

The Daily Journal, the oldest daily paper in North Carolina, is published every morning, except Monday, at Eight Dollars a year; Four Dollars six months; Seventy-five cents per month for shorter periods. Sent by Carriers to 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 EIGHT DOLLARS AND A HALF; ten copies FIFTEEN DOLLARS; twenty copies TWENTY-FIVE DOLLARS.

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Address: ENGLISH & SAUNDERS, Wilmington, N. C.

EDITORIAL NOTES.

A large, heavy-set man, who resided near Indianapolis, died recently from a disorder which no Indiana doctor could make out. At the time of his death he was little more than a skeleton, his flesh having nearly all wasted away. A post mortem examination showed that his liver was full of abscesses, so that his food had not been properly absorbed, and that he had actually starved to death.

Sir Charles Lyell has left a fortune of about \$150,000. To the London Geological Society he willed \$10,000, the annual interest of this sum to be applied to the encouragement of geology or allied sciences. The money, it is provided, is to be appropriated partly for traveling expenses or for memoirs of papers, and without reference to the sex or nationality of the authors.

A new American prima donna, the daughter of E. L. Davenport and sister of Fanny and May Davenport, has made a decided hit in opera in Italy. A Turin paper thus speaks of her debut in "Trovata": "Her seductive feature, her elegant bearing, the musical perfection and freshness of her voice, and her intensely dramatic execution"; and in conclusion the critic writes: "La Blanche has conquered the loftiest difficulties, and we predict for her a splendid future."

The Boston Advertiser says of the Connecticut election that it was "a patent lesson of the result that the Republican party cannot successfully undertake to approve and defend the errors of its national administration," and adds gingerly: "The name of the President is not a potent rallying cry East or West; and if there ever was a design on the part of anybody to make him the Republican candidate for a third term, the Connecticut election is a significant warning that will not do to try it."

Robert Gordon is probably the wealthiest black man in Cincinnati. His skin is quite black. He is worth \$60,000, and is sixty years of age. He was born in Richmond, Va., and was a slave till he was thirty years old, and bought himself, and it is since then that he has amassed his huge competency. He earned his money in trading in coal. His master was a coal-dealer, and from him the slave acquired a knowledge of the business. Robert was his master's yardman, and was so faithful that his master entrusted him with much of the business management. He learned to read and write while a slave, and also made his first ventures in the coal trade during his slavery. With his master's permission he began to speculate in his first money was earned by speculation in sunken coal-barges.

Perhaps, after all, we shall have to rely on the fashionable dressmakers to lead the death-bell to polygamy. A Salt Lake City correspondent says that one of the chief causes of dissatisfaction in Mormondom is the introduction of fashionable dressmaking and the consequent creation of a taste among the Mormon women for finery. They have discovered that where a man has half a dozen wives it is impossible for him to foot all the millinery and dress-making bills, and consequently a number of the ambitious have become warm advocates of monogamy, as they perceive such a state enables them to gratify the dress propensity. Very few of the Mormons are able to pay for the fashionable costuming of five or ten wives. Before bustles and other paraphernalia were introduced the Saints had an easy time, as their wives dressed in the coarsest material. Fat Utah is colonized by fashionable dressmakers by all means.

THE SOUTHERN HISTORICAL SOCIETY.

The following utterances are as well worthy of consideration by the readers of the Journal as by those of the Index and Appeal, by Carolinians as by Virginians, and we therefore reproduce them this morning with our most cordial endorsement. Our esteemed Petersburg contemporary says: "The highest duty of every Southerner who would see the fair fame of his dead brothers rescued from oblivion or aspersion, is to assist in the collection of suitable material for a history of the war from a Southern standpoint. It is impossible that any of those who regarded the whole struggle in the light of a rebellion, could do justice to the motives or to the actions of men who believed they were fighting in a just war of liberty and independence. If the task of presenting to posterity for its judgment, a fair statement and vindication of our people, is ever to be discharged, it must be assumed by the South and the Southern people; and if they fail, the history of the great civil contest will be partisan, prejudiced and for all practical purposes worthless. Even our enemies might well desire, if for no higher motive than curiosity, to hear what we have to say in our own defence. And our own people, bound by every sacred tie to the past, to its record and its actions, must feel the need of some systematic effort to rescue the justice of history from perversion; to maintain the truth against sectional misrepresentation, and to keep distinct and clear the names of the dead who gave their priceless lives to the defence of the Southern States.

There is nothing political, nothing disloyal, in such a purpose; and such is the mission of the Southern Historical Society. The headquarters of the Association are at Richmond. General Early is the President, and Rev. J. William Jones, D. D., is the Secretary. We are gratified to know that the Society has already accumulated a considerable store of valuable documents and other material of history, in its archives in the State Capitol. It is providing for the great work which must be at some time undertaken by a worthy champion and chronicler of the Confederate struggle. The expense incident to this labor of love and of sacred duty is not large, but has to be defrayed by the sale of memberships, both life and annual. The life memberships cost \$50; and annual memberships \$3 per year. We hope that the efforts now being put forward in the Society's behalf will realize an immediate and liberal success. The Society will soon commence the publication of valuable papers and pamphlets, and these, we learn, are to be sent as soon as issued to all the members of the Society. Let it be remembered that time is precious in respect to the rescue and proper preservation of the material out of which a just and fit record of the war is to be constructed by the Southern historian. The material itself decays, is scattered, and is lost, with every day, and its collection becomes an undertaking of greater difficulty and cost. Let the Society be strengthened so that no embarrassment may impede its work. Out of the facts it is now carefully collecting, editing and preserving, the figure of the South in battle will be made to rise heroic and glorious, for the eyes of mankind to dwell on in admiration—a memory and a treasure for all time."

An Important Act.

"An Act to prevent discrimination in freight tariffs by Railroad Corporations doing business in the State." The General Assembly of North Carolina do enact, Section 1. It shall be unlawful for any Railroad Corporation operating in this State to charge for the transportation of any freight of any description over its road, a greater amount as toll or compensation than shall at the same time be charged by it for the transportation of an equal quantity of the same class of freight transported in the same direction over any portion of the same railroad of equal distance, and any railroad company violating this section shall forfeit, and pay the sum of two hundred dollars for each and every offence to any person suing for the same. Sec. 2. It shall be unlawful for any railroad company operating in this State to allow any freight they may receive for shipment to remain unshipped for more than five days, unless otherwise agreed between the Railroad Company and the shipper, and any company violating this act shall forfeit and pay the sum of twenty-five dollars for each day said freight remains unshipped to any person suing for the same. Sec. 3. Nothing in this act shall be taken in any manner as abridging or controlling the rates of freight charged by any Railroad Company to or from any competing point (such as junction with other Railroads), or termini of any Railroad in this State, but said Railroad Company shall have the same right to charge such rates for carrying such freight as they possessed before the passage of this act; Provided, however, that the provisions of this section shall not apply to any freight received at a local point so far as road receiving such freight is concerned. Sec. 4. This act shall be in force from and after its ratification.

A lady correspondent inquires of an Eastern paper: "How shall I keep my husband at home in the evening?" Women are constantly asking this question; but every woman of sense ought to know that she can keep her husband at home easily enough by simply opening a first-class beer-garden in the back-yard. It is hardly necessary to say that a few pretty water-girls thrown in, by way of supplementary diversion, might have a tendency to drive him abroad, but it would be ridiculous to omit them, nevertheless.

POST OFFICE FRAUDS.

Investigation of the Case of False Statements of the Government Clerks.

WASHINGTON, April 13, 1875. This morning United States Commissioner Ingersoll held an examination in the case of James Van Vleet, who is charged with offering or giving, or causing to be offered or given, \$300 to Chester M. Colt to influence his action and cause him to do an act in violation of his lawful duties, in order to assist Wm. C. Iddings and Patrick Laughlin to procure an award of the contracts for carrying the mails, through fraudulent bids. Colt was made a witness in this case as State's evidence. He said that several months ago Van Vleet came to him and told him he wanted to introduce him to Kettle, and desired him to give to Kettle the mails on certain routes in Texas, saying to him that there were \$5,000 to be made in the transaction; the witness received \$400 from Kettle and furnished to Kettle what he believed to be the lowest bids, and Kettle from this information put in lower bids in the name of William C. Iddings and Patrick Laughlin; he was not positive that he slipped in the fraudulent bids, but he knew that two or three such bids were mixed with the genuine bids so as to be considered by the Postmaster General as bona fide bids; he asked Kettle for the \$400 as a loan, intending to return it some future time.

MONEY WAS A SECONDARY CONSIDERATION with him in furnishing the information to Kettle, and his main object was to oblige his friend Van Vleet, who introduced him to Kettle. Van Vleet had asked witness if he could furnish certain information to Kettle, and witness told him he would do the best he could. William D. Kettle, having been sworn, said that about the 10th of February he was introduced to Colt by Van Vleet; he made arrangements with Colt and Van Vleet to take four or five wine dinners with him at a restaurant; it was after the second dinner that witness approached Colt on business that witness brought to him a book from the Post Office Department, and showed him the amounts of the lowest bidder on the margin; witness thought from the figures that he could slip in two or three bids, and therefore, he gave Colt first \$200 and paid him \$250 afterwards; the witness said he put in these Texas bids in the name of Patrick Laughlin; he handed them to Channell, a clerk in the department, who slipped them in.

AMONG THE GENUINE HIDE;

he did not regard the money given to Colt as a loan; it was given to him for furnishing information; witness had said to Van Vleet that he would like to become acquainted with Colt, to ascertain the lowest bids; Van Vleet remarked that Colt was a pleasant boy; he never authorized Van Vleet to say there was \$5,000 in it; he made a number of bids in the name of Patrick Laughlin.

WHAT COULD HE WANT?

He did not say anything about money to Van Vleet at the time he sought an introduction to Colt; the latter wanted \$600 of him; he mentioned this to Van Vleet, who laughed and said, "That is rather heavy," the witness "could not see it"—that is he did not think the advantage he derived from Colt's information was worth that much money; he did not authorize Van Vleet to offer Colt any specific sum; after the introduction he negotiated with Colt alone; he told Van Vleet at the second meeting that he found Colt a pretty good boy, and that he could make some points out of him. During the cross-examination Kettle said Van Vleet must have known what Post Office contractors are after when they give dinners. The further examination was adjourned till to-morrow.

District Attorney Fisher and Judge Spence, Solicitor for the Post Office Department, appeared for the government; and Colonel William A. Cook and Charles Thompson for Van Vleet.

A New Canal Route Surveyed.

The United States surveying party under the command of Capt. Lull, of the United States Navy, returned to the Pacific Mail steamship Aquapole, having completed the survey of the Isthmus of Darien. It is stated that the result of the survey has clearly demonstrated the practicability of constructing an interoceanic canal route. The report that the party had finished their survey from Panama to Aspinwall, and had pronounced it to be the most desirable route for the contemplated canal, was received with great satisfaction by the people of Panama. During the progress of the survey the Congress at Bogota manifested its interest in the project by the introduction of a bill in the House of Representatives by one of the Deputies from Panama, to authorize the appointment of an exploring commission of Colombian engineers to examine three routes for a canal. The first of these routes was that which has been surveyed by Commander Lull, and which is the one selected by the French engineer, and runs from Limon bay, on the Atlantic to the Bay of Vacca del Monte, on the Pacific. The second was from the Bay of Mundings on the Atlantic, to the mouth of the Chepo River, on the Pacific. The third route was that inspected and reported upon by Capt. Selfridge. Should the explorations made by this commission be found to agree with those made by Commander Lull, the Government will publish the report of their engineers in this country and Europe, and lend every assistance to the construction of the canal. The full account of the result of Capt. Lull's explorations will not be made public until it is presented in an official report to the United States Government.

MISCELLANEOUS.

GO TO THE JACOBI AXE. BUY YOU ARE THEN SURE YOU HAVE THE BEST QUALITY. Now in stock and constantly receiving additions.

Plows, Hoes, Shovels, Spades, Wheelbarrows, Pitchforks, ANY KINDS, BLACK-SMITH'S BELLOWS, Vices, Hammers, Trace Chains, Collars, Hames, Flour Sifters, Bar Iron, Irons, Spikes, Hubs, POLES, SPOKES, OVEN, BOOTHING IRONS, POCKET KNIVES, TABLE CUTLERY, KEYS, &c., &c., LONDON TWIST GUNS, COOPER'S TOOLS, and a Complete Stock of HARDWARE, NATHANIEL JACOBI'S HARDWARE DEPOT, NO. 9 MARKET ST.

GENUINE PERUVIAN GUANO.

Last year I sold Genuine Peruvian Guano at the same price charged by Messrs. Hobson, Hudson & Co., the General Agents of the Peruvian Government in this country, selling a very fine fertilizer, as a recommendation to my neighbors, and I am happy to say that all who thought, acknowledge that I gave no false satisfaction. They are, owing to the more liberal prices allowed to purchasers of large quantities without commission, in fact of 1 to 5 tons, but which when taken in large quantities, as they are usually used, are of a superior quality, and I propose to divide with my customers in proportion to their order; whereas the General Agents are obliged to maintain a fixed price, and to supply the market, but to the detriment of the quality of the Guano in the same, as it is sold by the General Agents, and at less price, circulars with references, testimo-nials, and full particulars, mailed free on application to No. 23 B'way St., New York. P. O. Box 123 march 10 50-4w/it

Whitelock's Vegetator.

Superior to any Fertilizer Made in the United States. For COTTON, CORN, TOBACCO. For sale by J. McLaughlin & Son, Charlotte, N. C.; and by Messrs. Murray & Co., Wilmington, N. C.; Williams, Upchurch & Thomas, Raleigh, N. C.; W. L. McCulloch, Franklin, N. C.; Timberlake & Sons, Pacific, N. C.; Branch & Co., Wilson, N. C.; M. A. Angler, Durham, N. C. Feb 28 51-4w/it

E. FRANK COE'S Ammoniated Super-Phosphate.

FOR SALE FOR CASH OR ON CROP TIME BY O. G. PARSLEY & CO. march 31 11-4f

FINE ARTS. Geo. R. Scott, ARTIST IN CRAYON PORTRAITS.

Samples can be seen and Orders left at the Book Store of P. Heinsberger. The Patronage of the Public is respectfully solicited. march 10-4f

GRAND OPENING SPRING AND SUMMER MILLINERY. For the Ladies.

I have returned from the North with a large and handsome stock of Millinery Goods, such as French Pattern Bonnets, Hats, Flowers, Ribbons, &c., and Straw Goods. Having bought my goods for cash, I can give my patrons special inducements, both in style and quality, at extremely low prices for cash only. Mrs. A. D. BROWN, Millinery Emporium, EXCHANGE CORNER, march 4 51-2w

Marshal's Office CITY OF WILMINGTON, January 23d, 1875.

NOTICE.

FROM THIS DATE AUCTIONEERS ARE prohibited selling any stock of any kind in front of the City Market. Prisoners arrested from the eastern line of Front street to the western line of Fourth street, or between Third and Fourth streets, between the northern line of Market and the southern line of Chestnut streets, are designated for the purpose. By order - J. H. ROBINSON, City Marshal.

Nuga Bar Bon-Bons, FLORIDA ORANGES AND LEMON Slices, Cream Chocolate, Gum Drops, and a full assortment of Mixed Candies and Nuts, Mince Meat, Apple Butter, Cross and Black-wally Pickles.

Old Port and Baker Whiskey. H. W. SHURE, No. 31 North Front St. april 1 51-4f

Molasses! Molasses!

300 Hbls. R. H. Molasses, 500 Hbls. R. H. Molasses, 300 Hbls. New Crop Cuba Molasses, 100 Hbls. New Crop Cuba Molasses. For sale by KERCHNER & GARDNER 51-4f

Carolina Central Railway Co.

Change of Schedule. On and after Friday, April 10th, 1875, the trains will run over this Railway as follows: PASSENGER TRAINS. Leave Wilmington at 7:15 A. M. Arrive at Charlotte at 1:15 P. M. Leave Charlotte at 3:30 P. M. Arrive at Wilmington at 9:30 P. M. FREIGHT TRAINS. Leave Wilmington at 8:00 P. M. Arrive at Charlotte at 2:00 A. M. Leave Charlotte at 4:00 A. M. Arrive at Wilmington at 10:00 A. M. MIXED TRAINS. Leave Charlotte at 7:00 A. M. Arrive at Buffalo at 12:30 P. M. Leave Buffalo at 1:30 P. M. Arrive in Charlotte at 4:30 P. M. No Train on Sunday except freight train that leaves Wilmington at 6 P. M., instead of on Saturday night.

Connections.

Connects at Wilmington with Wilmington & Weldon, and at Charlotte with Wilmington & Augusta Railroads, semi-weekly New York and Asheville railroads, and weekly Raleigh & Gaston, and the River Boats to Fayetteville.

Connections.

Connects at Charlotte with the Western Division, North Carolina Railroad, Charlotte and Statesville Railroad, Charlotte & Atlanta Air Line, and Charlotte, Columbia and Salisbury Railroad.

Connections.

Thus supplying the whole West, Northwest and Southwest with a short and cheap line to the Seaboard and Europe. S. L. FREMONT, Chief Engineer and Superintendent. april 10 51-4f

GENERAL SUPERINTENDENT'S OFFICE WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD CO. WILMINGTON, N. C., April 3, 1875.

CHANGE OF SCHEDULE.

On and after Monday, April 6th the following schedule will be run: NIGHT EXPRESS TRAIN, (Daily). Leave Wilmington at 6:30 P. M. Arrive at Florence at 11:30 P. M. Arrive at Columbia at 1:30 A. M. Arrive at Augusta at 4:45 A. M. Leave Augusta at 6:15 P. M. Leave Columbia at 8:15 P. M. Leave Florence at 12:00 A. M. Arrive at Wilmington at 1:10 A. M. Passengers going West beyond Columbia will take through Train, leaving Wilmington at 6:25 P. M. PASSENGER TRAIN, (Daily except Sunday). Leave Wilmington at 6:00 A. M. Arrive at Florence at 12:00 P. M. Leave Florence at 1:00 P. M. Arrive at Wilmington at 4:00 P. M. Passengers for Charlotte, Columbia and Augusta and beyond, should take Night Express train from Wilmington. Passengers going West beyond Columbia will take through Train, leaving Wilmington at 6:25 P. M. JAMES ANDERSON, Gen'l Superintendent. april 3 51-4f

WILMINGTON AND WELDON ROAD COMPANY.

CHANGE OF SCHEDULE. On and after Jan. 31st, Passenger trains as the N. & W. Railroad will run as follows: MAIL TRAINS. Leave Wilmington at 7:00 A. M. Arrive at Rocky Mount at 11:45 A. M. Arrive at Weldon at 1:45 P. M. Leave Weldon at 3:45 P. M. Arrive at Rocky Mount at 7:45 P. M. Arrive at Wilmington at 11:45 A. M. Union Depot at 6:00 P. M. EXPRESS TRAIN AND THROUGH FREIGHT TRAIN. Leave Wilmington at 7:15 P. M. Arrive at Goldsboro at 1:00 A. M. Arrive at Rocky Mount at 3:00 A. M. Leave Rocky Mount at 5:00 P. M. Arrive at Weldon at 7:00 P. M. Arrive at Union Depot at 9:00 A. M. Mail Train makes close connection at Weldon for all points North via N. & W. Line and Aquia Creek route. Pullman's Palace Sleeping Cars on all routes. Freight Trains will leave Wilmington weekly at 6:45 A. M. and arrive at 1:00 P. M. JOHN P. DIVINE, General Agent. april 3 51-4f

50 BARRELS AND BOXES 'Apples, Oranges and Lemons.

For sale low by GEO. MYERS. JOB LOT OF "Choice Butter" FIFTY PACKAGES. This is the opportunity to get good Butter at a very low price at GEO. MYERS'. EXTRA LARGE New Mess Mackerel. George's Bank Codfish and Fresh Salmon. This weeks fresh supplies coming in to day. At GEO. MYERS', 11 & 13 South Front St. april 1 51-4f

SPRING AND SUMMER NOVELTIES FANCY GOODS

WILLIAM FYFE'S, EXCHANGE CORNER. I will also call particular attention to my stock of Plain, Striped and Check Satinets, Victoria Laces, Ribbons, Victoria Stripes Goods, Laces and Linen Diaper, &c., &c. Linen Handkerchiefs from 10 cts. up. A lot of Ladies' Hemstitched Handkerchiefs at 25 cents, worth 35 cents. A bargain. Please give me a call and examine for your self. Don't forget Exchange Corner. Expected daily a full line of Ladies' Pearl and Imitation Hair Goods, Sunshades, Parasols, &c., &c. april 11 51-4f

The Enfield Times. DANIEL BOND, Editor & Prop'r. C. G. DAVENPORT Associate Ed. TERMS—One Year, \$3 00; Six Months, \$1 00. One of the most interesting exchanges that comes to us from the Old North State—Baltimore, Baltimore, Md. Judging from the first number, it will most likely take rank, editorially, with the first papers in the North—New York (The Journal). Shows an aptitude and ability in discussing important questions, and evinces much enterprise in the general management and editorial execution.—Baltimore (The Statesman). The Enfield Times is a well edited paper, and is the best printed paper in North Carolina (The South, N. C.). april 3 51-4f

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.

BOSTON AND FALL RIVER. New York and Wilmington Steamship Company, CONNECTING WITH THE OLD COLONY RAILROAD AND STEAMERS. Daily Between BOSTON and NEW YORK. Semi-Weekly between NEW YORK and WILMINGTON. Wednesday and Saturday from each Port.

Shippers may rely upon the prompt and regular sailing of these Steamers, and quick dispatch given to all shipments by this route. NO DELAYS. Connecting at Wilmington with the WILMINGTON, COLUMBIA & AUGUSTA RAILROAD, THE CAROLINA CENTRAL RAILWAY, AND THE YEAR RIVER STEAMERS. Through Bills of Lading given to and from all Points in NORTH and SOUTH CAROLINA, GEORGIA and ALABAMA. Also to NEW YORK, BOSTON, PROVIDENCE, FALL RIVER and other Eastern Cities. Rates guaranteed as low as by any other route and time as quick. Losses or overcharges promptly paid.

Mark all Goods via Clyde's Wilmington Line.

For further information apply to either of the undersigned Agents of the Line. D. D. C. MINK, General Eastern Agent, 29 Devonshire Street, Boston. W. M. P. CLYDE & CO., General Agents, New York Line, 6 Bowling Green, N. Y. A. D. CAZAUX, Agent.

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. 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 Clyde's Philadelphia and Providence Line. Semi-Weekly from each Port. PHILADELPHIA. Baltimore and Wilmington Line, SEMI-WEEKLY BETWEEN BALTIMORE AND WILMINGTON. Baltimore and Philadelphia Steamboat Co., Daily via Canal between BALTIMORE AND PHILADELPHIA. WESTERN CITIES. BALTIMORE AND WILMINGTON LINE. Northern Central Railroad AND THE Baltimore and Ohio Railroad.

Shippers may rely upon the prompt and regular sailing of these Steamers, and quick dispatch given to all shipments by this route. NO DELAYS. Through Bills of Lading given to and from all Points in NORTH and SOUTH CAROLINA, GEORGIA and ALABAMA. Also to BALTIMORE, PHILADELPHIA, BOSTON, PROVIDENCE, and other Eastern Cities. Rates guaranteed as low as by any other Route and time as quick. Losses or overcharges promptly paid. Mark all Goods via Baltimore and Wilmington Line. For further information apply to either of the undersigned Agents of the Line. EDWIN FITZGERALD, Agent, Baltimore Line, 50 South Street, Baltimore, march 15-4f. A. D. CAZAUX, Agent, Baltimore and New York Line, Wilmington, N. C.

NOTICE. 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 connection at Wilmington, both via street Steamers Lines and via Weldon and Portsmouth, to Baltimore, Philadelphia, New York, Boston and Providence—unequaled facility for handling shipments from WILMINGTON AND ALL EASTERN CITIES TO CHARLOTTE, STATESVILLE, GREENVILLE, SPARTANBURG. And all stations on Atlantic, Tennessee, and Ohio Atlantic and Richmond Air Line and North Carolina Railroads as well as all points in GEORGIA and ALABAMA. Insurance from Eastern cities guaranteed as low as via any other line. No terminal or transfer charges, and Rates always as low as the lowest. Rates to all points mentioned upon application to the undersigned. Office in Bank of New Hanover Building. april 3-30-75 F. W. CLARK, General Freight Agent.

Feathers. A LARGE LOT OF LIVE GEESE FEATHERS on hand and for sale low by D. A. SMITH & CO. Sash, Blinds and Doors. A LARGESTOCK JUST RECEIVED and for sale at reduced prices by D. A. SMITH & CO. BUY Our Half Dime Cigar FOR Half Dollar per Dozen. The cheapest in the market. At No. 22 Market Street. D. PICOTT. march 30 51-4f

NORTH CAROLINA CASSIMERES. THE TRUE WAY TO OBTAIN SUPERIOR COMMERCIAL Independence is to Patronize Southern Industry. A Half Dozen Lot of Salem Cassimeres Just Received. Gentlemen are invited to call and examine these MERITORIOUS GOODS. In Color and Fabric they are Unrivalled among American Goods, and would be creditable to the highest European manufacturing skill. BOSKOWITZ & LIEBER. march 18th 51-4f

FACTORY. Doors, Sash, Blinds and Mouldings, &c. When you want bottom prices, or where they are made—out of Walnut, Oak, White Oak &c. D. W. DYER. april 3 51-4f