

OUR STATE DEBT AND ITS PROPOSED COMPROMISE. The proposition to compromise the public debt of North Carolina, embodied in the bill passed by the Legislature at its recent session...

EDITORIAL NOTES. Spinner's retirement will necessitate the counting of every dollar in the Treasury vaults, amounting to more than one hundred millions.

It is rumored that Col John W. Forney has been urged to take the administration to take the editorial chair of the Philadelphia Press and lead the administration forces in the coming battle.

The Louisville Courier-Journal asserts that the Democrats will run a straight ticket in 1876, and that the selection to be made immediately, Tilden and Hendricks would probably be the candidates.

Ex-Senator Ramsey says the postal law was passed to relieve the Arizona stage companies, and that the express companies had no more to do with it than the Czar of Russia; not a single representative of an express company approached the Committee or any member of it...

The building of the new Erie railway bridge at Port Jervis, in considerably less than ten days, is certainly a noteworthy fact, even although the war long ago showed us what could be done in rapid construction.

These people, so far as we can see, seem disposed to demand payment in full, and to regard any arrangement short of that as repudiation. Of course it is not to be expected that debtor and creditor should agree upon terms of compromise, so long as they differ as to the ability to make payment.

Our attention has been called to this matter this morning by the reception of a copy of the Philadelphia Ledger with its money article, which we publish elsewhere, conspicuously marked. The Ledger says the act of Assembly if persisted in will do much to alienate from us the sympathy of our countrymen.

These Philadelphia gentry complain because we do not pay them the few millions we owe them. Suppose now a dollar is paid on them? How stands North Carolina in account with her Northern brethren? Is she debtor, or is she creditor? When those bonds were issued we had slaves, and they were valuable; we had lands, and they were valuable. Now our slaves are gone and our lands are mortgaged.

PRESIDENTIAL CORRUPTION. The statements contained in the following article, which we take from that highly respectable and reliable paper, the Boston Post, show an amount of corruption on the part of the President that is almost incredible.

It is a good thing to be brotherly, but a suspicious virtue when practiced at the public expense. A President has a right to a brother, and even to a brother-in-law, but he has no right to compel the country to pay for the luxury. Of brother-in-law Casey everybody has heard; it is now brother Orville's turn.

THE CREDIT MOBILER. To the Editors of the Evening Post: In the Evening Post of the 30th of March I observed the following paragraph: "The Hartford Post says that it is said the executors of Oakes Ames have discovered by his accounts that the money he claimed to have paid to Mr. Cuffx and others was in fact used for his own purposes at the time he was hard-pressed by his financial embarrassments."

Plows, Hoers, Shovels, Spades, Wheelbarrows, Pitchforks, ANVILS, BLACKSMITH'S BELLOWS, Vice, Hammer, Truss Chews, Collars, Hammers, Pick Axes, Bar Iron, Bumps, Spokes, Hubs, POTTS, SPIDERS, OVEN, SHOOTING IRONS, SMOOTHERS, POCKET KNIVES, TABLE CUTLERY, REVOLVERS, LONDON TWIST GUN, COOPER'S TOOL, And a Complete Stock of HARDWARE, NATHANIEL JACOBI'S HARDWARE DEPOT, NO. 9 MARKET ST.

THE CLYDE LINE. New York and Wilmington Steamship Company. WEDNESDAY and SATURDAY at 3 P.M. From Pier 13, North River.

NOTICE. Listing of Taxables for 1875. A PERSONS AND CORPORATIONS within the corporate limits of the City of Wilmington, on the first day of April, 1875, are required by law to list all their Real, Personal and Poll Taxes for the year 1875.

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MISCELLANEOUS. WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD CO. CHANGE OF SCHEDULE. On and after Monday, April 13th the following schedule will be run: SOUTHERN TRAIN, Daily. Leave Wilmington at 6:30 P. M. Leave Florence at 11:30 P. M. Arrive Columbia at 6:45 A. M. Arrive Augusta at 9:15 A. M. Arrive Savannah at 11:30 A. M. Arrive Jacksonville at 12:30 P. M. Arrive Wilmington at 6:30 P. M.

Carolina Central Railway Co. SUPERINTENDENT'S OFFICE, Wilmington, Dec. 10th, 1874. Change of Schedule. On and after the 15th instant, trains will run over the Railway as follows: PASSENGER TRAINS. Leave Wilmington at 7:15 A. M. Arrive Charlotte at 11:45 P. M. Leave Charlotte at 6:30 A. M. Arrive Wilmington at 6:45 P. M.

WILMINGTON AND WELDON RAILROAD COMPANY. WILMINGTON, N. C. Jan. 2, 1875. CHANGE OF SCHEDULE. On and after Jan. 3d Passenger Trains on the W. & W. Railroad will run as follows: MAIL TRAIN. Leave Union Depot daily except Sundays at 7:30 A. M. Arrive Goldsboro at 11:45 A. M. Arrive Rocky Mount at 3:45 P. M. Arrive Weldon at 4:45 P. M. Arrive Weldon daily at 10:30 A. M. Arrive Rocky Mount at 12:45 P. M. Arrive Goldsboro at 1:45 P. M. Arrive Union Depot at 6:45 P. M.

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CLYDE'S NEW YORK AND BOSTON LINES. VIA Wilmington, N. C. Fast Freight Route to all Points North or South. NEW YORK. New York and Wilmington Steamship Line! SEMI-WEEKLY. Sailing from NEW YORK, WEDNESDAY and SATURDAY at 3 P. M., and from WILMINGTON, WEDNESDAY and SATURDAY.

Baltimore and Southern Steam Transportation Company. Via WILMINGTON, N. C. FAST FREIGHT ROUTE. To all Points North or South. BALTIMORE. Baltimore and Wilmington Line. SEMI-WEEKLY. Sailing from BALTIMORE Tuesday & Friday, at 3 P. M. AND FROM WILMINGTON Wednesday & Saturday. BOSTON AND PROVIDENCE. Baltimore and Wilmington Line, Baltimore, Boston and Providence Line, or via Canal Daily to Philadelphia and City of Philadelphia and Providence Line. Semi-Weekly from each Port.

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Carolina Central Railway, GENERAL FREIGHT DEPARTMENT, WILMINGTON, March 31st, 1875. THE ATTENTION OF THE PUBLIC IS RESPECTFULLY INVITED TO THE fact that the Carolina Central Railway, being completed and fully equipped, for business with its connections at Wilmington, both direct Steam Lines and via Weldon and Portsmouth, to Baltimore, Philadelphia, New York, Boston and Providence, unequalled facility for handling shipments from.

REMOVAL! REMOVAL! M. FRANK & BRO., DEALERS IN DRY GOODS, CROCKERY, GLASSWARE, &c., Desire to inform their friends and the public generally that they have removed to the Store formerly occupied by them, No. 17 Market Street. Having disposed of the bulk of their old stock, they have received and are daily receiving new and desirable goods which they will sell at prices to suit the times. A call is respectfully solicited. M. FRANK & BRO., No. 17 Market Street.

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