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mington.

one clase will do it the Carolina Cen-

tal must undertake the job and at

once. The Western North Carolina

Road is to be sold and the Carolina

Central has control of the decree up-

der which it is to be sold. If these

two roads shall come under one own-

ership they will of course be worked

for the benefit of that ownership, and

in this event Wilmington becomes at

Southern lines from the Mississippi

vall y, and at no distant day the At-

lantic terminus of a great Atlantic and

To this consummation, so devoutly to

be wished, many people object. Gen-

eral Mahone, of Virginia, objects be-

cause our road will take freights from

his road. The Richmond and Danville

Road objects because our road will

take freights from its road, and

Pacific Railway.

60D.

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THE UNIVERSITY.

The Trustees of the University of North Carolina will meet at Raleigh on Wednesday, February 10th. As matters of moment will claim the attention of the Trustees, a full meeting is necessary.

EDITORIAL NOTES.

Isabella Wallace, a descendant of Sir William Wallace, of Scottish fame, died at Dunfermline, Scotland, on the 1st inst., aged 102 years.

The German authorities have notified the son of Count von Arpim not to use the title of count any longer, as the title was conferred upon his father by of the roads leading there object, the government, and is not hereditary.

There are rumors in England that and of the Atlantic Road also object, Mr. Disraeli intends to make an alli- and the North Carolina Road objects. ance matrimonial with the Countess of Obesterfield, who is a widow. The olina Central and the Western North rumor was current several months ago, Carolina Road to come under the but was simply called premature by same ownership if it can be prevented, the premier's intimate friends.

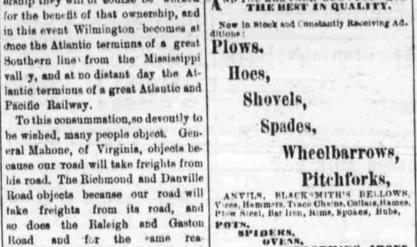
WILMINGTON AND THE WEST- when that completion is imperative'y THE CAROLINA CENTRAL AND demanded by its own interest? Taus THE WENTERN NORTH CARO- is the sole question. Let the genile-LINA HAILROADS.

It is now being charged that gross ponder well before they favor legislafrands were perpetrated in order to tion prejudicial to the Carolina Central feet the change of the Wilmington, Bailway. Their hope as well as our Charlotte and Rutherford Road into hope, their fature as well asour fature, the Carolina Central. The transfer of in our deliberate judgment, depends that road from the possession of its upon the Carolina Central Railway. former owners to that of its present Wo deprecate sectional strife, but owners, took place some time ago, and honor and duty demand that we should under the new ownership the road has speak out in the interest of our people been completed to Charlotte, During and of our section. We have been all this time, so far as we know, public silent long enough. virtue gave no evidence of any great

shock to its feelings at the course of An American girl won the gold the Carolina Central Ra Iway Com- medal at the recent examination at the pany. How is it then that after the College of Brazil, Rio de Jaueire. road has been made valuable by the An announcement made by the celeexpenditure of the present Company's brated Krupp would seem to indicate, money the present outery should be says the Army and Navy Gazette, that made, and so much virtuous indigua- the armament of Germany, as far 18 tion expended before the public? Is gues are concerned, is completed, or it because of virtue or because of invery nearly so. The firm of Krupp terest ? We very much fear the reason deciares that a reduction of wages has is one that bodes no good to the peo- become necessary in consequence of a ple of the southern portion of our State, slackness of demand. Preceding years, and one that evidences especial hostility it is said, gave the mine such an extrato the prosperity of the city of WE- ordinary amount of work that extraordinary salaries were paid. This happy

The Carolina Central Railway offers the best and most natural route to the cean for the travel and freights com workers, even in steel, are having ng from the great Mississippi valley their services dispensed with. Unde over the Western North Carolina all circomstances Mr. Krupp, much to Road. The Carolina Central has now his regret, finds himself obliged to rereached that point where the interests duce the salaries which he has been of its owners demand that they shall paying at Essen and elsewhere, expedite as rapidly as possible the completion of the other road. If no









The Messrs. Hoe, of New York, room in their factory, employed a capable person to hear recitations, and then compelled their apprentices to take the whole course of study which interests would anffer. had been projected.

The Mayor of St. Louis received an anonymous letter signed by five suppositions persons, threatening to burn the city on the 28th of January. They declared that they "have burned Chicago twice and Boston once," and now they intend to "try it on" in St. Louis. The 28th came and went, however, and St. Louis was not burned.

Gold, says the Nashville Union, is now higher in New York than it has been for nearly two years, and much attention and comment are elicited by the symptoms it exhibits of still furthe strength. While there is one class of observers who contend that the process or resumption under the act of Congress will diminish the premium, a much larger number of financiersand among them are not a few German bankers-argue that the recent heavy shipments of coin, the suspension of the weekly sales by the Secretary of the Treasury, and the daily absorption by this department of the customs re-

ceipts, have reduced the stock of gold at command, and thus caused an actual scarcity that is making itself felt upon the price, and, with similar favorable conditions, may carry the latter even to 120. Such is the talk of Wall street, For sev ral years past, at this season of the year, the average amount of specie held by the banks has been about \$25,000,000. The last report shows that the amount on hand is only \$17,000,000, the loss during the past week having been ne rly \$4,000,000. -

At the last session of Congress, various taxes were reduced for political effect in the then coming elections. The subterfuge failed to deceive the people, but it had left the Federal Is it not certain that the Carolina Cen-Treasury with a deficit of about \$40,- tral can and that it will complete it at 000,000. The removal of the tax on coffee and tea did not reduce the cost to American consumers one cent, be- that Company demand at the earliest cause Brazil and China immediately possible moment that a connection put on those articles an export tax of with the system of railways in the like amount. So, the restoration now Mississippi Valley should be estabof the old tax here is pretty certain to lished ? advance prices, as the foreign Governments are not likely to repeal their export duty. In anticipation of an increase of ten cents on whisky, nearly all the distilleries are rooning day and night to enlarge the supply as much as possible before the tax can take offect, when they will quit, and the Government can hardly expect a cent Beaufort in the far future, dependent from this source under nine months upon the exertions of Mr. Smith and though increased revenues are wanted | Mr. Oaksmith, or do they prefer the mediately. The panie produced by certain connection with Wilmington Radical legislation is at last coming dependant only upon the will of the me to its real authors.

1

State would be benefitted and not the bought books, fitted up a recitation Northern portion; and then Wilmington would become the great seaport, and not Norfolk or Beaufort, and the roads in these and other conflicting

> We think it is time to speak out in this matter, in defence of the interests of our city and of our section. Colouel Tate, of Burke, proposes for the State to buy the Western North Carolina Road and to levy a tax of eight conts on the hundred dollars for ten wears, we believe, to raise the money. Mr. Appleton Oaksmith, of Carteret, proposes to condemn the Atlantic, the North Carolina, and the Western North Carolina Road, under the right of eminent domain, for public use, and to pay for the same by levying a tax of forty-two cents on the hundred dollars, Major Smith also proposes to consolidate and build the Western Road by bonds raised on the credit of the North Carolina Road. But to accomplish this purpose Mr. Smith must relieve that road of heavy incum-

brances. All of these schemes involve taxation and the idea that the people of North Carolina will patiently submit to taxation to relieve these railroads is simply preposterous. If we are not able to pay old debts we certainly are not able to contract new ones.

And this being so it becomes the members of the Legislature from the West to ask themselves if they see any hope for the completion of their read save that held out by the Carolina Central Company? If this be true is it not the part of wisdom to accept the situation and at once?

Are not the interests of Wilmington and the interests of the West identical? Is there a shadow of a hope that Mr. Appleton Oaksmith or Major Smith or Colonel Tate can complete the Western North Carolina Road ? the earliest possible day, and for the simple reason that the interests of

What road has Mr. Smith built, or what groad has Mr. Oaksmith built that the people of the West should prefer to rely upon them rather than upon the Carolina Central Company ? The question is simply this, do our Western friends prefer forely upon an uncertain connection with Norfolk or Carolina Central to complete a read

194