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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 ELEVEN DOLLARS and a half; seven copies THIRTEEN DOLLARS and a half; eight copies FIFTEEN DOLLARS; ten copies TWENTY DOLLARS.

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WILMINGTON, N. C. SCHENKEL & SAUNDERS, Proprietors.

EDITORIAL NOTES.

Col. Scott, they say, has opened elegant apartments in Washington. What's that the spider said to the fly? This commissioner of public works of New York refuse to obey the mandate of the aldermen to increase the wages of the laborers.

The flutter in the navy, say the gossips, is making sad havoc in Washington society. No less than fifty officers in Washington have received orders to hold themselves in readiness for immediate sea duty. Think of it! Half a hundred eligible beaux disposed of at one fell swoop.

The National Temperance Society have moved on the Centennial commissioners in brave array, and requested them to cancel all grants they have been made for the sale of wine at the Centennial. An International Exhibition on the temperance plan would be a novelty, but it is feared that it would not excite the admiration of Johnny Bull, Johny Crapaud, or even the visitors from the Farland.

There is a lady in New York who was once engaged to be married to John Wilkes Booth, but broke off the match and requested the return of her letters, which he refused. Her story goes that she never heard directly from him again until two years after his reported death, when a man called at her house at dusk. She opened the door herself, he handed her a sealed package and disappeared. On opening it she discovered her own old love letters to Booth, and a line unmistakably in his hand. It was: "I return your letters." Inside the letters, was a piece of Cuban newspaper. She firmly believes that Booth still lives.

As a German girl approaches the completion of her education, her studies are somewhat relaxed, and she attends once or twice a week at a Nashville, where lessons are given her in cutting out, fixing, piecing, patching and darning, and all ornamental attaching. She will make for herself a complete outfit against the day when she emerges from schoolgirlhood into youngladyism.

A man named Nathaniel Lyle stung himself into a box car on a branch of the St. Paul railroad, between Austin and Mason City, Iowa. The car took fire, and Lyle suffered some injuries. Physicians swore that Lyle was afflicted with consumption, the result of partial suffocation and roasting in the car, and the jury gave the plaintiff a verdict for \$1,500.

Mr. Martin F. Tupper has written a drama in five acts entitled "Washington," which he intends to have brought out in this country during the Centennial year. Col. Forney writes that Mr. Tupper may come over in person and superintend the introduction of the play. The characters represented were Washington, Franklin, Patrick Henry, John Adams, Benedict Arnold, Lafayette, Andre, Martha Washington and Mary Arnold.

WOMEN'S EXPRESS.

More than ten years ago Captain F. M. Wooten, well known as a citizen and an officer of the Wilmington, Charlotte and Beaufort Railroad, and who has established himself in the confidence of our people by his upright character and attention to business, started in a modest way, at the request of many of our citizens doing business along that road, an Express, when the business was too small to attract the attention of Express Companies, and nothing particular was to be gained by accommodating our merchants. This business has now grown to proportions which begin to claim the attention of wealthy corporations, and we are not surprised to learn that a vigorous effort is about to be made to deprive Captain Wooten of the benefits of his years of labor and enterprise. Indeed a similar attempt sometime since resulted temporarily, and very recently Wooten's Express has extended its business to Asheville, placing Wilmington in closer commercial relations with that city and section.

We have been informed that Captain Wooten has been notified by the General Superintendent of the Southern Express Company that he would no longer be recognized by that mammoth monopoly as doing an Express business, although he had entered into bond in the sum of twenty thousand dollars to insure the Southern Express Company against loss by reason of any through business they might do in common.

The object of this wealthy company, owned by the Adams Express Company, is to drive Captain Wooten out of business by cutting off all communication with him, and to usurp the business upon the lines over which his Express now runs. Will this effort succeed? That depends much upon our own people and State government. Captain Wooten is but an individual, engaged successfully in the express business between Wilmington and Asheville. He has given very general and great satisfaction. His charges are much lower than those of the Southern Express, and he does his work as satisfactorily, as safely and as expeditiously as does the Southern Express Company. He is a hard working, Southern man, making an honest livelihood by his business, while the stockholders of the Southern Express Company are wealthy men who care little for the interests of this or any other community, except so far as it will add to their fortunes.

We know that it is not the fashion for newspapers to talk thus plainly about wealthy corporations, but we cannot remain silent when we believe that the interests of the community will suffer by our silence, and when the rights and welfare of a fellow-citizen is to be interfered with by a powerful corporation.

We feel sure that our immediate citizens and those from here to Asheville will not tolerate such a warfare against a gentleman doing a legitimate business. They will at least support one who served them when it was not profitable, rather than a corporation which seems desirous of seizing the advantages of a business which has been fostered and made profitable by the industry and faithfulness of Captain Wooten.

THE NATION'S DISGRACE. (From the St. Louis Times.) At last, a stand is taken and the White House scandal revealed in a light of shameful corruption and pollution. To read the revelations in the Avery trial and to be shocked is inevitable. It is not alone Gen. Babcock who is disgraced in the eyes of the whole nation, it is not alone the most intimate personal and political friend of the head of the government, the executive of the executive; it is not alone the White House and its occupants, nor the political party that elevated Gen. Grant to the presidency, and made Babcock what he is; but every citizen, whatever his party bias or the extent of his partisanship, must feel grieved and ashamed whenever he turns his eyes or his thoughts in contemplation of the sad spectacle. After all we are Americans before we are Democrats, and we cannot suppress a feeling of indignant humiliation at the shameful greed of the present incumbents of the White House whereby the honor of the whole nation is prostituted in the eyes of the whole world.

It was no longer surprise, suspicion or slander, it is a lamentable fact established by legal evidence that the powerful motor from which was communicated all the power to the most colossal combination of robbers of the national treasury and defamers of the national honor was located next door to the treasury building in Washington—the White House. It is in evidence that General Babcock, the president's private secretary, his right hand in fact, was secretly in league with the most honorless as well as the most active of the scoundrels in the ring; that he frequently received from and forwarded telegrams to Joyce conveying the vital information indispensable to carry out the systematized robbery of the government; that he used his influence with President Grant and Commissioner Douglas to bring about the reposition of Bristow's order transferring the supervisors from one district to another, which intended and undoubtedly would have affected the overthrow of the ring; that while under double oath,

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Worcester's Sauce.

Worcester's Sauce. Sold Wholesale for Exportation, by the Proprietors, LEA & PERRINS, Worcester, England, and Retail by Dealers in general throughout the world. Ask for Lea & Perrins' Sauce. At the BREAKFAST TABLE it gives the most exquisite relish and zest to Hot or Cold Meat, Fowl, Fish, Broiled Vegetables, &c. At the DINNER TABLE, in Soup, with Fish, Hot Joints, Game, and in all Gravies, it gives a delightful flavor. At LUNCHEON AND SUPPER TABLES it is deemed indispensable by those familiar with its estimable qualities. From New York Times. There is no relish in the world which is so universally liked as Lea & Perrins' famous Worcestershire Sauce.

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WESTERN CITIES. BALTIMORE AND WILMINGTON LINE. Northern Central Railroad. Baltimore and Ohio line road.

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 owned and fully equipped for business from Portsmouth, to Baltimore, Philadelphia, New York, Boston and Providence—consequently, is the best route for handling ship-ments from WILMINGTON AND ALL EASTERN CITIES TO CHARLOTTE, STATESVILLE, GREENVILLE, SPARTANBURG and all stations on Atlantic, Texas and Ohio Atlantic and Richmond Air Line and North Carolina Railroads as well as all points in GEORGIA and ALABAMA. Insurance from Eastern cities is attended to as well as any other line. Notwithstanding charges, and rates are as low as any other line. Office in front of New Market Building. F. W. CHALK, General Freight Agent, April 2-20-75.