The Daily Journal.

VOL. XXII.—NO. 82. WILMINGTON, N. C., SATURDAY, APRIL 5, 1873. WHOLE NO. 6,430.

The Daily Journal.

WILMINGTON, N. C.:

SATURDAY, APRIL 5, 1873.

BY TELEGRAPH.

HEADQUARTERS.

THE CIVIL SERVICE FARCE.

WILMINGTON ONE OF THE POINTS TO BE VISITED.

ABOUT ALCOHOL IN BOND.

PERRY REPORTS HIS TOBACCO RAIDS.

WASHINGTON, April 4—Noon.—The functionaries of the Civil Service depart last night to apply the test to Customs and Sub-Treasury officers. They go first to New York, thence to St. Louis, and thence to New Orleans and Texas ports. Another party, headed by Chief Treasury Clerk Saville, will leave next week for Richmond, Norfolk, Wilmington, Savannah, Mobile and other ports of entry and Treasury stations on the coast.

WASHINGTON, April 4—Night.—The Secretary of the Treasury has issued regulations for the withdrawal of alcohol in bond for scientific purposes under the act approved February 21st. It requires bonds to be given by the President or Curator of the institution, where it is to be used, that the alcohol is for preserving anatomical specimens, etc., according to the meaning of the law.

The Commissioner of Internal Revenue has received an official report from Supervisor Perry, stating that on the 17th ultimo Agent Berry, accompanied by six soldiers, an Assistant U. S. Deputy Marshal, a Deputy Collector and an Assistant Assessor, proceeded from Raleigh, N. C., to the 3rd District and made a number of seizures, mostly of unstamped tobacco. Warrants have been issued for all the guilty parties.

GOTHAM.

FALSE REPORT OF COAL ON THE ATLANTIC.

CONTRABAND SILKS AND LACES CAPTURED.

HABEAS CORPUS FOR McDONALD, THE BANK OF ENGLAND FORGER.

WALL STREET GOLD CLIQUE TO BE SUED.

FIFTY MILLION DAMAGES CLAIMED.

NEW YORK, April 4—Noon.—Cloudy and cold; wind Northwest.

A false report of the amount of coal on board the Atlantic, must have been made to the Captain.

One thousand dollars worth of silks and laces were found in the trunks of a passenger by the Algeria.

Chas. M. Barros, a dramatic author, was buried yesterday in Greenwood Cemetery.

NEW YORK, April 4—Night.—A writ of Habeas Corpus was granted to-day, returnable on Monday next, in favor of McDonald, the alleged forger of the Bank of England notes, on the ground that conspiracy to defraud is not covered by the extradition treaty.

It is stated that several other packages of notes sent here to the care of Jay Cooke and others have been seized.

Richard Scull and a number of Wall street brokers, propose legal proceedings, it is said, against the gold clique, to recover fifty million dollars damages alleged sustained by the city and county of New York, by conspiracy with which the clique is charged. An investigation will be also made into the violation of the usury laws by the officers of the National Banks and others.

THE FIRE FIEND.

A TWO HUNDRED THOUSAND DOLLAR FIRE IN PENN-SYLVANIA.

STABLES AND HOUSES BURNED IN MISSOURI.

TITUSVILLE, Pa., April 4—Noon.—A fire occourred at Parker's Landing destroying the Parker House, Central Hotel, Exchange Bank, Savings Bank, postoffice and telegraph office. Loss $200,000.

ST. JOSEPHS, Mo., April 4—Noon.—Stewart & Gordon's livery stable, together with eighteen horses, were burned last night. It was the work of an incendiary.

MISCELLANEOUS.

ST. LOUIS, April 4—Noon.—The Steamer W. J. Lewis for Red River, sank with a cargo of 800 tons, valued at $100,000. Insured.

BALTIMORE, April 4—Noon.—The centrifugal machine in the Calvert sugar refinery, exploded, killing one person, and wounding two others.

PHILADELPHIA, April 4—Night.—In the case of Scull vs. Kensington National Bank, in which the Jury rendered a verdict of $37,000 for plaintiff for the loss of his bonds by the robbery of the bank in February, 1869, Judge Williams this morning set aside the verdict and ordered a new trial.

STEAMER ATLANTIC.

SOME FURTHER DETAILS.

THE WRECK ALMOST INTACT.

AN OFFICIAL INVESTIGATION OF THE DIASTER TO BE HAD.

PROPOSALS FOR THE BURIAL OF THE DEAD.

BOSTON, April 4—Night.—The agents of the White Star line have engaged Faneuil Hall for the wants of the saved emigrants from the steamer Atlantic.

HALIFAX, N. S., April 4—Night.—A steamer has arrived here from the wrecked steamer Atlantic. The ship is almost intact. Only a few packages of her cargo have come ashore. The report that Mrs. Fisher's body had been found was not correct. A story in some of the newspapers that Albert Sumner committed suicide is false. One of his friends, who was saved, says: "Mr. Sumner held on to the wreck as long as he could, and then was washed off to sea." The rapidly says that the stories of the mutilation of the bodies by the crew are false, and the reports of robberies are largely exaggerated. He says that the people at Prospect did all that they could for the living and the dead, but among the crowd who flocked to the place from the surrounding country there were some who rifled the bodies whenever they could get the opportunity. The Collector of Customs is awaiting instructions from headquarters, and will probably commence an investigation this evening or in the morning. The captain can give no explanation of the cause of the disaster, except a miscalculation as to the correct speed of the vessel. Great numbers of people are leaving here in the steamers going down to the wreck.

Last night a coal train from Pictou ran off the track, west of Truro, and soon after the Inter-Colonial express train, from St. John, came along and ran into the freight train. The engineer, Cameron, and the baggage-master, Hunt, were killed. None of the passengers were injured. Among the passengers were the agents of the White Star line, who were coming to Halifax to look after the steamer Atlantic.

One hundred and sixty-four is the exact number of bodies found up to this morning. The work of burying them has commenced, and a gang of men will be sent down this evening to help the fishermen in that work.

The bodies of J. H. Price, Henry S. Hewitt, Mr. Merritt and Miss Merritt, of New York, Albert Sumner, of San Francisco, and Henry Metcalf, the second officer, have been brought up to the city.

No stone will be left unturned to recover the the following bodies: Mr. C. M. Fisher and wife, of Vermont; Mr. W. Sheat, wife, son and daughter, Nevada; Henry L. Wellington, of Boston; Mrs. Merritt, Miss Scrymer and Mr. Kruger, of New York; Miss Barker, of Chicago; Mr. Brindley, Mrs. Davidson and daughter of England. Besides what was reported this morning as recovered, this completes the list of the cabin passengers who were lost.

Capt. Williams and his assistants searched the islands around the wreck throughly last night and picked out from among many bodies and brought ashore those reported this morning, which had been telegraphed for by friends.

The bodies reported recovered this morning have been dressed and placed in metallic coffins and await the arrival of their friends and relatives to take them in charge. It is thought that the bodies will hardly remain in a condition to be examined, and the coffins have been sealed and made tight. Another trip will be made to-morrow. The stewards and men acquainted with the passengers have been left in charge of the wreck to take care of the bodies as they are washed ashore.

Mr. Brindley was lost; his name was put in the list of saved by mistake, one of the passengers having mistaken another for him.

It is now proposed to bring all the bodies to the city and bury them together in the public cemetery and erect a monument over them. The City Council, on application by the Provincial Government, resolved this after noon to place a lot in the cemetery at the disposal of the friends of the dead.

MISSOURI.

FEARFUL RAILROAD ACCIDENT.

A PASSENGER CAR TELESCOPED BY AN ENGINE.

SUFFERING AND DEATH THE RESULT.

ST. LOUIS, April 4—Night.—It appears that the accident on the St. Louis & Southeastern Railroad, which occurred at French Village yesterday afternoon, was occasioned by the culpable carelessness of the conductor of the construction train. The passenger train was just about to take the side track to let the freight train pass, when the construction train, which had been passed by the passenger train at a dirt pile but a few minutes before, and its conductor must have known its proximity, came thundering around the curve at a high speed and plunged into the rear of the passenger coach. The conductor of the passenger train saw the construction train coming and cried out to the passengers to jump for their lives. Many did so, but before all could escape the engine of the construction train had entered the passenger coach. The latter was immediately filled with steam and a number of passengers were more or less scalded. Mrs. John P. Tusk or Lake, of Morgan county, Missouri, while in the act of jumping from the train, was caught between the cars and crushed to death. Her husband, with an infant in his arms, succeeded in reaching the platform uninjured. A gentleman, supposed to be James H. Watts, of Chester, Illinois, a member of the Legislature of that State, was caught between the platform of the rear car and the engine of the dirt train and literally torn to pieces. A young daughter of Mrs. Griffin, of McLeansborough, Illinois, received the steam full in her face and was horribly scalded about the head and upper part of the body. Her eyes were put out and it is thought she cannot recover. Mrs. Stebbins, of Milwaukee, was severely cut and bruised about the head. Several others were more or less injured. The engineer of the dirt train, Michael Fannery, fled as soon as he saw the result of his carelessness.

EUROPEAN CONTINENT.

THE FRENCH ASSEMBLY.

ELECTION FOR NEW PRESIDENT

THE LYONS MUNICIPALITY BILL

AFFAIRS IN PORTUGAL.

AN ALARMIST SPEECH.

VERSAILLES, April 4—Noon.—The Assembly, after a scene of disorder and excitement, proceeded to consider the Lyons municipality bill.

Louis Martel, the leading man of the Right Centre is a prominent candidate for the Presidency of the Assembly, which Gravey will resign. The election occurs to-day.

LISBON, April 4—Noon.—Deputy Valeda has made an alarmist speech, in which he declared that the Crown was beset with danger from a latent revolutionary element.

The President of the Ministry declared that Valeda's fears were groundless, and called on the House to trust to the loyalty of the country.

LONDON, April 4—Noon.—A dispatch from Rome says that the Pope is slightly ill.

BAYONNE, April 4—Noon.—General Nouvilla's headquarters are at Estella, whence he will operate against the Carlists. A Commune has been declared in the province of Salmanacia.

A Startling Exception.

A recent medical writer says: "Sleep whenever you can; in the cars—anywhere when you get a chance—the great want of the age is sleep." This is not always safe advice to follow, as a Lawrence gentleman knows to his sorrow. He was recently afflicted with a bad cold, and to cure himself of it resorted to the method of bathing his feet in warm water and drinking a tumbler full of gin and molasses, prescribed by an aged and respected friend of the family. Having got everything in order for carrying out the prescription, he sat down by the stove, his pedal extremities immersed in hot water, a tumbler of smoking gin and molasses by his side. In this condition a sense of enjoyment stole over him—as he sipped the exhilarating liquid, and he fell asleep. His wife had gone to bed, and on awakening about 3 o'clock in the morning wondered why she was alone. Going down stairs, she was horrified to find her liege lord asleep in his chair, the fire out, his feet still immersed in the water, over which a cake of ice was formed, and an empty tumbler on the chair beside him. His cold isn't a bit better.

Pinchback's Tactics.

It appears that before he left Washington, "Governor" Pinchback had his name placed on the roll of the House as Congressman at large from the State of Louisiana. He said that he expected to get into the Senate next winter, but that at any event he was not going to be left out in the cold, and would hold on to his commission as a member of the House until his senatorial claims were passed upon. Such providence and forethought on the part of Mr. Pinchback show that he has drank deeply of the wisdom of his carpet-bag associates.

The Dome of the Capitol.

The dome of the Capitol at Washington is the most ambitious structure in America. It is 108 feet higher than the Washington Monument at Baltimore, 68 feet higher than Bunker Hill, and 23 feet higher than the Trinity Church tower at New York. It is the only considerable dome of iron in the world. It is a vast hollow sphere of iron, weighing 8,000,000 pounds. How much is that? Nearly 4,000 tons, or about the weight of 70,000 full-grown people, or about equal to 1,000 laden cars, which, holding four tons each, would reach two miles and a half. Directly over your head is a figure in bronze, "America," 14,985 pounds. The pressure of the iron dome upon its piers and pillars is 13,477 pounds to the square foot. St. Peter's presses nearly 20,000 pounds to the square foot, and St. Genevieve, at Paris, 60,000 pounds more. It would require, to crush the supporters of our dome, a pressure of 557,270 pounds to the square foot. The cost was about $1,000,000. The new wings cost about $6,000,000. The architect has a plan for rebuilding the old central park of the Capital and enlarging the park, which will cost about $3,200,000.

There is no excuse for poor Biscuits, Rolls, Bread, Griddle Cakes, Muffins, Waffles, &c., when Dooley's Yeast Powder is used. Grocers sell it.

STATE NEWS.

Potatoes 60 cents per bushel in Newbern.

The Presbytery of Fayetteville stands adjourned to meet at Big Rockfish Church, Cumberland county, N. C., Thursday before the second Sabbath in April, (10th) at 12 o'clock, m.

The Petersburg Index says: A cargo of sweet potato plantings has just arrived from Beaufort, N. C., after a voyage of eight days. They were consigned to Messrs. Geo. Y. Scott & Co. The yellow barks are sold at $1 25 per bushel and the yams at $1.

The Charlotte Observer says: We learn privately that a fight in which some four or five persons were engaged, occurred in Statesville on Tuesday night (of Court week.) Knives, rocks and sticks figured in the melee. A good deal of blood was drawn, but no one was seriously injured. We are unacquainted with the origin of the fight.

The Newbern Times says: By a private letter received at this point, we learn that the schooner Virginia Dare is ashore at Hatteras Inlet, disabled. The captain reports as follows: "Am disabled and for lack of mainsail, with a draft of 7 feet 8 inches. I am unable to get over. Am in distress and badly crippled; was driven across Gulf Stream three times in eight days." The steamer E. A. Stevens has gone to her relief.

The Fayetteville Eagle says: We are glad to know that Mr. David Murphy, of this county, is preparing to rebuild his paper mill on Rockfish, near Fayetteville. The site and dam are in good order and the water and conveniences necessary to a paper mill, make this situation one of the best in the State. Mr. Murphy wants others to join him and take part of the stock. We have heard two or three substantial men say they will subscribe stock. The mill is to cost $20,000 or $25,000, supply this section and be profitable. The mill Mr. Murphy had here before the war paid well for many years. Sherman's army burnt it.

The Battleboro' Advance says: We regret to learn of two more fires in the neighborhood of Castalia. But yesterday, as it were, Mr. Madison Syke's valuable mills were destroyed by some fiendish incendiary, and the burning of Mr. Johnson's residence was announced in the *Advance* of last week. To-day we are called upon to chronicle the burning of Dr. J. D. Mathew's kitchen, with its contents, valued at $200, and the destruction from the same cause of a barn belonging to Mr. M. V. Lancaster, containg corn, meat and other valuables amounting to several hundred dollars. There was no insurance in either case.

The Raleigh News says: According to adjournment, the Commission of Arbitration in the suit against the Western North Carolina Railroad met yesterday in the Executive office. We were not able to get the full particulars. We understand the Commissioners requested W. H. Howerton, the President of the road, to call a meeting of the stockholders as soon as practicable, in order that the stockholders may confer upon the Commission the same powers as given by the Legislature. The Commission adjourned to meet in this city on the 13th of next month, when the affairs of the Company will undergo a thorough and searching investigation, and all the parties interested in the pending suit will be invited to be present. A resolution, offered by Judge Manly, authorizing Governor Caldwell, the Chairman of the Commission, to advertise the time of the next meeting, and that he invite propositions from any party or parties for the purchase and completion of the road, or other proposals connected with the objects of the General Assembly, was adopted.

The Raleigh Sentinel says: Barnum's first show in North Carolina was given many years ago in the old building now being torn down to rebuild the new Yarboro' House. His only music a hand organ and the only animal an African monkey, perfectly wild and unmanageable. During the performance this unruly beast escaped from Campbell Eaton, who was aiding in the show, and secreted himself so snugly under the house that no amount of coaxing or persuasion could induce him to come out. The proprietor of the hotel of course could not have his house pulled down, nor did the showman want to lose the greatest attraction to the show. This he had to do next morning, leaving on foot to show that night at Barclay's, midway between Raleigh and Fayetteville, with a light pocket and heavy heart.

Yesterday, after a lapse of forty years, the skeleton is found perfect, natural and life-like, with the same little brass chain around its neck.

Barnum has sustained probably more losses than any man in America, but the loss of his first animal he has often said gave him more trouble than any he ever sustained.

The Great Disaster of the Half Century.

From the New York Times April 3.

This is the great disaster of the half century; not since the British frigates St. George and Defence were wrecked off the coast of Jutland, in 1811, has any such frightful loss of life been added to the sorrow of the sea. In that wreck 2,000 men were drowned. The sinking of the Royal George off Spithead, in 1782, when Admiral Kempenfelt went down with his 600 men, was long celebrated in song and story as the great catastrophe by sea for many generations. The wrecking of the Royal Charter, on the Anglesea coast, in 1859, when 446 lives and much treasure were lost, read a thrill of horror throughout the civilized world.—That same year, too, the Pomona was cast away on Blackwater Bank, and 395 men were drowned. The Austria, burned in mid-ocean, the year before, lost 401 persons. On the Pacific, which disappeared in 1856, there were 186 people; and on the City of Glasgow, never heard of since 1854, there were 480. Of the Arcadia, we, in America, have still sorrowful recollections; 300 men, women and children were lost on that ship, off the coast of Newfoundland, in 1854. On the same dread line of coast the Hungarian, with 220 people, was cast away in 1866. The sinking of the Northfleet, in the English channel last January, was the latest great sea disaster until that which we now record. By the wreck of the Northfleet 325 persons were swept out of the world; but the story of the heroism, chivalry, and dauntless courage of Knowles and those who went down with him will endure so long as men love to talk of bravery in the face of death.

ECONOMY AS AN EXCUSE FOR MURDER.

One of the principal causes for the loss of the ship may be set down to the lack of coal to reach this port. It is a well-known fact that the price of coal in England is very high, and that the transatlantic lines buy largely on this side, and endeavor to take over something of a supply to bring them back to this side. It is also true that much of the coal furnished at the present time on the other side is of a very poor quality, and will not make steam as freely as the Welsh coals usually furnished to the first-class steam lines. Another cause for the disaster is that the vessel was considerably out of her true course, either for Halifax or New York, and the captain evidently had been running well north to shorten up his longitude. This practice has long been discountenanced by the principal lines, and in some instances the captains positively forbidden to take the high latitude route which the Atlantic evidently had taken.

Mrs. Thomas has filed a complaint for $5,000 damages against Charles Wahl, a saloon keeper, of Indianapolis, for making her husband drunk and ejecting him into the street, and breaking his arm. This is the first case under the new liquor law of Indiana.

A prize fight between a man and two goats at Albany, last week, was won by the latter. They "bucked" him from all directions, ran between his legs, and routed him at all points, while all he could do was to kick out wildly, which only made them more ferocious. They would have killed him had not the owner interfered.

SPECIAL.

BATCHELOR'S HAIR DYE

This superb Hair Dye is the best in the world. Perfectly Harmless, Reliable and Instantaneous. No disappointment. No Ridiculous Tints or Unpleasant Odor. The genuine W. A. Batchelor's Hair Dye produces IMMEDIATELY a splendid Black or Natural Brown. Does not stain the skin, but leaves the Hair Clean, Soft and Beautiful. The only safe and Perfect Dye. Sold by all Druggists. Factory 81 Bond Street, New York.

april 24, 1872. 917-d.eod&wly

OBSTACLES TO MARRIAGE.

Happy Relief for Young Men from the effects of Errors and Abuses in early life. Manhood restored. Impediments to Marriage removed. New method of Treatment. New and remarkable remedies. Books and Circulars sent free, in sealed envelopes.

Address, HOWARD ASSOCIATION, No. 2 South Ninth St., Philadelphia Pa.—an Institution having a high reputation for honorable conduct and professional skill.

march 21 76-d&wlmoach

ON THE BREAKFAST, LUNCHEON, DINNER AND SUPPER TABLE,

LEA & PERRIN'S Worcestershire Sauce

IS INDISPENSABLE.

JOHN DUNCAN'S SONS, New York,

Agents for the United States.

oct 29, 1872 1yeh

Schenck's Pulmonic Candy

embraces in a great degree all the principles of Schenck's Pulmonic Syrup, and while as pleasant to the palate as the purest of confections, its medical properties render it effectual in coughs, colds, bronchial and catarrhal affections. It is the most acceptable remedy for children or invalids, and can be given with impunity; while for professional gentlemen, or those who suffer from loss of voice, it is indispensible.

These candies are put up in 25 cent boxes convenient for the pocket, and are for sale by all druggists and dealers.

J. H. SCHENCK & SON,

N. E. corner Sixth and Arch Sts., Phila.

feb 25 48-1y

NEW ADVERTISEMENTS.

Just Received!

Canton Ginger Preserves, Raspberry Syrup, Potted Ham, Jellies, Preserves, Lemons.

ALE—Ginger, Imported;
" R. Younger's, "
" McEwan's, "
PORTER, "
BROWN STOUT, "
ORANGES, &c., &c., at

JAMES I. METTS',

april 6 57 Market Street. 82

On Hand!

A LARGE STOCK OF

Paints Dried,
Mustang Liniment,
Simmons' Regulator,
Quinine,
Cod or Oil,
Morphine, at

GREEN & FLANNER'S,

Wholesale Druggists, and Dealers in Paints, Oils, Putty, Varnish, Window Glass, White Lead, &c.

april 5 82

CORNER FOURTH AND MARKET STREETS.

Sole Agent for the renowned Chickering, Weber and Gaehle Pianos, (formerly Koehler & Gaehle.)

april 5 82

FINANCIAL.

CIRCUIT COURT OF THE UNITED STATES.—Fourth Circuit and District of North Carolina.

November Term, 1871.—In Equity.

In the matter of Anthony H. Swasey, for himself and others, &c., against the North Carolina Railroad, David A. Jenkins, Public Treasurer of the State of North Carolina, and others.

The undersigned, having been appointed Commissioner by a decree of the said court, made in the above named cause, at its November Term, 1871, to take an account of what is due to the plaintiff, A. H. Swasey, and all other persons holding coupons of the bonds in the State of North Carolina for the construction of the North Carolina Railroad, under the acts in the bill mentioned—an account of such coupons, and of the dividends and funds applicable to the satisfaction of such coupons, and to cause an advertisement to be published for such holders of such coupons to come in before him and prove their debts, and to fix a peremptory day for that purpose; and in default of their coming in and proving debts by such day, that they be excluded from the benefit of this decree, &c., And for the better taking of such accounts that parties, produce, &c., and be examined, &c.

These are therefore to notify all persons owning any of the coupons of the bonds issued by the State of North Carolina under and by virtue of the provisions of An act of the General Assembly of said State, ratified on the 25th of January, 1858, and 23d and 25th of December, 1869, and on the 6th day of February, 1851 all passed to aid the North Carolina Railroad Company to construct a Railroad from the Borough of Charlotte to Raleigh and State of North Carolina, on or before the first day of May, then and there to produce and prove the said coupons, and be examined according to the terms of the said decree in the said cause.

JOSEPH B. BATCHELOR,
Commissioner, &c.

Raleigh, N. C., February 5, 1873.

N. B.—By order of Court made at November Term, 1872, in the above entitled action the time for taking proofs of bonds, &c., is extended to 1st May, 1873.

JOS. B. BATCHELOR,
Commissioner.

april 5 82-1w

NEW ADVERTISEMENTS.

"Put Your Money Where it will do Most Good."

Where you invest in KNOWLEDGE you are not affected by the fall of Stocks, Bonds, &c. Its best knowledge you can control the same Bonds, &c.

Facts and Fancy, in Prose and Poetry, Science or Religion, and all styles and subjects of Literature in freshness, originality and beauty, are to be found in our Library. The cause of the people, "which is universal knowledge," is here taken up and for their benefit.

All Books upon all subjects in every style of binding, will be sold at satisfactory prices at

HEINSBERGER'S
Live Book and Music Store.

April 4 81

CONSIGNEES OF

Steamship Volunteer,

(WHICH VESSEL WAS WRECKED NEAR CAPE HATTERAS.)

ARE NOTIFIED THAT HER CARGO has arrived in Wilmington, and that as goods, except coal, are covered by Marine policies of insurance, will be delivered, subject to cash deposit of thirty-five (35) per centum of freight cost, it seems being to cover expenses of salvage, subject to general average.

Consignees are therefore requested to forward to this office invoices of their goods together with the amount of deposit required, on receipt of which goods will be delivered.

BARRY BROTHERS,
Agents Lorillard Steamship Line.

N. B. Goods signed for by Steamship "Regulator" and transferred to "Volunteer," will be charged in above.

april 1 74-1w

Sentinel and Morning Star copy 1 week, and send bills promptly.

FULL WEIGHT SOAP.

PROCTER & GAMBLE'S

EXTRA OLIVE.

Some Brands of Soap are sold about weight five to eight pounds per bar. If you use these soaps you pay money for what you do not receive. CAN YOU AFFORD TO DO SO?

Buy Procter & Gamble's full weight Brand sold by dealers in your city.

WILLARD BRO'S.,
Wholesale Agents,
Wilmington, N. C.

april 1-3m

HORSE BLANKETS, LAP ROBES

Wool Mats, Harness, Saddles,
Trunks, Leather Traveling Bags,
Saddle Blankets Bridles,
Martingales, Curry Combs,
Horse Brushes, Feather Dusters,
Largest stock and lowest prices in the State at

J. S. TOPHAM & CO'S,
No. 8 South Front street
Wilmington, N. C.

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WILKES MORRIS, MICHAEL CRONLY

CRONLY & MORRIS,

AUCTIONEERS AND GENERAL AGENTS

WILMINGTON, N. C.

Stocks, Real Estate and all description of merchandise bought and sold on commission.

Our personal attention given to any business intrusted to our charge.

From our long experience in the business, feel warranted in referring to the public generally. sept 24

TAX NOTICE!

Wilmington Township

THE BOARD OF TRUSTEES AND TAX Listers for the Township and City of Wilmington will proceed on the first day of April, 1873, and for twenty days thereafter, at the City Hall, in the City of Wilmington, between the hours of NINE A. M. AND THREE P. M., and every FRIDAY EVENING during the month of APRIL between the hours of SIX P. M. AND NINE P. M. on said days, to list the taxable lands and property, and make the assessments required by law.

All persons and corporations within this Township and City are required by Law to give in their Taxables and attend at the above time and place for the purposes specified, within TWENTY days, under the PENALTY OF DOUBLE TAX.

Extract from Act to Raise Revenue:

"ALL PERSONS who are liable for a POLL TAX, and shall wilfully fail to give themselves in, and all persons who own property and FAIL TO LIST within the time aligned, shall be deemed GUILTY OF A MISDEMEANOR, and on conviction thereof shall be FINED not more than FIFTY DOLLARS, or IMPRISONED not more than THIRTY DAYS."

By order of the Board of Trustees of Wilmington Township, this First day of April, 1873.

S. T. POTTS,
Township Clerk.

march 30 77-tf-Mar30,Ap6&13,ThsAp3&10

Truss Hoops of all Sizes

FOR SPIRIT,

Rosin and Turpentine Barrels,

AT NEW HARDWARE STORE,

GILES & MURCHISON.

april 3 80

ST. JAMES' SCHOOL

FOR GIRLS,

LENOIR, N. C.

This School has now successfully passed its first year.

It reopened on March 31, 1873.

We offer a delightful, healthy Mountain Home, with a course of thorough, plain instruction, sound Christian training, and excellent musical advantages.

The long vacation being in the Winter, it will afford an opportunity for persons in the lower counties to have their daughters in this healthy mountain region all the Summer, and at home with them during the Winter.

TERMS—Half in advance, the rest payable at the end of the Session.

BOARD, per Session of 20 weeks, lights and fuel included..... $65 00
Washing, per Session..... 5 00
Tuition, per Session..... $20 to 25 00
Language..... 10 00
MUSIC—Instrumental..... 25 00
Vocal..... 5 00

A gentleman of our Parish, known as a person of the highest ability as a Classical Scholar, has consented to take charge of the Latin classes. We can by this arrangement offer superior advantages for the study of that language.

Teacher of English Branches—Miss M. A. Mauseburg, of Hampton, Va.

Teacher of French and Music—Miss M. Magdalena Ortel, daughter of the Rector.

REV. JOHANNES A. OERTEL, Rector.
St. James' Rectory.

REFERENCES—Rt. Rev. Thos. Atkinson, D. D.; Rev. Charles W. Rankin, Rector of St. Luke's Church, Baltimore, Md.

march 19 62 tf

COAL! COAL!

ALL SIZES NOW ON HAND FOR

Grates, Stoves and Ranges,

Foundry and Blacksmith,

Delivered promptly.

O. G. PARSLEY & CO.

march 28 75

LIME! LIME!

Another cargo of that superior ROCKLAND LIME is now landing from Schooner "Ada Amer."

For sale by

GEO. G. BARKER & CO.

april 3 80-3t

NEW ADVERTISEMENTS.

SALE OF

Wilmington, Charlotte

AND

RUTHERFORD RAILROAD,

UNDER DECREE OF FORECLOSURE.

BY VIRTUE OF A DECREE OF THE Superior Court of the County of New Hanover in the State of North Carolina, made in the case of Joseph Stuart and Philo C. Calhoun, surviving Trustees, against "The Wilmington, Charlotte & Rutherford Railroad Company" and others, at the January Term, 1873, of said Court, the undersigned Edwin K. Burruss, Charles M. Stedman and John D. Taylor, Referees, appointed by said decree, will sell

At Public Auction

to the highest bidder, at the Court House door

IN THE CITY OF WILMINGTON,

in the county aforesaid, on THURSDAY, the 10th day of April, 1873, at 12 o'clock M., the

Entire Railroad,

KNOWN AS THE

Wilmington, Charlotte and Rutherford Railroad,

from its EASTERN TERMINUS in the city of Wilmington aforesaid to its WESTERN TERMINUS in the town of Rutherfordton in said State, a distance of 272 MILES, of which 134 miles from said city of Wilmington to a point near the town of Wadesboro, and 50 miles from the city of Charlotte to

BUFFALO CREEK,

in the county of Cleareland in said State are completed and in use, with all the

RAILWAYS, RIGHTS OF WAY, Depot Grounds and other Lands, Tracks, Bridges, Viaducts, Depots, Station Houses, Engine Houses, Car Houses, Freight Houses, Wood Houses, Machine Shops and all other Shops, Houses or Buildings, and all Locomotives, Tenders, Cars and other Rolling Stock or Equipments, and all Machinery, Tools, Implements, Fuel and Materials of any kind for constructing, operating, repairing or replacing the said Railroad, or any part thereof, and all appurtenances or fixtures of the same belonging to or purchased by said before named defendant and now in its possession, together with all and singular the corporate rights, franchises and privileges of the said above named defendant as the same are set forth in the indenture of mortgage referred to in the complaint filed in said case, and including also all and singular the Shares of the Capital Stock of "THE WILMINGTON RAILWAY BRIDGE COMPANY" standing in the name of said defendant, and all the Estate, Rights, Title, Interest, Property, Claim and Demand of said defendant in and to any and all Real and Personal Property or Effects herein before referred to or which is owned by said defendant.

TERMS OF SALE—CASH

The bonds of said above named defendant the Wilmington, Charlotte & Rutherford Railroad Company, secured by the indenture of mortgage referred to in the complaint as bearing date March 1st, 1867, and made to LeGrand Lockwood and the plaintiffs, amounting in the aggregate to $2,500,000, will be received from the purchaser or purchasers in payment upon the following terms and conditions, viz: Forty Thousand Dollars of the amount bid at said sale is to be paid in cash, and for the residue or remainder of the amount so bid the bonds secured by said mortgage will be received to such extent and in such proportion as such residue or remainder bears to the aforesaid aggregate amount of said bonds.

EDWIN K. BURRUSS,
CHARLES M. STEDMAN, Referees.
JOHN D. TAYLOR,

feb 28 (L.S.)

RAIL ROADS.

Wilmington, Charlotte and Rutherford Rail Road Line.

Eastern Division: New Schedule

1873. GOING WEST. 1873

STATIONS.	PASSENGER	FREIGHT
Leave Wilmington	8 00 A M	8 00 A M
" Abbottsburg	11 16 A M	10 45 A M
" Lumberton	12 30 P M	2 00 P M
" Shoe Heel	1 54 P M	3 30 P M
" Laurinburg	3 30 P M	5 30 P M
" Rockingham	4 00 P M	6 45 A M
Arrive at Lilesville	4 40 P M	10 00 A M

GOING EAST.

STATIONS.	PASSENGER	FREIGHT
Leave Lilesville	5 40 A M	12 00 M
" Rockingham	6 30 A M	
" Laurinburg	10 00 A M	2 45 A M
" Shoe Heel	11 30 A M	5 00 A M
" Lumberton	12 30 P M	6 00 A M
" Abbottsburg	2 30 P M	7 30 A M
Arrive at Wilmington	5 00 P M	10 00 A M

* Dinner, going West; Breakfast, going East. Freight Trains stop here over Night.

† Stage for Charlotte, Rutherford and Stage line, Wilmington to Charleston, sails 3.30.

☞ No Trains on Sunday. Express Freight Cars accompany each Passenger Train. Special Trains for Tom Thumb run irregularly.

1873 Western Division. 1873

STATIONS.	PASSENGER	FREIGHT
Leave Charlotte	8 00 A M	
" Lincolnton	10 45 A M	
Arrive at Buffalo	12 07 P M	
RETURNING.		
Leave Buffalo	1 22 P M	
" Lincolnton	2 45 P M	
Arrive at Charlotte	5 10 P M	

V. D. JOHNSON, Assistant Supt. W. L. FREMONT, Superintendent.

jan 28 39-tf

Wilmington and Weldon Railroad Company,

OFFICE OF GENERAL SUPERINTENDENT,

Wilmington, N. C., June 4, 1872.

CHANGE OF SCHEDULE.

On and after Monday, June 10th, Passenger Trains on the W. & W. Railroad will run as follows:

MAIL TRAIN.

Leave Union Depot daily (Sundays excepted) at	9.10 A. M.
Arrive at Goldsboro at	12.51 P. M.
" Rocky Mount at	1.17 P. M.
" Weldon at	3.50 P. M.
Leave Weldon daily (Sundays excepted) at	9.05 A. M.
Arrive at Rocky Mount	11.42 A. M.
" Goldsboro at	1.10 P. M.
" Union Depot	4.50 P. M.

EXPRESS TRAIN.

Leave Union depot, daily, at	12.35 P. M.
Arrive at Goldsboro at	3.32 P. M.
" Rocky Mount at	4.36 P. M.
" Weldon at	6.20 P. M.
Leave Weldon, daily, at	7.30 P. M.
Arrive at Rocky Mount at	9.20 P. M.
" Goldsboro at	10.15 P. M.
" Union Depot at	12.00 P. M.

Mail Train makes close connection at Weldon for all points North via Bay Line and Portsmouth Creek routes.

☞ Express Train connects only with Augusta Creek route. Pullman's Palace Sleeping Cars on this Train.

Freight Trains will leave Wilmington weekly at 6.00 A. M. and arrive at 5.40 P. M.

Express Freight Trains will leave daily (Sundays excepted) at 1 A. M. and arrive at 11 A. M.

JOHN F. DIVINE,
General Superintendent.

june 9

GENERAL SUPERINTENDENT'S OFFICE

Wilmington, Columbia AND Augusta Railroad Co.

WILMINGTON, N. C., Oct 7th, 1872.

CHANGE OF SCHEDULE.

The following Schedule will go into effect 3.55 A. M., Monday, 7th instant.

DAY EXPRESS TRAIN, (Daily.)

Leave Wilmington	3.55 A. M.
Arrive at Florence	9.05 A. M.
" " Columbia	2.40 P. M.
" " Augusta	6.30 P. M.
Leave Augusta	8.05 A. M.
Arrive at Columbia	11.30 A. M.
" " Florence	4.30 P. M.
" " Wilmington	9.40 P. M.

NIGHT EXPRESS (Daily, Sundays excepted.)

Leave Wilmington	5.40 P. M.
Arrive at Florence	11.20 P. M.
" " Columbia	5.40 A. M.
" " Augusta	9.15 A. M.
Leave Augusta	5.30 P. M.
Arrive at Columbia	9.20 P. M.
" " Florence	3.15 A. M.
" " Wilmington	9.00 A. M.

JAMES ANDERSON,
Gen'l Superintendent.

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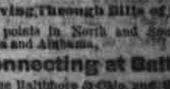
SHIPPING.

Baltimore and Wilmington SEMI-WEEKLY



STEAMSHIP LINE!

COMPOSED OF THE FIRST CLASS STEAMSHIPS

D. J. FOLEY.....Capt. D. J. FOLEY.
LUCILLE.....Capt. E. E. BENNETT.
REBECCA CLYDE.....Capt. D. G. SMILEY.

Will hereafter sail from BALTIMORE every TUESDAY and FRIDAY, and from WILMINGTON every WEDNESDAY and SATURDAY, connecting at Wilmington with the Wilmington, Columbia & Augusta, Wilmington & Weldon, and the Wilmington, Charlotte & Rutherford Railroads. Also the several Lines of Steamers to Fayetteville.

Giving Through Bills of Lading to all points in North and South Carolina, Georgia and Alabama,

Connecting at Baltimore with the Baltimore & Ohio, and the Baltimore Central Railroads for all points in the