood by the Officers in charge of transportation via the Seaboard and Roanoke Railroad Company, that letters addressed to the East be responsible for the subject of freight, are unanswerable, and that in consequence of cases of delay are not explained, and claims for losses and damage unsettled, and as the Seaboard and Roanoke Railroad Company, who are the forwarding agents for the line, are satisfied that these causes of complaint are not due to their agents, but to the inaccuracy of the manifest in order to test this subject the Manager of the Seaboard and Roanoke Road requests that whenever persons have written to the undersigned, Agent of the Seaboard Road, and after waiting a reasonable time for a reply have not received it, that they will address a letter enclosing a duplicate of the letter they had previously addressed to the agent. If this is complied with, and the Manager of the Seaboard Road receives the letter, he gives assurance that it shall be promptly investigated and replied to.

This Air Line Freight Invoice claims to be the most expeditious and safe, and also the cheapest freight route between the Northern cities and North and South Carolina.

An freight consigned by the Companies' connecting steamers is forwarded from Portsmouth within twenty-four hours after being landed, there is no delay in the collection of the manifest, and it is sometimes misent, it will, in such case, be promptly traced, and if not found, will be paid for. The Companies forming this line cannot be held responsible for the transportation of freight or for charges upon it unless sent from Boston by the Boston and Norfolk Steamship Company, and of Central V. R.

From New York by the Old Dominion Steamship Company, Pier 37, North River.

From Philadelphia by the Philadelphia and Delaware Avenue, or via the Annapolis Line, Depot, Philadelphia, Wilmington and Baltimore Railroad, and from Baltimore via the Bay Line Steamers, out of Union Dock.

For freight to the Seaboard Company by Schooners or other Steamship lines, the Companies cannot be held responsible for the loss of goods.

Persons writing about freight, that has not reached them, will please be careful to state the date of shipment, by whom shipped, from what place, by what steamer, and if possible, to enclose a copy of the through receipt to JAS. W. McCARRICK, Trans. Agt. Seaboard, 100 N. 2nd St., Baltimore, Md.

J. M. ROBERTSON, Managing Director and General Superintendent, March 25, 1867.

WILMINGTON & WELDON R. R. OFFICE ENGINEER & SUPERINTENDENT, WILMINGTON, N. C., MARCH 18, 1867.

CHANGE OF SCHEDULE: On and after Monday, the 5th inst., the following fast schedule of time will be run over this Railway.

GOING NORTH: Leave Wilmington 4:45 A. M. and 11:05 A. M. Arrive at Goldsboro 9:45 A. M. and 3:47 P. M. Arrive at Weldon 12:15 P. M. and 6:35 P. M.

GOING SOUTH: Leave Weldon 11:00 A. M. and 7:35 P. M. Arrive at Goldsboro 3:09 P. M. and 11:30 A. M. Arrive at Wilmington 3:39 P. M. and 4:30 A. M. Close connections are made by both trains going South.

The 5 A. M. train from Wilmington, and 11 A. M. train from Weldon, both on Sunday.

Close connections are made by the 11:05 A. M. train both ways between New York and New Orleans.

By the train that leaves here at 11:05 and the one that arrives here at 4:30 A. M., close connections are made between New York and New Orleans.

Close connections are made by the other trains, but require more time. To go North, by Bay Line, leave at 5 A. M. To go by ANNEMESSIN, leave by the 11:05 A. M. train. Either train connects by Richmond.

Close connections with the N. C. train by the 5 A. M. train and by either to New York.

N. J. FREMONT, Chief Engineer and Superintendent, Papers substitute this for present notice.

WILMINGTON & MANCHESTER R. R. OFFICE ENGINEER & SUPERINTENDENT, WILMINGTON, N. C., MARCH 18, 1867.

CHANGE OF SCHEDULE: On and after the 15th MARCH, 1867, the following fast schedule of time will be run over the Wilmington & Manchester R. R.:

EXPRESS TRAIN: Leave Wilmington daily at 3:30 A. M. Arrive at Kingsville 11:20 A. M. Arrive at Goldsboro 1:40 P. M. Arrive at Weldon 4:10 P. M. Arrive at New Bern 6:40 P. M. Arrive at Beaufort 9:10 P. M.

ACCOMMODATION TRAIN: Leave Wilmington daily at 8:20 P. M. Arrive at Kingsville 11:00 P. M. Arrive at Goldsboro 1:30 A. M. Arrive at Weldon 4:00 A. M. Arrive at New Bern 6:30 A. M. Arrive at Beaufort 9:00 A. M.

Close connections made by both trains at Wilmington with the Wilmington & Weldon Railroad, at Florence with the North Eastern Railroad, at Charleston, and at Kingsville with the South Carolina Railroad.

WM. MACLAE, General Superintendent, 155-160 N. 2nd St., Wilmington, N. C., March 18, 1867.

WILMINGTON, CHARLOTTE & RUTHERFORD R. R. OFFICE ENGINEER & SUPERINTENDENT, WILMINGTON, N. C., MARCH 18, 1867.

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