

Miscellaneous.

Exchange Corner!

HAS DONNED ITS

Holiday Attire.

The Ladies will find there all the

LATEST NOVELTIES

IN

Hats, Feathers, Velvet,

Trimmings, &c.

Handsome and valuable

Christmas Presents!

FOR ALL!

Handsome Little of

Japanese Ware.

Also a large and varied stock of

FINE HANDBERHIEFS!

GLOVES,

Sets Collars and Cuffs

For the Ladies in endless variety.

Silk Handkerchiefs

BOWS, TIES, &c.

HOSE!!

ALL STYLES!

THE

'FULL DRESS' CORSET

Is still the favorite with the Ladies.

If you desire to purchase a Christmas

present for father or mother, wife or husband, brother or sister, the little girl or boy, or the wee small darling baby, or for your sweetheart, call at

Exchange Corner!

And you can be suited.

N. H. SPRUNT.

dec 19.

The Daily Review

JOSIE T. JAMES, Ed. and Prop.

WILMINGTON, N. C.

FRIDAY, DECEMBER 20, 1878

VIEWS AND REVIEWS.

The Galveston News says that lemons brought to its office, grown by Mr. Deats, of Dickinson Bayou, lately, weighed 17 1/2 ounces. It has lately been found that the "tide water" districts of Texas is unsurpassed for raising oranges and lemons.

The temperance men of Evansville, Ind., compelled the enforcement of the Sunday law against the liquor sellers. The same law applies to nearly all businesses, and the liquor sellers have retaliated by closing the drug stores, barber shops, and cigar stands on Sundays, and by prosecuting the publishers of a Sunday paper.

The Frankfurter Zeitung gives the gloomiest report of trade in Berlin. Fancy custom is at a perfect standstill. Good customers have been lost through inferior articles being palmed off on them. Foreigners passing through make very few purchases. The Russians especially, who formerly bought largely in Berlin, have transferred their custom to Paris, where they say they are better served.

A Memphis paper says: "A stranger dropping into Memphis to-day can see no evidence of the fearful scourge that for three months has been destroying our people. The streets are thronged as of yore with bright-eyed business men intent on the main chance, and also with more than the usual number of idlers, with nothing to do but to hold to the lamp posts."

M. Waddington, the French Foreign Minister, in reply to a memorial from 2,740 inhabitants of the Alps Maritimes urging the suppression of the Monaco gaming tables acknowledged the inconvenience of such a neighbor, but remarks that the matter is in the exclusive jurisdiction of the Prince of Monaco, and that negotiations thereupon would now have no chance of success.

The Prussian Minister of the Interior has instructed the police to seize indecent books, pictures and other such objects offered for sale. Vendors of these articles, as well as editors of journals containing vendors' advertisements, are to be prosecuted.

On the 31st of December, at midnight, the normal hour is to be fixed throughout Sweden. All the Government, railway, and telegraph clocks are to be set simultaneously. In some places, as, for instance, in Stockholm, the clocks will have to be put back as much as twelve minutes.

Miss May, an active advocate of woman suffrage, was defeated in last week's municipal election in Boston, as a candidate for school commissioner, an office that she had held for a term. Only one woman is on the board. It has become common to select women school commissioners in Massachusetts, and in Brooklyn the Overseer of the Poor is a woman.

Two spiritual mediums went from Boston to Portsmouth, N. H., and designated, while supposedly controlled by the spirit of Capt. Kidd, the spot where a large amount of treasure was buried. As this was in accordance with an old tradition, the villagers were greatly excited. Digging was kept up night and day for a week, but nothing was found.

The harem of Share Ali, the Emir of Cabul, comprises three hundred women, including slaves. He has one son, Yakoub Khan, whom he lately released from several years' imprisonment, and eighteen daughters, of whom ten are married to distinguished vassals. They each received as a dowry the revenues of a town. The Emir lives generally at Cabul, in the palace of Bala-Hisar, which has all the characteristics of a medieval fortress. His two other palaces in that city are Mogoul-Hisar, where he has unmarried daughters, and Harem are located, and Tadschal Omarah, which contains the harem of his father. The Emir's aged mother resides with him.

The Rural New Yorker says: "An intending purchaser should have the horse brought out before him, and watch the animal as he stands at rest. If the owner is continually starting the horse into motion, and urging him to 'show off,' something may be suspected, because it is when the horse is at perfect rest that his weak points are divulged. If the horse be sound he will stand square on his limbs, without moving any of them, this feet being placed flat upon the ground, and all his legs plumb and naturally posed. If one foot be thrown forward, with the toe pointing to the ground, and the heel raised, or if the weight taken from it, disease or tenderness may be suspected."

NEWS SUMMARY.

Mr. Welsh, the American Minister, is better.—A telegram to Lloyd's, dated at Galata yesterday, reports that the steamer Byzantine, from Marseilles for Constantinople, has been sunk in a collision, and one hundred and fifty lives lost. Only fourteen persons were saved. —Commissioner McCormick reports that nearly all the goods to be returned to the United States from the Paris Exposition are already in Havre, and will be shipped thence on the Constitution and Supply before the first of January. —Gov. Hampton's condition is reported as neither better nor worse than it was when last reports were received. —Gold remains at par. —Hon. Bayard Taylor, U. S. Minister at Berlin, one of the most distinguished Americans of this or any other age, died yesterday at Berlin. —A meeting of the Southern Senators and Representatives was held at the Capitol last night to express public sentiment in the region recently afflicted by yellow fever, with regard to the charitable assistance rendered by the people of the North. —A call has been issued by the members of the Executive Committee of the National party of New England, for a mass conference of the representatives of the party, at Boston, January 2nd, for the purpose of perfecting plans for systematic organization, &c. Butler has signified his intention of being present. —A new electric light was exhibited at Philadelphia on Wednesday night. —At a fire in Cohoes, N. Y., on Wednesday night, a father, four sons and a daughter, were burned to death; but one member of the family, the younger daughter, escaped. —There is great distress among the laboring classes all over England and Scotland, and still the strikes continue.

Raleigh Observer.

OUR WESTERN CONNECTIONS. The Atlantic and the Western North Carolina Railroads were chartered in 1854 to complete our central system of east and west lines of rail communication, of which the North Carolina Railroad, then rapidly progressing, was a most important link. At the same time the Wilmington, Charlotte and Rutherford Railroad was also chartered, and its line projected through every one of our counties bordering on South Carolina, from New Hanover to Buncombe, with the exception of Polk, and that line has been completed to Shelby, a distance of two hundred and forty miles from Wilmington. It wants now but fifty-six miles to take it to Asheville, by way of Rutherfordton, through the Reedy Patch Gap. Next to the old Cen-

tral line, composed of the Atlantic, the North Carolina, and the Western North Carolina, the Wilmington, Charlotte and Rutherford, now called the Carolina Central, is to North Carolina the most important railroad enterprise in which the State has embarked; and as a single road it is to be considered as scarcely second to the great North Carolina Railroad. It is now the longest single line in the State and completed to Asheville, as it must be within a few years, its length would be three hundred miles, the longest road ever projected in the State, the main stem of the Western North Carolina, from Salisbury to Ducktown, being but two hundred and eighty, not counting the Paint Rock Branch, of forty-two miles, from Asheville.

The Wilmington, Charlotte and Rutherford Railroad is to be considered with reference to that magnificent belt of southern counties which it penetrates and develops, and the port of Wilmington which it enters, and to which it must for all time be the chief contributor of commerce from the West. The importance of its extension to Asheville is to be considered in connection with the prospective completion of the Western North Carolina Railroad from its present terminus at the Swannanoa Gap to Paint Rock, connecting with the Tennessee system of railroads. Once to Paint Rock, and there remains only a gap of less than sixty miles between Careyville (Tennessee) and Livingston (Kentucky) to complete our western connections with Cincinnati. This gap, the work in which is more than half done already, the Knoxville and Ohio Railroad Company guarantees shall be closed before the North Carolina system reaches the Tennessee line.

Wilmington, by this route, is distant from Cincinnati only seven hundred and twenty miles, the nearest seaport in the United States to the Queen City of the West. Within two years the connections will be made between Asheville and Paint Rock, and Careyville and Livingston. The Cape Fear City will then want less than sixty miles of road to give her an advantage in competing for the trade of the upper Mississippi Valley than no other Atlantic port possesses in respect to distance. In this view of the matter, the extension of the old Wilmington, Charlotte and Rutherford Railroad becomes a subject that must command the attention of Wilmington, Charlotte, the entire belt of country from New Hanover to Buncombe, and every citizen of the State who feels that interest in the general welfare of the State it is the pride and pleasure of the Observer to encourage and by its advocacy stimulate. The people of that portion of the country lying between Shelby and Asheville are peculiarly interested in the extension of the road, and it is their right to expect and insist that it be so extended. They subscribed their money under the original organization, and much of the work of grading has been already done. The day cannot and must not be far distant when it will be utilized.

Of the Western North Carolina Railroad, now progressing as favorably as circumstances permit, too much cannot be said, and in behalf of that great work too much cannot be done by the combined resources, intellectual, of the State, and material languishing, as it were, for a quarter of a century, overtaken by the war, and with inadequate resources compelled to overcome natural obstacles of almost inconceivable magnitude, it has at last penetrated the Blue Ridge, and before another summer its cars will be descending the Western slopes. Its progress will hereafter be both rapid and satisfactory. The connection with the Tennessee system is assured with the next two years, by the expiration of which time the line by the Ducktown route must be well on toward the Cherokee country. On the Paint Rock, or Tennessee route, 40 per cent. of the roadway is estimated to be already completed, and for an equal distance on the Ducktown or Georgia route, quite as much or more. The distance from Swannanoa Gap, where the track now is, to Asheville is eighteen miles. From Asheville to Paint Rock forty-two, and from Asheville by the Western Extension to Ducktown is one hundred and forty. From the Swannanoa Gap, there are on neither of the lines any natural difficulties as great as the road encounters between Salisbury and Old Fort; indeed when the Blue Ridge is crossed the topography of the country improves over that of the Eastern slope, and it is said by those familiar with the country, that the conditions from Asheville to Ducktown are as favorable to the construction of a railroad, as the topography of the country immediately around Raleigh presents, and that in no sense is it an undertaking to compare with that of the North Carolina Railroad when our fathers entered upon it. The completion of the Western Extension of the Western North Carolina Railroad to Ducktown, and its Tennessee connection pushed to Paint Rock, will afford railroad facilities to Buncombe, Madison, Haywood, Jackson, Macon, Swain and Cherokee, embracing a territory as large as several of the American States, and constituting a wealth of empire to North Carolina. It is impossible to forecast the result of this great development. It is a work of no less magnitude than that which our fathers accomplished in giving railroad facilities to the State East of the Piedmont.

It is a work necessary to the completion of that which they began; a part of their grand undertaking; a duty devolving on us by descent, and our obligation is to spare no effort for its fulfillment. This done, there is still left work for us to do. The Northwestern counties of Ashe, Alleghany, Watauga, Mitchell and Yancy would still be without the necessary railroad facilities, and will demand the earliest possible attention. Indeed, there is now some agitation in that section on the subject of a connection with the Chester and Lenoir Narrow Gauge. In all probability legislation may be asked in this behalf at the approaching session of the General Assembly, and it will be proper for the Legislature to grant that people whatever aid, in the way of charter and an appropriation of convict labor, that it is in her power to give.

Everything must be done that can be done in behalf of our Western connections. Every moment's wonderful work. Every moment that we live the work of destruction never ceases among what is scientifically called "the tissues," of which our bodies are composed. Every moment, if we are in health, the work of repairing this destructive process goes on with equal pace. When the vital force is great, more vigor is given to the blood and muscular fibre than the ordinary wear and tear of existence uses up. When the vital force fails from any cause, there ensues a wasting away, which, if not arrested, ends in decay and death. Physicians all declare that when these symptoms of decline set in, the only certain remedy is Cod Liver Oil. But their patients, with almost equal unanimity, say that Cod Liver Oil is "So Nasty" they cannot take it. The only resource left is to obtain Scott's Emulsion of the Oil with the Hypophosphates of Lime and Soda. This is altogether free from disagreeable taste and odor, and is an unequalled tonic for the nerves and brain.

Special Corr. Daily Review. ON THE WING.

SHELBY, Dec. 17 h, 1878.

DEAR REVIEW:

You are aware that this growing and enterprising town is the Western terminus of the Carolina Central Railway. No town in the State has prospered since the war more than Shelby in all that contributes to increase of population, wealth, taste, education, and religion. Here is additional proof that judicious railroads banish ignorance, prejudice, obsolete ideas and narrow views, and are the pioneers of education, civilization and progress in the arts and sciences and in all that contributes to man's prosperity and happiness.

It should be the policy of the people of North Carolina to build up and sustain their own railroad towns and cities, of which Wilmington is the chief and largest. Whatever may be the legislation this winter at Raleigh upon railroads, every consideration of enlightened policy, of State pride and of State interest, demand that most favor should be extended to them that do the State most good and that contribute most to the building up of our own inland and Atlantic cities. Wilmington is the commercial emporium of North Carolina and is unsurpassed in the enterprise, public spirit, and patriotism of her people. She has done more for the State than any other city. Her merchants are not surpassed by any in energy, cleverness, liberality and commercial skill and breadth of view. And yet trade and freight that ought to go to this prosperous city, goes through to unnatural channels of railroads to Norfolk, Richmond and Charleston and thus are they built up by the neglect and injury of our own seaport city. It cannot be said that this is done by means of the Carolina Central Railway. Of all the railroads of the State this is the North Carolina Railroad. It seems to be well-managed and to be sustaining itself well amidst the hard times when so many of the best railroads and other useful institutions of the land have gone and are going under. It deserves the increasing confidence and attachment of the people because it is emphatically a North Carolina institution. In an especial manner it is entitled to the strong support of every Wilmingtonian because it is the great railroad artery of its life, prosperity and growth. Through this great arterial trunk, must and will flow into that city the life-bounding currents of trade, travel, and freight, to which it must look for increase of population, wealth and commercial growth. And when this road, that deserves the sympathy and support of every friend of the city and lover of the State, stretches farther west, through our own rich and magnificent Western North Carolina, as it can and will do, making railroad connections with Tennessee, Kentucky and the great Mississippi Valley, then will be opened up to it and to our own Wilmington a career of prosperity, growth and wealth of which the fondest of us has not dreamed or imagined. Then it is that untold millions of wealth will flow into Wilmington, by means of this road, real estate then will go up a hundred fold in price, and it will be one of the largest cities on the Atlantic Coast. Then let us sustain the road and sustain Wilmington. There must be the best of feeling between them as what helps one helps another, and what aids either aids the State. Our farmers and land-owners all along the road and in counties adjacent to Wilmington must bear these facts more stoutly and generally in mind, if they desire to get good prices for produce, and their lands to be of value. Whatever injures Wilmington lowers the value of real estate in all the country around, including many counties. Whatever builds up that city likewise enhances the price and value of landed property, houses and other property in the same territory.

ON THE WING.

Every moment's wonderful work. Every moment that we live the work of destruction never ceases among what is scientifically called "the tissues," of which our bodies are composed. Every moment, if we are in health, the work of repairing this destructive process goes on with equal pace. When the vital force is great, more vigor is given to the blood and muscular fibre than the ordinary wear and tear of existence uses up. When the vital force fails from any cause, there ensues a wasting away, which, if not arrested, ends in decay and death. Physicians all declare that when these symptoms of decline set in, the only certain remedy is Cod Liver Oil. But their patients, with almost equal unanimity, say that Cod Liver Oil is "So Nasty" they cannot take it. The only resource left is to obtain Scott's Emulsion of the Oil with the Hypophosphates of Lime and Soda. This is altogether free from disagreeable taste and odor, and is an unequalled tonic for the nerves and brain.

Cart Loads of Medicinal Rubbi Are swallowed by invalids, and their physical troubles thus kept alive for years, when that peerless tonic stimulant and corrective, Hostetter's Stomach Bitters would speedily set the disordered and worn out mechanism of the system in active and healthful operation again. It has been demonstrated over and over again that the requirements of the sick are answered far better by the Bitters than by a majority of the miscelated remedies of the pharmacopoeia. The stomach is strengthened, the liver regulated, the bowels put in proper order, the blood enriched and purified, and the nervous system rendered tranquil and vigorous by this inestimable family medicine and safeguard against disease, which is, moreover, a most agreeable and effective appetizer, and a cordial peculiarly adapted to the wants of the aged and infirm, delicate females, and convalescing patients. It is, besides, immensely popular as an antidote to malaria.

Lively Stock Operations.

The current of recent events has given great impetus to business in Wall Street, and many successful turns are reported where immense profits are made in short periods. The most successful way that we have heard of yet for operating in stocks is by the Combination Method of Messrs. Lawrence & Co., Bankers, New York. By this system thousands of orders in various sums are pooled into one vast capital and operated under the most experienced and skillful management, thus securing to each shareholder superior advantages and profits not possible in any other way. Profits are paid at end of 30 days. J. Jones, of Boston, made \$747.30 on an investment of \$100. Many others are doing as well or better. Capital in any amount from \$10 to \$100,000 can be used with equal proportionate success by the Combination or Co-operative Method. \$15 would make \$75, or 5 per cent. on the stock; \$100 would return \$900, or 9 percent. during the month, and so on, according to the market. The new circular contains "unerring rules for success" and full information, so that any one can operate with profit. Stocks and bonds wanted. Deposits received. Government bonds supplied. Apply to Lawrence & Co., Bankers, 37 Exchange Place, N. Y. City.

New Advertisements.

FOR 30 DAYS ONLY !!!

LATEST SENSATION

IN

Linen Collars!

Any style in the "shop" (including the "rawlings")

15 CENTS!

OTTERBOURG'S Merchant Tailoring and Men's Wear Depot, 27 Market st.

Flour, Bacon, Coffee.

1000 BBL'S FLOUR, all grades,
320 Boxes Dry Salted and Smoked Bacon,
225 Sacks Java, La Gyrá and Rio Coffee.

Sugars, Molasses.

250 Bbls Crushed, Granulated, Standard A, Ex C, and C Sugars,
37 1/2 Bbls Porto Rico, Cuba, N. O. and S. H. Molasses.

A LARGE AND FRESH SUPPLY OF

Crackers, Candy, Soap, Starch, Soda, Potash, Lye, Snuff, Matches, Corn, Hay, Oats, Glue, Bungs, Nails, Hoop Iron, &c., &c.

BAGGING, TWINE, TIES.

15,000 Sacks Liverpool, Lisbon and Marshall's Salt, Lake George and Lebanon Sheetings, Manchester and Randolph Yarns.

For sale, low by

Williams & Murchison.

dec 9-d&w.

Great

Bargains

IN

CLOTHING

AT

MEN'S,

BOYS' & A. DAVID'S.

AND

Children's

dec 7

H. Brunhild & Bro.,

Rectifiers and Wholesale Dealers in

Eye Whiskies, Imported Liquors and Cigars.

WILMINGTON, N. C.

No. 3 Granite Row, South Front St.

Our goods generally advertise themselves, themselves therefore we are not given to figurative language to blow up our goods. Neither do we sell certain Whiskies under assumed Brands such as

"Baker."

And whenever we do sell BAKER we mean to give it.

Despite of the prejudices which certain individuals are trying to promulgate, H. BRUNHILD & BRO., are still in the market selling the purest good at the lowest prices.

Buggies and Harness!

OPEN BUGGIES \$55 to \$85.00.

Top Buggies \$75 to \$110.00, Harness \$7.00 to \$75.00. At

GERHARDT & CO'S

Factory, 3rd st., opposite City Hall. A large lot of Army Saddles. Repairing done. dec 18-1y.

Change of Schedule.

ON AND AFTER THIS

day the Sumr PASSPORT, will make daily trips to Smithville, leaving Dock at 9.30 A. M., leave Smithville at 2.30 P. M. Tickets \$1.00, Round Trip. dec 23

Geo. Myers, Agent.

WOOD at Reduced Prices!

CONSUMERS WILL BE PLEASED to take note of this-quality the very best. The best OAL you ever used in Wilmington, at the lowest living profit to the seller. dec 13

J. A. SPRINGER.

Steamship Lines, &c.

CLYDE'S New York

Wilmington, N. C., Steamship Line.

The Steamer



REGULATOR.

CAPT. DOANE,

WILL SAIL FROM NEW YORK ON

WEDNESDAY, Dec 18.

Shippers can rely upon the prompt sailing of Steamers as advertised. For Freight Engagements apply to

A. D. CAZAUX, Agent, Wilmington, N. C.

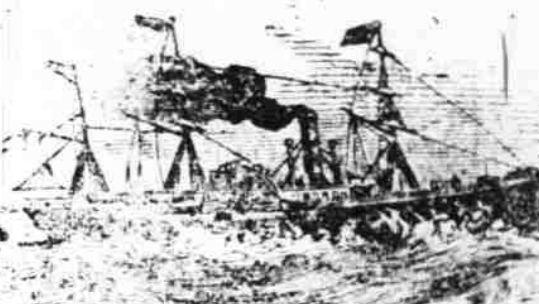
L. S. BELDEN, Soliciting Agent, Wm. P. CLYDE & CO., General Agents, Bowling Green, or Pier 13, N. R., New York.

Baltimore

Wilmington, N. C.

STEAMSHIP LINE.

The Steamer



Raleigh,

CAPT. OLIVER,

WILL SAIL FROM BALTIMORE ON

Saturday, Dec 21.

Steamers sail from Wilmington

every Saturday promptly at 12 M.

Shippers can rely upon the prompt sailing of steamers as advertised. Through Bills of Lading given to and from Philadelphia, and Prompt Dispatch guaranteed.

For Freight Engagements apply to

A. D. CAZAUX, Agent, Wilmington, N. C.

L. S. BELDEN, Soliciting Agent, REUBEN FOSTER, General Agent, Corner Lee and Light Streets, Baltimore, York. dec 16

C. ROSENTHAL,

DEALER IN

BOOTS & SHOES,

32 Market St.

LADIES', MISSES', AND CHILDREN'S SHOES A SPECIALTY.

Ladies are respectfully invited to call and examine

Those Ladies' Fine French Basket and Ballet Foxed Button Boots. Something New and Nobby.

Just received, also, Laird, Shalber & Mitchell's Philadelphia

Misses' and Children's Boots at the

New Boot and Shoe Store

C. ROSENTHAL,

nov 15 32 Market Street.

Open Again.

I WOULD RESPECTFULLY INFORM my friends and the public that I am again

prepared, at the old stand on South Front street, to sell them FURNITURE in any quality, design style or price desired. My new stock is being added to daily by supplies from the great manufacturing centres. A full line of

Carpets, Rugs, Mats, Oil Cloths, &c., and more expected daily.

My friends and the public will please call and see me and examine the new building and the new stock.

P. A. SCHUTE, Furniture Rooms, South Front st. nov 16

Removal.

MY FRIENDS and the public generally are hereby notified that I have removed my

Shops to N. 4, Lippitt's Row on South Front street, where I will be pleased to see and serve them.

Undertaking and Cabinet Making in all of their branches. B. D. MORRILL.

nov 22

B. D. MORRILL.