

Now Advertisements.

Fancy!

EXCHANGE CORNER!

Now is the Time

FANCY

Millinery Goods

Exchange Corner

TRIMMINGS,

FRINGES,

BUTTONS.

LACES.

HOK'FS.1

HOSE,

CHILDREN'S FANCY HALF HOSE.

HAIR ORNAMENTS, GLOVES,

In the Fancy Line!

Fine Spanish Lace.

Crepe and Crepe Veils

BEST SCISSORS

AND NEEDLES

Millinery Goods!

HATS, BONNETS, AND OTHER

MILLINERY ARTICLES,

All those desirous of bar-

N. H. SPRUNT,

Exchange Corner.

The Daily Review.

JOSH. T. JAMES, Ed. and Prop WILMINGTON, N. C. THURSDAY AUGUST 1, 1878.

FOR CONGRESS: ALFRED M. WADDELL OF NEW HANOVER.

Judges Supreme Court: FOR CHIEF JUSTICE, W. N. H. SMITH OF WAKE.

FOR ASSOCIATE JUSTICES: THOMAS S. ASHE, OF ANSON.

JOHN H. DILLARD, OF ROCKINGHAM.

Judges Superior Court: SEVENTH DISTRICT, J. F. GRAVES, OF SURRY.

EIGHTH DISTRICT, ALPHONSO C. AVERY, OF BURKE.

NINTH DISTRICT, JAS. C. L. GUDGER, OF HAYWOOD.

FOR SOLICITOR: SWIFT GALLOWAY, OF GREENE.

FOR THE SENATE: Twelfth Senatorial District, ROBERT H. BRYAN.

VIEWES AND REVIEWS.

Ice consumers need feel no anxiety about the hot weather. It is asserted that there are 1,000,000 tons of ice now in the State of Maine alone.

Somebody else has remarked to Grant that he may be candidate for President again when he comes back, and got this reply, "If I thought that, I would not go back at all."

Twenty-two tons of silver in bars, valued at \$750,000, were shipped in New York on Friday, from the Assay Office to the Philadelphia Mint to be coined into standard dollars.

Mrs. Jenks has reappeared in New Orleans with an announcement that she has still in reserve a large fund of information which she did not draw upon at all during her two weeks' sparring with the Potter committee.

At a greenback mass-meeting in Portland, Me., there were eighty-seven persons present. Of these thirty-seven were candidates for Congress, seventeen for county commissioner, and the rest had claims for minor offices.

The gross earnings of the Cincinnati Southern railroad, from October 1, 1877, to October 1, 1878, August and September estimated, will foot up \$2,916 per mile. This is the result of local business only, on less than one-half the line.

A number of steam road-wagons are at present undergoing tests in Wisconsin, among the tests being a two hundred mile journey over the roads of the State. If one of the vehicles answers all the requirements of the judges its inventor will receive \$10,000 from the State treasury.

A society gossip writing from New York of Miss Bennett's engagement adds by way of postscript: "It appears that we shall also have to chronicle, at no distant date, the nuptials of Mr. James Gordon Bennett and Miss Carrie May."

The Italian extremists clamoring for the annexation of Trieste and Trent are certain that they have the secret sanction of Prince Bismarck, and that he, in his turn, intends to clamor for the annexation of all the Austrian Germans to the empire of William I.

On the 13th of May a very large number of locusts settled on a portion of the Maryland line of railway, covering the rails for some distance. A passing train crushed some thousands of them, and the glutinous substance from their bodies rendered the rails so slippery that the wheels refused to revolve, and the engine had to be brought to a standstill, and the wheels cleansed before the train could proceed.

Iowa tramps, who formerly staggered through the country singly or in small squads, have combined in companies of fifty and one hundred this season. Railroad companies find it impossible to protect their property from them, and nearly every freight train swarms with them not only stealing a ride, but often robbing the cars of whatever they want. They will not work, they prefer the board and shelter of a jail, and some people insist that the lash is the only thing that will have any influence upon them.

ITALY.

Garibaldi and his followers, says the Mobile Register, seem intent upon plunging Italy into a war with Austria. Within the past few years Italy has forced Austria out of the peninsula, and has, like Germany, attained to partial unification; but a half million of Italians dwell in South Tyrol, and the Italian agitators will not be content until South Tyrol becomes a part of Italy. As Austria will neither give nor sell South Tyrol and Trieste to Italy it cannot be obtained without a war, and hence the anxiety of King Humbert's Government to allay the excitement so that Austria may not charge it with fostering the annexation spirit, and possibly bring about a collision.

In the midst of the excitement and while King Humbert is trying to allay it, comes Garibaldi's despatch: "Enslaved peoples have the right to revolt. Men of Trieste, take to the mountains." These are many men, both in Illyria and Northern Italy, perfectly ready to follow this daring counsel, and its gallant author's natural hatred of Austria and chivalric enthusiasm in favor of the weaker cause will almost certainly place him at the head of the movement, should it be actually attempted. A rising in Bosnia and Illyria simultaneously, the former headed by the partisan leaders of 1875, and the latter by Garibaldi and his son, would be a formidable obstacle in Austria's path, especially as Russia would unquestionably give as much secret support as possible to the insurgents. The Tyrol, from its natural Alpine configuration, is in reality an eastern continuation of Switzerland. The outlying States are Bavaria on the north, Wurtemberg and Baden on the north-west, Switzerland on the west and Italy on the east and southeast. The Italian or Southern Tyrol, which pierces Italy like a wedge between Milan and Venice, is the portion coveted by the Italian Republicans, the province of Trieste lying further round to the southeast and forming a large peninsula, which extends into the Adriatic directly opposite Venice. The Tyrol was annexed to Austria in the fourteen century by Duke Rudolph IV., but in 1490 was inherited by Maximilian, afterwards Emperor of Germany. After some changes it was reunited with Austria in 1665. In 1805, the first Napoleon, contrary to the wishes of the people, transferred the country to Bavaria, which gave rise to desperate insurrection against Bavaria and France, headed by Andreas Hofer, who for years defied and often defeated the allied armies of the two countries. They were ultimately overcome, and Hofer was shot by order of Napoleon. In 1814 Austria recovered the Northern Tyrol, but the Southern Tyrol, which Napoleon made an Italian province when he was King of Italy, did not revert to Austria until his final overthrow in 1815. A few years ago, the Southern Tyroleans endeavored by peaceful means to be recognized as Italians, but failed; and in 1866, when Austria transferred Venetia to Napoleon III, who made it part of Italy, it was thought that the South Tyrol would be ceded also. When the expectation was not realized, Garibaldi made an abortive attempt to take it by force, but failed. Trieste, upon which Garibaldi has once more cast longing eyes, is a part of the Austrian Littoral on the Adriatic, having an area of thirty-six square miles, and containing about 132,000 population, the chief city, which is of the same name, being the principal seaport of Austria. Trieste has had varying fortunes. From the time of the Lombard invasion to 1811, it was mainly in possession of Italy. The peace of Turin in the latter year made it an independent city, and a year later it voluntarily submitted to Austria. Charles VI made it a free city in 1719, and in 1750 Maria Theresa made it a free port. In 1797 and 1805 it was taken by the French. From 1803 to 1814 it was in possession of the French province of Illyria, but from 1814 to 1849 remained attached to the Austrian Kingdom. It violently opposed Italy, and remained loyal during the revolution of 1849, and, in consideration thereof, was accorded the privileges of local self-government.

That Austria will ever voluntarily give up the Tyrol is manifestly absurd. She would fight to the last man even if all Europe should demand it, and it is more than probable that a majority of the Tyroleans and "men of Trieste," as Garibaldi calls them, would join Austria in resisting their annexation. The cession of Trieste is even more absurd, since in giving up Trieste Austria would lose her only great port of entry and a direct connection with the sea.

An old woman was lately arrested at Yarmouth, Nova Scotia, for selling salmon which she had heavily weighted with sand and small pebbles. The insertion of this ballast was so ingeniously performed that for months before the trickery was discovered she had been reaping large profits.

Among the British Indian troops now quartered at Malta there are some black Jews, members of the community of the B'nai Israel, existing on the coast of Malabar. They claim to be descendants of the Jews sent by King Solomon to India to collect ivory and precious stones. They differ very materially from other Jews in many of their religious ceremonies, and only observe the Jewish Sabbath and the Passover.

Milestones on the Road to Health. The recovery of digestion and the resumption of activity by the liver, bowels and kidneys are milestones which mark our progress on the road to health. They speedily become perceptible when Hostetter's Stomach Bitters is used by the invalid. Nothing so surely and expeditiously consumes the distance to the desired goal. A no bodily function can suffer interruption without impairing the general health of the system, so the system can never acquire perfect vigor, health's synonym, until that function be actively resumed. Take, for instance, digestion, a suspension of which is invariably rectified by the Bitters. If the organs upon which it devolves grow weak, biliousness, constipation, headache, poverty of the blood, and a hundred other symptoms supervene, which indicate unmistakably the baneful general influence of dyspepsia. The disappearance of all these symptoms through the use of the Bitters shows with what thoroughness it removes their cause.

Miscellaneous. General Insurance Agency OF JOHN W. GORDON & BRO., 24 North Water Street. REPRESENTING OVER Fifty Million Dollars Assets FIRE.

Hamburg-Bremen of... Germany Mississippi Valley of... Memphis, Tenn Liverpool & London & Globe of... England Seaboard of... Norfolk, Va Fireman's Fund of... California Pacific of... Tarboro, N. C LaCaisse Generale of... Paris, France Galveston Insurance Ass'n of... Galveston, Tex Mobile Underwriters of... Mobile, Ala Equitable of... Nashville, Tenn

Metropolitan of... New York Life Ins. Co. of Virginia, of... Petersburg, Va June 25 Raleigh & Augusta Air-Line, SUPERINTENDENT'S OFFICE, Raleigh, N. C., May 10th, 1878.

ON AND AFTER MONDAY, May 10, 1878, trains on this road will run as follows: [Sundays excepted.] PASSENGER TRAIN. Train leaves Raleigh... 5:30 P M Arrives at Hamlet... 12:15 P M Leaves Hamlet... 1:30 P M Arrives at Raleigh... 8:45 P M

Werner & Prempert's Tonsorial Rooms, NOS. 11, North Front and 7, South Front Streets. Satisfaction guaranteed. None but the most experienced workmen employed in these establishments.

The Cosmopolitan. Beer-Lager Beer. THE BEST LAGER is sold at my Bar for Five Cents per Glass! Fine Wines, Ales, Liquors and Cigars all ways on hand. Open Day or Night. JOHN CARROLL, Proprietor.

PETTEWAY & SCHULKEN, COMMISSION MERCHANTS AND PRODUCE BROKERS, WILMINGTON, N. C.

WHOLESALE PRICES.

Table listing various goods and their prices, including Double Anchor, BACON, Hams, Shoulders, Sides, BEEF, BARRIS, Second Hand, BEESWAX, BRICKS, BUTTER, CANNED, DRY, FLOUR, FERTILIZERS, GLUE, GRAIN, HAY, HIDES, HOOP IRON, LARD, LIME, LUMBER, MOLAASSES, NAILS, OILS, POTATOES, RICE, SALT, SOAP, SHINGLES, TALLOW, TIMBER, WHISKY, WOOL.

Corrected Every Thursday by PETTEWAY & SCHULKEN, COMMISSION MERCHANTS AND PRODUCE BROKERS, WILMINGTON, N. C.

Rail Road Lines, &c. CAROLINA CENTRAL RAILWAY COMPANY.

OFFICE GENERAL SUPERINTENDENT, Wilmington, N. C., May 18, 1877.

Change of Schedule.

ON AND AFTER MONDAY, 20th inst, the following Schedule will be operated on this Railway: PASSENGER, MAIL AND EXPRESS TRAIN.

TRI-WEEKLY FREIGHT AND ACCOMMODATION TRAIN. Leave Wilmington 5:30 A M, and Charlotte 7:25 A M on Tuesdays, Thursdays and Saturdays.

Gen'l Sup'ts Office.

WILMINGTON, COLUMBIA AND AU GUSTA RAILROAD, Wilmington, N. C., June 1, 1878. CHANGE OF SCHEDULE.

ON and after Monday, June 3, the following schedule will be run on this road: DAY EXPRESS AND MAIL TRAIN, (daily except Sunday).

NIGHT EXPRESS TRAIN (Daily). Leave Wilmington... 7 25 P M Arrive Florence... 11 47 P M Arrive at Columbia... 3 25 A M

WILMINGTON & WELDON RAILROAD COMPANY. Office of Gen'l Superintendent, Wilmington, N. C., June 1, 1878. CHANGE OF SCHEDULE.

ON and after Monday, June 3, 1878, at 3:15 A. M., Passenger trains on the Wilmington & Weldon Railroad will run as follows: DAY MAIL AND EXPRESS TRAIN, daily.

The Old House Reopened. THE OLD AND RELIABLE Watchmaker's & Jeweller's Establishment. Has been reopened by one of its former employes. Mr. J. H. Allen, Practical Watchmaker and Mr. L. S. F. Brown, Jeweller and Engraver, will give their personal attention to work entrusted to them.

Notice. SCHEDULE B TAX I ALL WHOLESALE and Retail Merchants are hereby notified that a privilege tax was levied by the Legislatures of 1875, 1876 and 1877, of Five Dollars, (the same levied by counties) in addition to the Schedule taxes proper.

INSTRUMENTS REPAIRED! Time taken by Transit Instrument! Watches, Clocks, Jewellery, Silverware and Fancy Goods.

THOS. W. BROWN & SONS, No. 37 Market Street, J. H. ALLEN.