

The Daily Journal.

WILMINGTON, N. C.

THURSDAY, JANUARY 30, 1873.

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The Bey of Tunis impales defaulting office-holders on spits ten feet high. Three tax collectors who had stolen a third of the taxes collected by them were thus dealt with in November last. What a terrible sensation there would be if the Tunisian method of dealing with official defaulters should be introduced in this country; but it can't be done. It would consume too much lumber and produce a panic in the market.

One of the results of the late storms in Europe was that great numbers of sardines were driven near the Cornish coast. Fishermen from St. Ives and Port Isaac caught them with seines to the number of 50,000 to 60,000 to the boat. As these fish sold at exceedingly good prices, the wind that blew them to the fishermen of Cornwall was not an ill one, however bad it may have proved itself to be in other quarters.

If a man once gets his foot into the smallest little opening in the quagmire of the law, there is no knowing into what depths he may work himself or whether he will ever get out alive. A suit was begun in Easton, Mass., in 1863, in which the matter of controversy was \$1 56 worth of land and a few cords of wood. Out of this thirty different suits have grown, some of which are carried on at a great expense and much bitterness of feeling.

The city of Hartford, for sanitary purposes, has commenced the construction of a drain some 7,340 feet long, at an expense of \$125,000, to carry off the water from some thousands of acres of wet land, known as the Great Swamp; and these improvements once completed, the value of the territory will be immense, and will pay in a very few years the way of betterments—all the money laid out, and be of permanent tax-paying interest thereafter.

The reported financial embarrassments of the Atlantic Mail Steamship are confirmed, and the company has virtually suspended business. Three vessels of the line have been seized for debt, including the Morro Castle, which was seized on her arrival at New York on last Saturday. The company has experienced hard luck. Its business has been reduced by a number of causes, prominent among which are the competition with a rival line and the loss of three steamers—the Eagle, Havana and Missouri.

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The President of the Union Pacific Railroad reports that the company have received subscriptions for \$67,780,000, of which \$6,782,000 have been paid in. The entire cost of the road, including unadjusted balances, was \$114,258,535, and its entire indebtedness is \$75,894,512. During the year ended June 30, 1872, the earnings of the road from transportation of passengers and freight, and from miscellaneous sources, amounted to \$7,962,170, or about twenty percent of the stock. The Central Pacific road has \$54,283,190 of stock paid in, out of \$38,644,000 subscribed; and \$9,573,765 was received from the transportation of passengers and freight. The indebtedness of the company is \$80,900,132.

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