

The DAILY JOURNAL, the oldest daily paper in North Carolina, is published every morning, except Monday, at FIFTY DOLLARS A YEAR; FOUR DOLLARS A MONTH; SEVENTY-FIVE CENTS PER COPY FOR SHORTER PERIODS. Served by Carriers in the CITY at SEVENTY-FIVE CENTS PER MONTH, or TWO DOLLARS AND TWENTY-FIVE CENTS PER QUARTER.

THE WEEKLY JOURNAL, (Friday) a thirty-six column paper, TWO DOLLARS PER YEAR; three copies FIVE DOLLARS AND A HALF; four copies SEVEN DOLLARS AND A HALF; five copies NINE DOLLARS AND A HALF; six copies FIFTEEN DOLLARS; twenty copies THIRTY-FIVE DOLLARS.

SUBSCRIPTIONS in all cases payable in advance, and no paper continued after the expiration of the time paid for.

Remittances should be made by Post-office Money Order or Express. If this cannot be done, protection against losses by mail may be secured by forwarding a draft payable to the order of the proprietors of the JOURNAL, or by sending the money in a registered letter.

Advertising Rates (per inch of twelve solid lines of advertising type). One inch, one insertion, ONE DOLLAR; two insertions, ONE DOLLAR AND A HALF; three insertions, TWO DOLLARS; four insertions, TWO DOLLARS AND A HALF; five insertions, THREE DOLLARS; six insertions, THREE DOLLARS AND A HALF; seven insertions, FOUR DOLLARS; eight insertions, FOUR DOLLARS AND A HALF; nine insertions, FIVE DOLLARS; ten insertions, FIVE DOLLARS AND A HALF; eleven insertions, SIX DOLLARS; twelve insertions, SIX DOLLARS AND A HALF; thirteen insertions, SEVEN DOLLARS; fourteen insertions, SEVEN DOLLARS AND A HALF; fifteen insertions, EIGHT DOLLARS; sixteen insertions, EIGHT DOLLARS AND A HALF; seventeen insertions, NINE DOLLARS; eighteen insertions, NINE DOLLARS AND A HALF; nineteen insertions, TEN DOLLARS; twenty insertions, TEN DOLLARS AND A HALF; twenty-one insertions, ELEVEN DOLLARS; twenty-two insertions, ELEVEN DOLLARS AND A HALF; twenty-three insertions, TWELVE DOLLARS; twenty-four insertions, TWELVE DOLLARS AND A HALF; twenty-five insertions, THIRTEEN DOLLARS; twenty-six insertions, THIRTEEN DOLLARS AND A HALF; twenty-seven insertions, FOURTEEN DOLLARS; twenty-eight insertions, FOURTEEN DOLLARS AND A HALF; twenty-nine insertions, FIFTEEN DOLLARS; thirty insertions, FIFTEEN DOLLARS AND A HALF; thirty-one insertions, SIXTEEN DOLLARS; thirty-two insertions, SIXTEEN DOLLARS AND A HALF; thirty-three insertions, SEVENTEEN DOLLARS; thirty-four insertions, SEVENTEEN DOLLARS AND A HALF; thirty-five insertions, EIGHTEEN DOLLARS; thirty-six insertions, EIGHTEEN DOLLARS AND A HALF; thirty-seven insertions, NINETEEN DOLLARS; thirty-eight insertions, NINETEEN DOLLARS AND A HALF; thirty-nine insertions, TWENTY DOLLARS; forty insertions, TWENTY DOLLARS AND A HALF; forty-one insertions, TWENTY-ONE DOLLARS; forty-two insertions, TWENTY-ONE DOLLARS AND A HALF; forty-three insertions, TWENTY-TWO DOLLARS; forty-four insertions, TWENTY-TWO DOLLARS AND A HALF; forty-five insertions, TWENTY-THREE DOLLARS; forty-six insertions, TWENTY-THREE DOLLARS AND A HALF; forty-seven insertions, TWENTY-FOUR DOLLARS; forty-eight insertions, TWENTY-FOUR DOLLARS AND A HALF; forty-nine insertions, TWENTY-FIVE DOLLARS; fifty insertions, TWENTY-FIVE DOLLARS AND A HALF; fifty-one insertions, TWENTY-SIX DOLLARS; fifty-two insertions, TWENTY-SIX DOLLARS AND A HALF; fifty-three insertions, TWENTY-SEVEN DOLLARS; fifty-four insertions, TWENTY-SEVEN DOLLARS AND A HALF; fifty-five insertions, TWENTY-EIGHT DOLLARS; fifty-six insertions, TWENTY-EIGHT DOLLARS AND A HALF; fifty-seven insertions, TWENTY-NINE DOLLARS; fifty-eight insertions, TWENTY-NINE DOLLARS AND A HALF; fifty-nine insertions, THIRTY DOLLARS; sixty insertions, THIRTY DOLLARS AND A HALF; sixty-one insertions, THIRTY-ONE DOLLARS; sixty-two insertions, THIRTY-ONE DOLLARS AND A HALF; sixty-three insertions, THIRTY-TWO DOLLARS; sixty-four insertions, THIRTY-TWO DOLLARS AND A HALF; sixty-five insertions, THIRTY-THREE DOLLARS; sixty-six insertions, THIRTY-THREE DOLLARS AND A HALF; sixty-seven insertions, THIRTY-FOUR DOLLARS; sixty-eight insertions, THIRTY-FOUR DOLLARS AND A HALF; sixty-nine insertions, THIRTY-FIVE DOLLARS; seventy insertions, THIRTY-FIVE DOLLARS AND A HALF; seventy-one insertions, THIRTY-SIX DOLLARS; seventy-two insertions, THIRTY-SIX DOLLARS AND A HALF; seventy-three insertions, THIRTY-SEVEN DOLLARS; seventy-four insertions, THIRTY-SEVEN DOLLARS AND A HALF; seventy-five insertions, THIRTY-EIGHT DOLLARS; seventy-six insertions, THIRTY-EIGHT DOLLARS AND A HALF; seventy-seven insertions, THIRTY-NINE DOLLARS; seventy-eight insertions, THIRTY-NINE DOLLARS AND A HALF; seventy-nine insertions, FORTY DOLLARS; eighty insertions, FORTY DOLLARS AND A HALF; eighty-one insertions, FORTY-ONE DOLLARS; eighty-two insertions, FORTY-ONE DOLLARS AND A HALF; eighty-three insertions, FORTY-TWO DOLLARS; eighty-four insertions, FORTY-TWO DOLLARS AND A HALF; eighty-five insertions, FORTY-THREE DOLLARS; eighty-six insertions, FORTY-THREE DOLLARS AND A HALF; eighty-seven insertions, FORTY-FOUR DOLLARS; eighty-eight insertions, FORTY-FOUR DOLLARS AND A HALF; eighty-nine insertions, FORTY-FIVE DOLLARS; ninety insertions, FORTY-FIVE DOLLARS AND A HALF; ninety-one insertions, FORTY-SIX DOLLARS; ninety-two insertions, FORTY-SIX DOLLARS AND A HALF; ninety-three insertions, FORTY-SEVEN DOLLARS; ninety-four insertions, FORTY-SEVEN DOLLARS AND A HALF; ninety-five insertions, FORTY-EIGHT DOLLARS; ninety-six insertions, FORTY-EIGHT DOLLARS AND A HALF; ninety-seven insertions, FORTY-NINE DOLLARS; ninety-eight insertions, FORTY-NINE DOLLARS AND A HALF; ninety-nine insertions, FIFTY DOLLARS; one hundred insertions, FIFTY DOLLARS AND A HALF.

Contracts for longer periods and longer space made upon liberal terms.

J. W. JONES, Proprietor. WILMINGTON, N. C.

EDITORIAL NOTES.

A gentleman has ridden in a top buggy, drawn by a single horse, all the way from Kansas to New Hampshire, a distance of 1,529 miles, in 69 days.

All the money which the war cost France—her army expenses, the requisitions of the enemy and the five millions of indemnity counted together—amounts to nine milliards three hundred millions of francs, or \$1,800,000,000.

The New York World publishes official returns of the elections since 1872, which show that in the course of two years the Republican party, which elected its President by a majority of over 700,000 votes, has been put in a minority of over 500,000.

In the Bank of France they have got a brick for France they paid one thousand francs in specie. This brick was redeemed on presentation because it had on the surface the image and figures of a note for one thousand francs transferred by heat from a real note. It was taken from the ruins of a burned house.

The Catholic Missionary priests, with their Superior, Right Rev. Herbert Vaughan, Bishop of Salford, England, arrived Friday evening in Baltimore. Their object in coming to this country, it is said, is to establish in one or two more of the larger Southern cities, colored missions.

The Columbia correspondent of the Augusta Constitutionalist writes on the 23d instant: "One hundred thousand dollars and over were funded to-day at the treasurer's office, which bonds (the consolidated) have already advanced to sixty cents on the dollar, the coupons of which are receivable for taxes."

The New York papers of Saturday morning published a damaging statement respecting the alleged defalcation of Henry Nicol, of the well known law firm of Nicol, Thurston & Co., of that city, also a member of the Committee of Seventy and founder of the New York Bar Association. He was charged with being unable to account for a large sum of several estates placed in his hands as trustee and business manager.

A correspondent of the Vicksburg Herald, addressing Gov. Ames, says: "Why, Governor, you ought to announce yourself as a candidate for the Presidency of the United States; and if buffoonery, ignorance, folly, a capacity for blundering, be the requirements necessary to fill so high a station, you would undoubtedly be the choice of the people above the biggest fool that ever walked the earth."

Many of us have cause to rejoice that we are not old Romans. In their days, "the debtor could be taken home by the creditor and kept sixty days, fettered in iron not exceeding fifteen pounds in weight; at the end of which time, if the debt remained unpaid, he could be brought before the people on three market days, on the last of which his body could be put into pieces according to the number of creditors; or, if they preferred, he could be sold into foreign slavery."

Concerning the California mining stock panic the San Francisco Chronicle says: "The three bonanza mines, the Consolidated Virginia, California, and Ophir, closed upon the street last evening at values showing an aggregate decline of \$30,000,000 since our last editorial mention only a few days since. By one of those unaccountable panics that sometimes occur in an excitable and overstrained market these mines have fallen off without any apparent good cause for a decline so enormous. We say unaccountable, because from all we can learn the prospects of the mines are still encouraging."

Beyond all question the two great matters of interest to Wilmington are her connection by rail with the Mississippi and Ohio Valleys, and the improvement of the River and Bar. We are glad to believe that both are in a fair way of early solution. And in this event we see no reason to doubt the rapid increase in our population, commerce and wealth. With unbroken lines of communication or Cincinnati, Louisville and Nashville, and with vessels drawing eighteen or twenty feet of water loading at our docks, we may look for a populous and prosperous city.

For this consummation we shall labor in season and out of season. If our own people cannot help themselves, we will gladly hail capitalists from abroad who are both willing and able. Nor do we expect these men to invest their money from motives of patriotism. They expect and we hope their ventures will be profitable.

It is a matter of congratulation that our friends in the Western portion of the State are becoming fully alive to the prospects of a railroad connection with our port, and begin to realize that the Carolina Central Railway offers really the best, speediest and earliest opportunity of a railroad to the coast. They see a live corporation, even during the present financial pressure, under which all the unfinished roads have succumbed, gradually extending its Western terminus, and stretching out its arms beyond our mountain barriers. So far as Wilmington is concerned, it not only offers the quickest but the only connection which it has any prospect of making. In its completion and successful operation Wilmington's future is linked more closely than in any and all other links of internal improvements.

It is with pleasure that we publish the following letter from our friend, who has given such attention to the matter as entitles his views to the consideration of those interested, and we know that it will receive their attention:

A FEW SUGGESTIONS TO MR. MATTHEWS AND COL. FLEMING—A NEW ROUTE TO THE WEST.

Messrs. Editors:—Recent events have directed the attention of our people to the above gentlemen, and while much is expected of them, it is a pleasure to think they show themselves "equal to the occasion." Our people are much in the condition of King Richard, who offered his kingdom for a horse; we offer our kingdom for an iron horse, and think both parties to the transaction will be benefited.

The Carolina Central Company having finished its grand enterprise—the connection of Charlotte with Wilmington by rail—now seeks other worlds to conquer, and very naturally have selected the undeveloped, and neglected counties of Western North Carolina as the next field of their operations. How to get there? It is proposed to purchase the Eastern Division of the W. N. C. Railroad from Salisbury to Asheville. Then build from Lincolnton on the C. C. Road to Hickory on the W. N. C. Road, complete from Old Fort to Asheville, thence down to Faint Rock.

Let me see if I can't suggest a better way—at any rate a cheaper way. It is by way of the Spartanburg (S. C.) and Asheville routes. This latter Company is now building, and will have completed by Spring, the first section of its road, to the foot of the mountains in Polk county, a distance of 25 miles from Spartanburg. There remains only 48 miles to Asheville, 20 of which is comparatively light mountain work; the other 28 miles are astonishingly inexpensive, responsible contractors now being anxious to take the 28 miles at the engineer's estimate, viz: \$150,000.

The first section, now under construction, terminates at what is called the Blood House. From the present terminus of the C. C. Road to the Blood House, in an almost westerly direction, is 35 miles, running entirely on a ridge, affording the easiest grades and very lightest work. I am informed it is fully as fine a grade as that from Spartanburg to the Blood House, a distance of 25 miles, the entire cost of the grading of which will not exceed \$80,000. So you can form a just idea of the probable cost of this route. One million three hundred thousands of dollars, according to estimates, will build and equip the road from the Blood House to Asheville. Estimate the 35 miles from the C. C. terminus to the Blood House to cost, say \$400,000, we have a bill of one million seven hundred thousand dollars (\$1,700,000).

By the Hickory route I estimate the 20 miles, complete, \$ 250,000 From Old Fort to Asheville, 1,400,000 Cost of W. N. C. Road, 800,000

Or, seven hundred and fifty thousand (\$750,000) dollars more than by the Spartanburg and Asheville route. I am told this B. and A. route, via Blood House, from Charlotte, is the shortest line from Charlotte to Asheville, yet suggested.

The W. N. C. Road is beset by all sorts of cormorants who are determined to leech it well before turning it over. It has furnished "pap" to various persons, in various ways, for 10 or 15 years, and will not be surrendered readily. Besides, we are afflicted with scores of statesmen (?) who are conspicuous for producing plans and urging legislation eminently successful in keeping the concern in its present unprofitable and incomplete condition. We have patriots, too, who are wondrously willing to devote their time and talents to making the thing pay—somebody. In truth, the road is cursed with friends. Therefore, this path across the mountains is anything else but one of "pleasantness and ease."

The other route is entirely free, is unobscured. No one can impede your way upon it, and, as I show, is very much cheaper. Another consideration, much money will be furnished by the people on the route. The people of Buncombe and Henderson counties have already subscribed, publicly and privately,

\$250,000, the condition of which subscription requiring the amount to be entirely expended in the two counties in South Carolina.

Now, a matter as to freight. As a North Carolinian, I altogether prefer our every effort should be to build up our own cities. I wish to encourage, to work up, a North Carolina spirit.—But, the first comes, the first served. Our South Carolina neighbors have furnished our transmontane counties, their most convenient and most direct markets. Charleston, appreciating this rich country, is most anxious to get it vast, and rapidly increasing trade. That city is now working earnestly and vigorously for the completion of the road from Spartanburg to Asheville, and ultimately on, via Faint Rock and Oconee Gap to Louisville, Cincinnati and the great Northwest. Only one hundred and seventy miles (117) remain to complete on this route, from Asheville to London, Kentucky. Only forty-four miles (44) from Asheville to Faint Rock is to be built, over one-third of which is already graded, to secure connections with the West and South, as well as the Northwest, by way of Nashville, Tennessee. Suppose Charleston and the South Carolina interests are allowed to build through here, and get the control of the line running South from here; not only will the freights to the Northwest be carried directly on to the grand city by the sea, in South Carolina, to the exclusion of our own State seaport, but the major part of the trade of our section as well. And this will be the case, notwithstanding afterwards the W. N. C. Road may be completed through the counties, because the southern route will furnish a shorter line to a market from this point, than the W. N. C. Road could offer. Now, as this southern route is the cheaper, more accessible, not attended with troubles of either a friendly (?) or legal sort, and considering the interests of our own magnificent cities, Wilmington and Charlotte, I submit to the gentlemen whose names head this letter, and to the real friends of both cities, if it is not far better to give this matter immediate attention, and prefer this route to all others.

And by proper united efforts, by utilizing the Centenary convicts and other State resources, the road west of Asheville, known as the Duckett Road, can be very rapidly and successfully pushed through. And then would be opened to the trade of the whole one of the grandest and richest sections, (in natural resources, minerals, &c.) on the American Continent.

Our people want railroad facilities. They are tired of being trifled with, of being demagogued out of their birthright. Any sincere effort, from any direction, by any party, will receive their honest, heartfelt support and cooperation. But we would all be specially delighted to have a direct line from our West to Charlotte and Wilmington.

Very Respectfully,  
ROBT. M. FURMAN,  
Asheville, N. C., Jan. 21st, 1875.

THE LOUISIANA PROBLEM.

The Second Sub-Committee Mapped Out Plans of the Republicans and Conservatives.

New Orleans, Jan. 22.—The Congressional Committee went to work this afternoon mapping out its course. Propositions from both sides were heard. The Conservatives offer to show that the late election was peaceful without any intimidation except such as was practiced against Democratic negroes by their own race, or against white people by the United States troops; that the results of the election were falsified by the returning board, in contravention of the State laws, and in contempt of well known facts; that the prostration of business and impoverishment of the State are directly traceable to the carpet-bag government of Federal creation and support. The republican counsel are going into the massacre business, the White League and Democratic extravagance in 1865, 1866 and 1867, together with the usual allegations. The Conservatives are prepared to conduct murder investigations, and to show, as was asserted in the Pionyeur this morning, that two-thirds of the negroes killed in Louisiana have been killed by negroes, and that two-thirds of the remainder have been killed by white men while in the act of committing or attempting some horrible outrage, murder, rape, arson, burglary, etc. The immunity attending these murders is directly owing to the criminal indifference of the reckless and indiscriminate employment of executive clemency. They are getting up statistics in the parishes on these points, and will bring official records in as evidence. The conservatives propose bringing witnesses who were not before the other sub-committee, among whom will be many Northern men, settled here since the war, and who are Republicans. Everywhere except in Louisiana, it is believed quite confidently that a better case will be made this time than before. The people are determined to convince these gentlemen also, and they will do it. Nothing was done to-night except to arrange preliminaries and lay out the work.

The Sheridan Legislature is low spirited. There is no money, and a quorum could not be gotten together to-day; the faithful-looking gloomy. There is no change in the Conservative front. A bitter fight is waging between Governor Kellogg and his Legislature. He wants it to pass the general appropriation bill for 1875 and adjourn sine die, but it refuses to do it, and manifests a disposition to give him some trouble by taking away a great portion of his patronage.

The accounts of the great snow slides in Utah which are reported by telegraph, give a vivid picture of the dangers and terrors of winter in the mining canons of the far West. In some of their results, though essentially different in their origin, they suggest the revelations of Pompeii and Herculaneum. Men are suddenly overwhelmed and their homes demolished and buried by the treacherous snow. One striking instance is given of the discovery in one house that had been buried of the body of a woman sitting in a rocking chair with her infant clasped in her arms, and near by the bodies of her husband and little girl, all having perished from suffocation by snow. In another instance we read that fifty Chinamen were overwhelmed by an avalanche of snow, and that twenty-eight lost their lives.

All of the most prominent journals of the country admit that Cuba should be free, but not at the expense of a third term for Grant.

MISCELLANEOUS.

Hardware, Guns, Pistols, Cutlery, &c. At JACOBI'S, No 3 Market Street. ONE OF THE LARGEST AND BEST ASSORTMENTS in the South. GUNS AND PISTOLS—A full Assortment. BEST LONDON TRIP GUNS. Revolvers of the best models. Sportsman's Supplies.

THE JACOBI AXE.

AND YOU ARE SURE YOU THEN HAVE THE BEST YOU CAN GET. ENGLISH CUTLERY. POCKET KNIVES of our own Importation. Best quality of COOPER'S TOOLS. CARPENTERS' TOOLS, MACHINIST'S TOOLS, TURBINE TOOLS, BUILDING HARDWARE, CARRIAGE Material, Bar Iron, Bar Steel, Farmers' Tools of every description. SADDLES, HARNESSES, LEATHER, GLASS, PAINTS, DOORS, WINDOWS AND BLINDS. Sole Agency for SHALLEN SASS LOCK. The great improvement we offer in reduced prices, make it to the interest of all to call at the HARDWARE DEPOT.

NATHANIEL JACOBI. NO. 3 MARKET ST. dec 15

TRADE MARK. WORCESTERSHIRE SAUCE.

SUPREME COURT—GENERAL TERM. JOHN W. LEA & A. against HENRY COUNTERFEITERS.

When it is apparent that there is an intention to deceive the public by the use of the name of a particular manufacturer, and that such deception will not be prevented by the presence that these words cannot be used in such manner as to constitute a "Trade Mark." Where words and the allocation of words have, by long use, become known as designating the article of a particular manufacturer, it acquires a right to them as a trade mark, which competing dealers cannot fraudulently usurp. The essence of the wrong is the false representation and deceit, on proof of which an injunction will issue.

LEA & PERRINS' CELEBRATED EXTRACT OF A LETTER FROM A MEDICAL MAN AT Marseilles, to his brother at WORCESTER, May, 1851.

"Only Good Sauce." And applicable to EVERY VARIETY OF DISH.

Worcestershire Sauce. Sole Wholesale and Exportation by J. Proprietors, LEA & PERRINS, Worcester, England; and Retail by Dealers in Sauces generally throughout the world. Ask for Lea & Perrins' Sauce. All parties importing, on the above will be presented by Messrs. LEA & PERRINS.

JOHN DUNCAN'S SONS, NEW YORK.

Ansonville Male School.

LOCATION 10 Miles North of Wadesboro, N. C. The opening session will begin February 1st, 1875, and continue twenty weeks. Rev. William B. Cobb, (Graduate of the University of North Carolina) Principal; aided by competent and experienced assistants in every department. Tuition \$8, \$6 and \$4 per quarter, payable in advance. Board and lodging, \$10 per month. Washing, fuel and lights at moderate rates. A ample accommodations for 200 students. The Village Buildings are being thoroughly repaired and newly furnished. For further information address J. J. McLENDON, Ansonville, N. C.

GUANO! GUANO!

250 Tons No. 1 GUANAPE. 350 Tons EUREKA.

For sale to arrive, low for cash, or on reasonable terms on crop time.

WILLIAMS & MURCHISON, Jan 15

Salt-Bagging-Ties-Corn.

4,000 Sacks Salt, 200 Rolls and Half Rolls Bagging, 20 Tons Ties, 15,000 Bushels White and Mixed Corn.

For sale low by WILLIAMS & MURCHISON

Flour, Sugar, Coffee and Rice.

1,000 Bbls. Flour—all grades; 150 Bbls. Refined Sugar, 100 Bbls. Prime Rio Coffee, 25 Bbls. Whole Rice.

For sale low by WILLIAMS & MURCHISON

Hay, Hoop Iron, Clue and Spirit Casks.

500 Bales N. R. & E. Hay, 600 Bundles Hoop Iron, 100 Bbls. Clue, 200 New York Spirit Casks.

For sale low by WILLIAMS & MURCHISON

Bacon, Syrup, Shot, Oats and Nails.

100 Boxes D. S. and Smoked Sides, 100 Bbls. B. H. Syrup, 400 Bags Shot, 500 Bushels Black Oats, 300 Kegs Nails.

For sale low by WILLIAMS & MURCHISON

WILLIAMS & MURCHISON, Jan 15

MISCELLANEOUS.

PROBATIONARY, or SOLE CHARGE. How can you get the best and cheapest? No person who shows instantly. This paper is published weekly, except on Sundays, at 25 cents per copy. It is published by W. J. WILSON & CO., 25 South Second Street, New York.

THE NEW YORK WEEKLY WIRELESS. The New York Weekly Wireless, published weekly, except on Sundays, at 25 cents per copy. It is published by W. J. WILSON & CO., 25 South Second Street, New York.

CONSTANT EMPLOYMENT—At home, Sale or Female, \$20 a week warranted. No experience necessary. Particulars sent free to all. Address W. H. CHRISTOPHER, 25 Broadway, New York.

TRY CHRISTIAN, a large, live, family paper, full of interesting and good reading. No subscription necessary. Particulars sent free to all. Address W. H. CHRISTOPHER, 25 Broadway, New York.

FOR COUGHS, COLDS, HOARSENESS, AND ALL THROAT DISEASES. WELLS' CARBOLIC TABLETS. PUT UP IN ONLY BLUE B-BOXES. A TRIED AND SURE REMEDY. Sold by Druggists.

FARMERS and PLANTERS.

MAKE YOUR OWN FERTILIZERS, and save from \$10 to \$20 per ton. Get the Best Dissolved and Pure Ground BONES AND CHEMICALS.

From R. J. BAKER & CO., 36 & 38 South Charles St., Baltimore.

HAVE YOU tried JURUBERA.

Weak, Nervous, or Debilitated? Are you so languid that your exertion requires more of an effort than you feel capable of making? Then try JURUBERA, the wonderful tonic and invigorator, which acts directly on the secretory organs, imparts vigor to all the vital forces. It is a tonic, which stimulates for a short time, only to let the patient fall to a lower depth of misery, but it is a vegetable tonic acting directly on the liver and spleen. It regulates the digestive organs, purifies the blood, and gives such a healthy tone to the whole system as to soon make the invalid feel like a new person. Its operation is not violent, but is characterized by great gentleness; the patient experiences no sudden change, no marked results, but gradually feels better and stronger. "Fold their tents, like the Arabs, And silently steal away." This is the best and most powerful remedy, but has been long used with wonderful remedial results, and is pronounced by the highest medical authorities, "the most powerful tonic and invigorator known." Ask your druggist for it. For sale by W. M. F. RIDDER & CO., New York.

HIGST MONTEPELLIER-DAY FIXED-FULL DISBURSMENT. First Grand Gift Concert.

Montpelier Female Humane Association, at ALEXANDRIA, VA. March 29, 1875.

LIST OF GIFTS \$100.00 1 Grand Cash Gift, \$100.00 10 Grand Cash Gifts, \$10.00 each, \$100.00 10 Cash Gifts, \$5.00 each, \$50.00 10 Cash Gifts, \$2.50 each, \$25.00 100 Cash Gifts, 100 each, \$10.00 1,000 Cash Gifts, 100 each, \$100.00 20,000 Cash Gifts, 20 each, \$400.00 21,175 Cash Gifts, \$100.00

Carolina Central Railway Co.

SUPERINTENDENT'S OFFICE, Wilmington, Dec. 10th, 1874. CHANGE OF SCHEDULE. On and after the 15th instant, trains will run over this Railway as follows: PASSENGER TRAINS. Leave Wilmington at 7:15 A. M. Arrive at Goldsboro at 11:30 A. M. Leave Goldsboro at 1:30 P. M. Arrive at Rocky Mount at 4:45 P. M. Leave Rocky Mount at 6:00 P. M. Arrive at Wilmington at 8:00 P. M. EXPRESS TRAIN AND THROUGH FREIGHT TRAIN. Leave Union depot, daily, at 7:15 P. M. Arrive at Goldsboro at 11:30 A. M. Leave Goldsboro at 1:30 P. M. Arrive at Rocky Mount at 4:45 P. M. Leave Rocky Mount at 6:00 P. M. Arrive at Wilmington at 8:00 P. M. Freight trains will leave Wilmington tri-weekly at 8:45 A. M. at 10:30 P. M. JOHN P. DIVINE, General Supt.

Carolina Central Railway Co.

Connections. Connects at Wilmington with Wilmington and Weldon, and Wilmington, Columbia & Annapolis Railroads, and with New York and Philadelphia Steamers, and the River Boats to Fayetteville. Connects at Charlotte with its Western Division, North Carolina Railroad, Charlotte and Statesville Railroad, Charlotte & Atlanta Railroad, and Charlotte, Columbia and Augusta Railroad. This supplying the whole West, Northwest and South with cheap and comfortable travel to the seaboard and Europe.

GENERAL SUPERINTENDENT'S OFFICE

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD CO. CHANGE OF SCHEDULE. On and after Tuesday, 24th, the following schedule will be in effect: NIGHT EXPRESS TRAIN, (Daily). Leave Wilmington at 7:15 P. M. Arrive at Florence at 11:30 P. M. Leave Florence at 1:30 A. M. Arrive at Columbia at 4:00 A. M. Leave Columbia at 6:00 A. M. Arrive at Florence at 8:30 A. M. Leave Florence at 10:30 A. M. Arrive at Wilmington at 12:30 P. M. Passengers going West from Columbia will take through Train, leaving Wilmington at 8:45 A. M. PASSENGER AND MAIL TRAIN, (Daily except Sundays). Leave Wilmington at 6:45 A. M. Arrive at Florence at 10:30 P. M. Arrive at Columbia at 1:30 P. M. Leave Columbia at 3:15 P. M. Arrive at Florence at 6:00 P. M. Through connections at Florence with trains for Charleston.

WE ARE SELLING OVER COATS, TALMAS, DRESS and BUS. SUITS, VERY LOW. MUNSON & CO., CITY CLOTHIERS.

RED AND WHITE ASH. Delivered Promptly. All Sizes. O. G. FARNSLEY & CO. Jan 15

SHIPPING. WILMINGTON, N. C., LINES

SEMI-WEEKLY Fast Freight Route to all Points South or East.

BALTIMORE. Baltimore and Southern Steam Transportation Company. SAILING FROM BALTIMORE—Tuesday & Friday, at 3 P. M. SAILING FROM NEW YORK—Tuesday & Friday, at 3 P. M. AND FROM WILMINGTON—Wednesday & Saturday. Wednesday & Saturday.

GIVING THROUGH BILLS OF LADING TO ALL POINTS IN North and South Carolina, Georgia and Alabama. For North or East bound Freight to Baltimore, Philadelphia, New York, Boston, Providence, Fall River and other Eastern Cities. Also, to Liverpool, Glasgow, Bremen, Antwerp, and other European ports.

These Lines connect at Wilmington with the Wilmington, Columbia & Augusta Railroad, Wilmington & Weldon Railroad, Carolina Central Railroad, and Cape Fear River Steamers, with their connecting Roads, offer unequal facilities for the prompt delivery of freight to all points. As the Steamers of these Lines, on arrival in Wilmington, stop at Railroad depot, the freight is transferred under covered sheds to cars without delay and forwarded by the Fast Freight Express that Evening.

MARK ALL GOODS VIA WILMINGTON LINES. For further information apply to either of the undersigned Agents of the Lines: EDWIN FITZGERALD, Agent Baltimore Line, 40 South St., Baltimore. WM. F. CLYDE & CO., Agent New York Line, 4 Bowling Green, New York. A. D. CAZAU, Agent Baltimore and New York Lines, Wilmington, N. C.

WILMINGTON AND WELDON RAIL ROAD COMPANY.

OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C., Jan. 9, 1875. CHANGE OF SCHEDULE. On and after Jan. 10 Passenger Trains on the W. & W. Railroad will run as follows: MAIL TRAIN. Leave Union Depot daily (except Sundays) at 7:15 A. M. Arrive at Goldsboro at 11:30 A. M. Leave Goldsboro at 1:30 P. M. Arrive at Rocky Mount at 4:45 P. M. Leave Rocky Mount at 6:00 P. M. Arrive at Wilmington at 8:00 P. M. EXPRESS TRAIN AND THROUGH FREIGHT TRAIN. Leave Union depot, daily, at 7:15 P. M. Arrive at Goldsboro at 11:30 A. M. Leave Goldsboro at 1:30 P. M. Arrive at Rocky Mount at 4:45 P. M. Leave Rocky Mount at 6:00 P. M. Arrive at Wilmington at 8:00 P. M. Freight trains will leave Wilmington tri-weekly at 8:45 A. M. at 10:30 P. M. JOHN P. DIVINE, General Supt.

BUSINESS CARDS.

DR. JAS. E. KEA, Surgeon & Mechanical Dentist, S. E. Corner of Market and Second Streets, WILMINGTON, N. C. All work done in the best manner and warranted. Prices low. nov 8

Graham & Nash, ATTORNEYS AT LAW, CHARLOTTE, N. C. PRACTICE IN THE STATE AND FEDERAL Courts, and make collections anywhere in North Carolina. Also negotiate sales of Real Estate, Agricultural, Mineral and other interests, and draft and receive City Letters of Credit on hand. July 1874

CROKLY & MORRIS, AUCTIONEERS, STOCK AND REAL ESTATE BROKERS, WILMINGTON, N. C. (CAN BE SEEN AT THEIR LIVES ROOMS) A plan of the city, on an enlarged scale. Blank Book with the boundaries of every lot in the city distinctly defined. Assessed value, past and present, of every lot in the city. Full information desired furnished upon application. July

INSURANCE. North Carolina Home Insurance Co. THIS Company continues to write Policies at fair rates, on all classes of insurable property. All losses promptly paid. Encourage Home Institutions. S. H. Battle, President; Scales, Secy. Atkinson & Manning, Agents. 134-17

INSURANCE ROOMS. \$27,000,000 FIRE INSURANCE CAPITAL REPRESENTED AFTER