FRIDAY, APAIL 9, 1880.

[ENTERED AT THE POSTOFFICE AT WILMINGTON, N. C., AS SECOND CLASS MATTER.

VIEWS AND REVIES S.

Ex-Marshal Bazaine is reported to be living in a secluded street in Madrid, and to be preparing his memoirs for publica-

A man living at Rimmersburg, Pa., the father of thirty-four children, twenty of whom are living; nine were burned to death at one time.

Ætna is again tranquil, its summit is ence more cov-red with snow, and an ascent is contemplated, with a view t examine the alterations caused in the crater by the recent eruptions.

The widow of the late Gen J E I Stuart, of Confederate cayairy fame, has been elected principal of the Virginia Female Institute, at Stanton, Va. Mrs Stuart is a daughter of Gen Phillip St George Cooke, United States army.

Col. John S. Mo-by in a letter re ceived in this city says he will be home in a short time. He also states that by the same steamer he sends the letter be also sends further damaging evidence against Bayly, the consul at Stanglai-Coind .- Alexandri T Gazette.

There are cow sheds in the most densely populated portions of London, where year in and year out the poor beasts never see the sun, and never ta te of green grass Now some benevolent persons are talking of holidays in the country fer cows Far mers could tell them that a day in a good pasture would, if it did not make the cows seriously sick, throw them 'eff their feed' for days. ...

Count Orloff, the Russlan Minister to France, is a picture sque-looking nobleman He wears a great black band over the lef side of his head to conceal the absence of an eye lost in a wild expedition in the Turco-Russian war of 1853, when twenty Russian officers and soldiers attempted to capture the position of Arab-Tabia. His left arm was fractured at the same time and never properly sat, and he carries it it a sling. But he is charitable, particularly to the sick or infirm workingmen.

'Liberty and Progress' is the title of the latest ballet preduced at Flo ence. In this performance Liberty and Progress are two beautiful maidens, who, arm in arm, make the tour of the world, and successively visit France, Russia, Turkey, Obina, and Italy, with the laudable of ject of giving lessons to tyrants. The pair at first appear forlorn and almost nude, I ut as the action progresses they gradually add to their scanty attire, until in the end they repre sent gorgeously-dressed Queens.

Vicar General Doane, of Newark, has been raised to the dignity of a prelate o. the Papal household, which carries with it the title of Right Rev. Monsigner. He is the first American priest who has been thus honored at the Roman Court. Monsignor Doane, it will be remembered, is the son of the late Anglican Bishop of New Jersey, and a brother of the present Bishop of Albany. He entered the Roman Church in early mathood and has made a brilliant reputation.

People who have a weakness for believing that the number 13 is unlucky, says the Independance Belge, are requested to meditate upon the tollowing fact, the authenticity of which is vouched for: A. young soldier, Serigieres by name, was born on the 13th of the month of January, 1855. He lived at Brussels in a house numbered 12. On Friday, Feb 18, 1875, he was drafted in o the army by virtue of having drawn the number 13 A lottery ticket was inherited by him bearing the number 13, which has litely drawn a prize of 200,000 francs:

Thirty attempts were made a ainst Louis Philippe s life. Seven of them have become historical, and are set down among the records of his reign: In the year 1833, a pistol shot by Bergeron; 1835, infernal machine by Fiesch; 1836, pistol shot by Aliband; same year, another pistol shot by Meunier: 1840, a gun shot by Darmes; 1846, a rifle shot by Pierre Lecoute; and in 1846, a pistol shot by one Joseph Henri, who, while the King is assuring the crowd that he is unhurt, fires again, and again misses him

Joseph K Emmet, the former negro minstrel, and now the prosperous actor of German American characters, has accumulated a large fortune within a few years. He has bought a place on the Hudson, near Albany, and begun the erection of a magnificent residence. There is a large music room, furnished with an immense orchestrion; the parlor is modelled after that of an English manor, with timbered roof; every room in the main story is an octagon, with a Lay window and ba'cony. A feature of the grounds miles. will be a big windmill of the Dotch cort, which will pump water for a picturesque cascade.

NORTH CAROLINA AND THE Knexville to Wilmington. The next short-NORTHWEST.

Our Scaports and Their Railway (onne Ctions,

The following letter, addressed to the Cincinnati Chamber of Commerce, by Mai, Wm. A. Hearne, which we c.p. from the Raleigh Observer, we consider of such importance and value to the ship ping and commercial interests of W mington that we publish it entire, without further comment than to ask for it a careful perusal:

KALEIGH, N C, April 2, 1880. DEAR SIR; - Having been for a ong time engaged in studying the subject o internal improvements in North Cirolica in connection with her deep water outlets and occupied much of my time as a jourhalist in writing on the commercial resources and facilities of our State, I have ecessarily informed myself respecting he capacities and advantages of the Corth Carolina ports, Beaufort and Wilmington; and recently L made a thorough examination of the harbor and river improvements going on below Wilmington, under the auspices of the United States

I am now ready to communicate to you the fullest and most authentic inforhe port of Wilmington, together with their railway approaches and connections,

to me to address you short letters for pub. last named point, and the Wirmington,

Railway cornection through western have acquired control of the Greenville North Carolina will soon be complete be. ween both the points, Beaufort barbor and Wilmington, with Cincinnati prob pies, when competed, the missing link tance 476 miles. between Beaufort and Knoxville, direct, has been sold by the State to a company much a necessity as a convenience to Wilof New York capitalists, who undertakes mington, and should one of her railroads to heish it to Paint Rock within a vear. Connection is there made with the Checin- either to the north or south of her. Presnati, Char eaton and Cumberland Gap ent indications are that the Paint Rock Road already in operation from Morris- route will not be a Wilmington line, but town to Wo.f Creek.

from Knoxville to Maryville, and the ex. the western extension do not themselves ension will be through Swain and Macon | lease the Atlanti: road. counties, Western North Carolina, You

lina Central Railway. r m Wa h lla, through the Rabun Gap balance distance by rail to Knoxville, thus making a line from i and Waihaila These would connect Knoxville and Winnington about as lot Maryville, Walnalla and Columbia, 476

miles) unfinished, but principally graded Knoxville to Wilmington, via Mary ville, Mount Airy and Charlotte, 520 the very least draft of water the United

milest to build, but to a large extent

The following are practical rail routes from Knoxville to Wilmington, contingent upon the completion of the Wester North Carolina Rairead between Asheville and Paint Rock;

own, Asheville, Statesville and Chariotte.

Note-Filty-three miles unfinished, about half graded.

Knexville to Wilmington, via Morris town, Asneville, Spartanburg and Char N-te-Sixty-seven miles unfinished,

Knoxville to Wilaington, via Morristown, Asneville, Salisbury and Wades boro, 463 miles.

grading over half-done.

Note-One hundred and thirteen miles of this route to build, of which about fit; three are half graded

Knexville to Wilmington, via Morristown, Ashevile, Spartanburg and Colum-

Note-Sixty-seven miles unfluished, Knoxville.to Wilmington, via Morris town, Asheville, Salisbury, Kaleigh and

Goldsboro, 581 miles. Note-Fitth-three miles unfinished. nearly half graded.

Knoxville to Beaufort harbor, via Morristewn, Asheville, Salisbury, Raleign, Goldsbero and Newbern, 542 miles. nearly half graded.

The Carolina Central Railway, when chartered and begun twenty-five years ago, as the Wilmington, Coallette and Rutherford Railread, was designed to extend from Wilmington to Asheville passing through the R edy Patch Gap in the Brue Ridge Tms oid projected inne has been completed to Shelby, in Clever and county, htty-four miles west of Charlotte, and within about sixty of Asheville, Extended through this line would connect Warmington and Kn xvil s

Kuoxviile to Wilmington, via Morristown, Asheville, Shelby and Charlotte, 428

Note-On this line the grading was done some years since to Ru herfordron, some twenty miles beyond Shelby. This is the shortest possible route from

est is the Spartanburg and Asheville route, which is 460 miles. On this latter th re are twenty mi'es to be built between Ashe ville and Hendersonville, principally graded, besides the gap of 44 miles beween Asheville and Paint Rock, one-third graded and partially bridged; and three miles of the Cheinnati, Charleston and

Cumberland Gap road from Paint Rock to

Wolf Creek still to build. The shor est possible li e between Knoxville and Wilmington, involving no further construction in Norh Carolina han filling the gap between Asheville and Pant Rock, is via Ashevile, Statesville and Charlote, 477 miles, and this is at present the only all rad connection of Winning on and Charle te with West-Asheville. It is not improbable that this No charge to show the Eccalabeon or any will, aptil the opening of he Rabun G p rou e, be the chief line of communieation between Wilmington and the West and Northwes, for he Spattanburg and Ashevile, though seventeen miles the shortest route, has it teres a that make it more a Sou h than Nor h Carellus road, and its tendency will be to Charleston

the Western North Carolina road would,

by way of S atesville, have 158 miles of

haul on Wilmington freigh's against 44

miles, if these freights should be diverted at Asheville. In considering the accessibility of Wilmington and the proximity of this Atlantic port to the commercial centres of the Northwest, we are struck by the mation-respecting Beaufort harbor and coincidence in distances of the several routes by which she may be reached and at the same time reminded that, practicwith the view of bringing these points ally, there are but two passes through prominently to the attention of the com- | the mountains to er from Wilmington mercial people of your ci v and of the and Knoxville for the line here considered toe Paint Rock and the Rabun Gau Moved only by a public-spirited desire r utes. The latter 1 esteem of more to benefit my State, I wish to present the importance to Wilmington than the subjectie that form which shall attract former, if epened either from Monut Airy the largest attention, and it has occurred or Waiballa; and especially so if from the

and Columbia to Waihalla, and shail extend its unfinished line through the Rabun Gap to Knoxville. 1h.s. would ably by two or more routes. The West- place Wilmington and Knoxville in con- and confine the sale of the original to ern North Carolina Railroad, which sup- nection practically by one railroad, dis-The Kabun Gap route may b come as

Columbia and Augusta Railroad shail

ontrol ht, sie would dread no rival, rather tend to Beaufort or ports in Vir-Other parties, in conjunction with the ginia. The probabilities are of an al-Atlanta and Charlotte Air-Line, are said liance between the recent purchasers of to have purchased the Knoxville and the Western North Carolina and the Charleston Railroad running out to Mary. | Richmond and Danville Railroad, which ville, Tenn., and they propose to imme- is the lessee company for twenty years of diately construct a line through the Rabe | the North Carolina road from Charlotte un Gap to Mount Airy, Georgia, on the to Goldsboro, and practically in control Atlanta and Charlotte Air-Line. Sixteen of the Atlantic road from Goldsboro to miles of this line are already in operation | Beaufort, if the New York purchasers of

By this route Beaufort is 542 miles can'readi y trace the route on the maps. from Knoxville, but or ce to Beaufort you Striki g the Atlanta and Charlette road at | are at sea, for the bar is only three miles Mount Airy, the route is firectly through from the railroad wharves; wind from any Charlotte to Wilmington, over the Caro- quarter takes a sailor in or out; towage is bever necessary; a stranger may enter day Baltimore and Philadelphia capitalists of night without a pilot; 22 leet of water owning the Wilmington Columbia and on the bar; Larbor capacious and com-Augusta Railroad are reported to have pletely land-locked and vesses are at sea bought the Greenville and Columbia w fifteen and twenty minutes af er cast Railroad, in South Carolina, formerly the ling off from the railway piers. These Blue Ridge Road, proposing to extend it advantages and facilities I reely counter-

Wilmington, though eighty miles near-Samington to Knoxvi le, via Columb a er Knoxville by rail, is torriy-two miles the river from the bar, necessitating, towage for that distance and both bar and lows: Knexviite to Wilmington, via river pilotage. She has the great advanage, however, of being a tresh water port, which ship masters and owners Nite. - Walhalla to Maryville (110 know how to appreciate, and possesses what Beaufort does not, an estallished commerce. Twenty feet on any tide is States en incer in charge of the improve-Note - Maryville to Mount Airy (130 ments expects to obtain for Wilmington and it may largely exceed that.

But of the respective merits, facilities and capacities of the ports of Beaufort and Wi mington; I shal. address you hereaf. ter. My object in the first communication is to attract your attention to our North Carolina ports, the lines of railway Knoxville to Wilmington, via Morrise by which they are reached, and the relative distances ver each I take it for granted that the conn. ctions will be made north of Kn xvi le by the time the unfinished lines are completed in this S ate.

The distance of Knoxville from Cicinnati being 240 miles, your city is from Wilmington, by the shortest practicable route, 700 mi es, and from Beautors 780

Very tru'y yours WM A HEARNE To the President Chamber of Commerce. Cincinnati, Ohio

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Miscellaneous.

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tablishment of

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