

THE DAILY REVIEW.

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THIS PAPER
Published every afternoon, Sundays excepted by
JOSEPH T. JAMES,
EDITOR AND PROPRIETOR.
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The paper will be delivered by carriers, at the rate of charge, in any part of the city, at the rate of 13 cents per week.
Advertising rates low and liberal.
Subscribers will please report any and all failures to receive their papers regularly.

Row Advertisements.

GRAND DEMONSTRATION

BROWN & RODDICK,
45 Market St.

ARE DEMONSTRATING THE FACT
that Dry Goods can be bought as cheap in this city as in any other in this country. Our space will not allow us to fill in as much as desired, but you always receive a special welcome at our place of business. Bring your samples and compare.

DRESS GOODS,
From 8c to \$1. In all the latest fabrics.

PRINTED LAWNS.
PRINTED LATTICE LAWNS.
Ladies' Muslin and Lace Neck Wear, such as Fichus, Ties, Jabots, &c.
Silk Handkerchiefs in Twill and Brocade.

FINISHINGS OF EVERY DESCRIPTION

FANS!
From 2 1/2 cents to \$5.

The largest and finest assortment of
SUNSHADES & PARASOLS
Ever shown in this city, from 15c to \$10, each.

Dress Buttons.
Our selections in this department embrace many novelties. Our variety is immense.

Cassimeres
For Men and Boy's Wear.

Natural Colored and Figured Linen for Stairs.

White and Colored Canton Matting.

Corduroy and White Terry for Ladies' and Children's Wear.

Job Lot.
Cash Buflings 50 cents.

Something New in Ladies' Summer Balmora Skirts.

Linen Lap Robes,
&c., &c., &c.

Give us a call and look over our stock. We are by no means afraid to show our goods.

BROWN & RODDICK,
45 Market St.

Sign of the Big Boot.

I AM NOW OFFERING
TO SELL
FOR CASH ONLY,
AT EXTREME LOW PRICES, THE FOLLOWING GOODS:

Gent's Sewed Gaiters.....	\$1 40
" Custom Made Gaiters.....	2 40
" Laced Calf Tie Shoes.....	1 20
Ladies' Foxed Shoes.....	1 00
" Newport Ties.....	90
" Opera Slippers.....	1 25
" Strap Sandals.....	1 20
" Croquet Slippers.....	65
Misses Strap Sandals.....	1 16
" Button Gaiters.....	1 20
Children's Strap Sandals.....	90
" Button Gaiters.....	90

S. BLUMENTHAL,
No. 40 Market Street.
may 18-19

The New Hat Store.
CALL AND EXAMINE MY SUMMER
Style of Straw and Felt Hats. They are
pretty and cheap.
JOHN M. ROBINSON,
No. 13 Front street,
Next to Parcell House.
may 11

LOCAL NEWS.

New Advertisements.
See ad Excursion to the Lake.

P. HENNINGSEN—History of North Carolina.
A & I FURIER—Best Unlaunched Shirt in the city for \$1.
YATES—Baskets.

For other locals see fourth page.

Window Glass—all sizes at Altaffer & Price's.

The thermometer in this office registered 90 degrees at 3 o'clock to-day.

The girl with a low-necked dress thinks the massive gold necklace just too lovely for anything.

Full Metal and Walnut Show Cases, all styles and sizes, at ALTAFFER, PRICE & CO'S.

When some politicians are weighed they are found wanting every office in which there is a vacancy.

You can buy No. 1 Cooking and Heating Stoves at almost any price at JACOB'S Hardware Depot.

Archery is now the popular amusement among young ladies. Croquet and lawn tennis are to stand aside.

Nun's veiling is the name of an inexpensive dress material which ranks higher than bunting, and comes in all the new shades.

Railroad and political matters absorb all of the small change in the way of desultory talk.

Save your money and buy your Building Supplies from Altaffer & Price.

A lady of leisure is supposed to have her monogram on her handkerchief, on the instep of her nice stockings, also on the back of her gloves.

At this season the country editor writes a puff for a candidate, sends it out marked with a blue pencil and believes he has started a boom.

Plows, Shovels, Pitchforks, Spades, Rakes, Trace Chains, Plow Lines, &c. For the lowest prices go to JACOB'S.

Ladies who are preserving berries should not get frightened at the bees which swarm about; the little creatures are not after the women, but the sweets.

As the time for truly agricultural fairs draws near, the committees are hunting around for lawyers and clergymen to address the farmers on agricultural topics.

Mr. Nath'l Jacobi having been appointed agent for the Atlas Plow, parties in want of this celebrated plow can now have their orders filled at JACOB'S Hardware Depot, No. 10 S. Front st. tf.

When the affectionate father of five grown daughters calls at the hardware store for an extra stout pair of hinges, it means that the spring campaign has opened.

The steamer *A. P. Hurt* took up to the Hamme place to-day a large crowd of Sunday School picnickers. The weather has been intensely warm, but they have doubtless had a good time, notwithstanding that fact.

Most of the vegetable gardens in this city are now in a fine condition. Those down in the Southern portion of this city are particularly fine. The soil seems especially adapted to the growth of corn, tomatoes and cabbage.

Really mixed Paints, strictly pure White Lead, Colors, Brushes, Window Glass, &c., at JACOB'S.

The season has arrived when a man is not expected to swear when he finds after turning an ice cream freezer crank for two hours that he has forgotten to put the material into the freezer. And the expectation is invariably disappointed.

Everywhere you go, you are certain to hear of the wonderful virtues of Dr. Bull's Baby Syrup.

Our Spring and Summer Goods for Gent's, Youth's and Boy's wear is still large and attractive. Those who want the noblest, the newest, the latest, the best and the cheapest goods always go to Shrier's.

There is no use in endeavoring to thoroughly relieve your child of Colic, Dysentery or other painful and dangerous stomach troubles by the various opiates recommended so strongly. Give Dr. Bull's Baby Syrup, which will at once relieve and permanently cure by its soothing action. Price 25 cents.

When you visit or leave New York City, stop at the Grand Union Hotel, opposite Grand Central Depot. European plan. Rooms reduced to \$1.00 and upwards. Restaurant unsurpassed at moderate prices. Street cars, stages and elevated railroad to all parts of the city. ly

The Atlantic and North Carolina R. R.

It is no secret that the authorities of the Wilmington & Weldon R. R. will bid for the lease of the Atlantic & North Carolina R. R. at the approaching meeting of the stockholders of the latter road, which is to be held at Beaufort on the 24th inst. Mr. Best, it is said, will also bid for it.

It is a well understood fact that this road cannot be run much longer as it is. It cannot be continued under State control and it is only a matter of time as to a change in the management. This is also the view of the *Goldsboro Messenger*, which publishes a lengthy and interesting report of an interview with Hon. R. R. Bridgers, relative to the matter. As the subject is one of much interest to our people we make no apology for reproducing here much of the *Messenger's* report. It says:

The stockholders' meeting of the A. & N. C. R. R. is looked forward to with no little interest. Two distinct propositions are to be submitted by corporations desirous of leasing the road, and the stockholders are to consider and decide which of the two they will accept, if either. The financial affairs of the road, as also its present isolated condition, threaten complications, sooner or later, and there are many who would be glad to see the road sold or leased provided this can be done with proper and sufficient safeguards to protect the interest of the people along the line of the road. There is no longer any hope for the road under State control. It mortifies us to say this, but unless indications grossly deceive us, it can only be a matter of time when the road must be put up under the hammer and sold to satisfy a huge judgment debt and nearly \$200,000 of mortgage bonds which will mature in a few years.

Of the propositions to be made, one, we learn, is to be made by Wm. J. Best. We suppose his proposal will be similar to the one made by him a few months ago, only that then he proposed to make the lease in his own name, and that now he will do so in the name of the Western North Carolina Railroad. Whether Mr. Best will make any concessions on what he at first proposed, we are at present not advised. We would be glad to know something of his intentions and policy. The other proposition comes from Hon. R. R. Bridgers on behalf of the Wilmington & Weldon Railroad, and an outline of his bid has already been given in these columns. Until we shall hear from Mr. Best we are hardly prepared to discuss the propositions, and cannot say which it would be to the interest of the road and our people to accept. Neither the State nor the stockholders of the road have so far realized anything in the shape of dividends, and as no such benefits can be expected even by leasing the property, for years to come, it would not be doing violence to the State or stockholders to demand proper protection against freight oppressions, for the people along the line of the road, whether it be leased to Mr. Bridgers or to Mr. Best. We are exceedingly anxious to do the best that can be done for the people.

During a conversation with Mr. Bridgers, a few days ago, concerning his proposition, he talked to us freely and candidly, and all who know Mr. Bridgers know that his word is as good as his bond. He holds that if the Atlantic & North Carolina is to be attached to any other road, that a mere glance at the map will show its proper alliance to be with the Wilmington & Weldon Railroad; that the great bulk of its passenger business and its corn business would be done with that line. Mr. Bridgers has no doubt that the corn trade of Hyde and other eastern counties can easily be restored to Newbern. Said he: "The grain finds its market in the turpentine region of North and South Carolina. A large part of it is carried to Charleston, S. C., in small vessels. If this could be restored to Newbern it would make an extensive and profitable item of business both to the merchants of that city and to the railroad company connecting therewith. Cheap rates would certainly concentrate the largest portion of it to Newbern and that region, thence to be distributed to the turpentine region by the Wilmington & Weldon and the Wilmington, Columbia & Augusta Railroads and their connections."

Mr. Bridgers considers the country between the Neuse and Sound one of the finest truck countries on the coast, because besides fertility of soil and proper climate it has an exception from frost unknown to other districts of country—"The Atlantic Coast Line," said he, "is taking large quantities of truck and fruits from Florida, Savannah and Charleston to the northern cities, and we do not hesitate to say that there is no better trucking district than that above named. The truck men all tell us they want six days schedule in a week—they want steamers and rail both—they want the greatest possible facilities. We have often been requested by truckers in Jersey, Delaware and Virginia to give guaranteed rates from that section of country, with the assurance if we would do so they would make branch farms there. We also think, that when you reflect on the people that visit the sea coast, that the organization of the Wilmington & Weldon Railroad and its connections is better

located for carrying summer travel to Morehead City and Beaufort, and we believe we can largely increase the summer travel to these points.

In answer to our question as to the shape of his proposition, Mr. Bridgers said:

"We shall submit the proposition of \$30,000 a year, which is more than double what the road has ever earned. It has been running for twenty years and has never paid a dividend. The fact is apparent that the rails and rolling stock are greatly depreciated—they have most of their life behind them. The day is not distant when there will be an inexorable demand for their renewal. Unless this can be done it will yearly become more expensive to operate the road, with slower and more expensive schedules. Unless the traffic can be increased the sale of the road, at so distant a day, is inevitable—it cannot exist in its present condition a great while longer. This proposition in some ten or eleven years would pay the debt now on the road and give the State a handsome income."

We called Mr. Bridgers' attention to the question raised that a lease of the road to the Wilmington & Weldon Road would bring about an injurious competition between Wilmington and Newbern, to which he replied: "That cannot be, as the large proportion of the traffic in the competition district goes to northern points. They could well afford to join hands on this question and stand together."

Concluding his conversation Mr. Bridgers said to us: "If the State should regain control of the North Carolina Railroad after the termination of its present lease, at the wish of the stockholders expressed in general meeting, the Wilmington & Weldon Railroad would be willing to surrender the lease, the proposition for which will be thirty years. If this North Carolina system can be carried out, the officers of this road wish to interpose nothing to the development of our part of the State—there is no development but what will ensure to every other part. Let us all strive to make more for market, increase the products of the earth and increase the products of manufactures and arts. No one concerned can get all; let each get a share. If the road is leased to the Wilmington & Weldon Railroad, the stockholders will have a like interest over the leased property as well as the present property. The only interest they will have will be to give increased business to the road. If they were to raise the prices of freights, they would drive off instead of increasing business. Various reports have been put in circulation of our purpose in wishing to get the road. Our purpose is to increase the production of the country, secure an enlarged traffic that will be mutually beneficial to the roads and the communities interested in them."

Mr. Bridgers thinks that the existing freight charges at most of the stations—Kinston, Falling Creek and LaGrange—can be reduced, and promises that Morehead City, Newbern, Goldsboro and other points shall be protected. This is all we could ask for our people, unless it were a fine line of steamships at Morehead City; and this Mr. Bridgers has candor enough not to guarantee, but, says he, "I am willing to connect with any good line of steamers that will form a connection at Morehead." The fish and oyster business at Beaufort, Mr. Bridgers thinks, ought to be greatly increased, and saw mills and the lumber business more encouraged. All this he proposes to do, because it will add to the prosperity of the road and furnish additional freight to the Wilmington & Weldon Railroad.

A fair trial only is needed to convince the most skeptical, that Hall's Vegetable Sicilian Hair Renewer will accomplish all that is claimed for it.

A Returned Stalwart.
Sheriff Manning returned home last night after a several weeks' trip at the North, during which he took in Chicago where the genius of the Republican party was in Convention assembled, to save, not the country, oh no, but the great(?) Republican party, so-called. The country and the constitution, it is well known here, has long been a myth to the people of that section and party who have long since practised all the powers of an oligarchy under the catch name of Republicanism. More blood has been shed in the name of liberty than of tyranny; yet it was tyranny and despotism all the time that caused the blood of flow. But Sheriff Manning says the sight was a grand one in the immense hall among such an immense crowd to people, and was worth a trip to Chicago to witness; but wait till you hear from Cincinnati.

More Responsibilities.
We learn that Capt. Jno. F. Divine, Superintendent of the W. & W. and W., C. & A. Railroads, has been appointed Superintendent of the North Eastern Railroad, from Florence to Charleston, and the Cheraw & Darlington and Cheraw & Wadesboro Railroads also, all of which connect at Florence, S. C. This makes Captain Divine Superintendent of some 540 miles of railroad in this State and South Carolina. Capt. D., we understand, enters upon his new duties on the 15th instant. He will continue to have his headquarters in this city.

The Sound Steamboat

The steamboat which is now being built to ply between the beach and the mainland on Wrightsville Sound is about completed. Her boiler is now being made in New York, and is expected to arrive in a few days. Capt. Skinner thinks that the boat will be ready for use by the Fourth of July.

Unmailables.
The following unmailable postal matter remains in the post office in this city:
J W Shackelford, Rickland, N C; Hettie Middleton, 306 Meeting street; Pee Dee Man'g Co, Rockingham, N C; Caroline Blainey, Five Oak Bluff; Buck Rolleston, Sampson co, N C.

A Slight Freshet.
The steamer *North State* reports heavy rains in the interior, the first, in some localities, which have fallen in two months. The rains were very heavy on Wednesday night. As a consequence there was an increase of 13 inches of water at Fayetteville when the *North State* left there yesterday morning.

Jugged for ten Days.
Mary Eliza Lively is again on the boards and has begun for the season. Her first performance was last night in front of Bryson's, where first she went in and afterwards come out and then stood on the sidewalk and started the refined ears of the Paddy Hollov denizens with language more emphatic than chaste, for which officer Allen took her under his protecting wing and escorted her to the guard house, and this morning the Mayor feeling the importance, no doubt, of making an example of such conduct by a well timed application of the law, sentenced the prisoner to pay a fine of \$5 and the costs. In default of which the defendant went below for ten days.

Everybody can get suited with a Pocket Knife, also Table Cutlery, at JACOB'S Hardware Depot.

The Planets in June.
Jupiter is morning star and the only planet of much account during the present month. He is a brilliant object these mornings, as he leads the stary hosts and holds his court without a rival in lustre, size and brightness. Those who have watched his movements will note his increasing magnitude and brilliancy. The sun is still diversified with spots, and Jupiter is near enough to perihelion to make his influence felt. Astronomers have been wise prophets thus far as to the influence of the commencement of the sun spot cycle. Tornados and cyclones of extreme severity have borne witness to abnormal conditions of the atmosphere, and a wave of intense heat, such as has not occurred for a quarter of a century at this season of the year, has confirmed the exactness of previous observations. We must still expect the usual storms, waves of heat, and auroral displays that follow the maximum of sun spots; we have yet to learn whether the coincident perihelia of the four great planets will increase and prolong the elemental warfare. This is one of the most interesting problems of the day, as well as one of the most practical and important. It will not meet with a hasty solution, for the period of observation extends to the year 1885.

Saturn is morning star, and holds his place not far away from his more brilliant rival. He, too, the second in size of the giant members of the brotherhood, is traveling toward his opposition with the sun. Mars is the evening star. His ruddy glow is paling and his size diminishing as he wends his way toward the sun and increases his distance from the earth. Mercury is evening star after the 2d, when he reaches his superior conjunction with the sun. He then rises and sets with the sun, being apparently joined with him, as the word 'conjunction' implies. Venus is morning star, and travels so near the sun as to be entirely hidden from mortal vision. She rises now a few minutes before 4; at the close of the month only about a quarter of an hour before the sun.

The June moon falls on the 22d. On the 6th, one day before her change, she was near Venus. The new moon of the 7th was near Mercury on the 8th, Mars on the 11th and Uranus on the 14th, and the waning moon on the 20th will again pay her respects to Jupiter. On the 22d there will be a total eclipse of the moon, which will be invisible in this portion of the globe, but will be partly visible in the western part of the United States, and entirely visible in the Pacific Ocean.

Window Glass of all sizes, Doors, Sash, and Blinds, Builders' Hardware, &c., Low at prices at JACOB'S.

PLEASE NOTICE.
We will be glad to receive communications from our friends on any and all subjects of general interest but:
The name of the writer must always be furnished to the Editor.
Communications must be written on only one side of the paper.
Personalities must be avoided.
And it is especially and particularly understood that the Editor does not always endorse the views of correspondents, unless so stated in the editorial columns.

Personal.
Col. H. B. Short, of Columbus county, and perhaps our next Lieutenant Governor and President of the Senate, is in the city to-day.

Capt. S. W. Vick, who has for some months past been doing business in Charleston, is home on a short visit. He tells us that he won a dozen bottles of champagne on the Chicago nomination, but, unfortunately, the net is not payable in Wilmington.

A Runaway.
A runaway horse, with a dray attachment, was the excitement for a few moments on Chestnut street this afternoon. The animal had been standing tied on the wharf at the foot of the street, when he was suddenly impressed with the idea that a race up the hill would be the correct thing, and he started at full speed, running over and tearing down on his passage, part of the wall which surrounds the 'Rock Spring' and running against a horse that was tied to a tree near Front street. He turned down Front street, and was finally captured when near the corner of Princess street. No material damage was done to either horse or dray.

We believe there is a city ordinance prohibiting the leaving of horses and mules standing untied in the streets, but it is heeded by but a very few. We think it would be a good plan to either repeal the ordinance or enforce its penalties. Runaways are entirely too common; they are always dangerous, and we hope some action may be taken by which their frequency may be lessened, if—

DIED.
MALLET—Suddenly, in Fayetteville, on Saturday evening, June 5th, Mrs. F. M. MALLET, relict of Lallestedt D. Mallett, aged 74 years.

New Advertisements.

Excursion to the Lake.
FRONT STREET METHODIST SABBATH SCHOOL, will have an Excursion to LAKE WAUGHAMAW, on TUESDAY the 15th inst. A limited number of tickets will be sold to persons desiring to visit the Lake on this occasion.
Fare 50 cents round trip. Tickets for sale at Parker & Taylor's. Je 11-21

Mrs. S. J. Baker.
FASHIONABLE MILITARY,
Wilmington, N. C.
Corner Third and Orange Streets
FRANCY GOODS, Notions, Hats, Bonnets, Hats, Flowers, Feathers, Ornaments of all kinds. Will renew and work over all kinds of old hats equal to new. Old hats made to look like they were new. Call and see my specimens of work.
Je 10 MRS. S. J. BAKER.

Office Treasurer & Collector.
City of Wilmington, N. C.
Jan 9th, 1880.

Bids
ARE INVITED UNTIL 12 M., Wednesday, June 16th, 1880, to Repair the Wharf, foot of Chestnut Street.

ALSO BIDS
To remove said Wharf and make an open Dock.
HENRY SAUSAGE,
Je 10 2t City Clerk.

HISTORY OF NORTH CAROLINA.
FROM THE EARLIEST Discoveries to the Present Time. By John W. Moore. New and Enlarged Edition.
Tourgee's Code, with Notes and Definitions.
Busbee's North Carolina Justice and Form Book.
All for sale at
HEINBERGER'S,
Je 9 Live Book and Music Store.

MALT BITTERS.
Hop Bitters,
Iron Bitters,
Vilegar Bitters,
Post-Tetter Bitters,
Quinine Tonic Bitters,
Aromatic Camphor, &c.
For sale by
JEO. H. HARDIN, Apothecary,
New Market.

Baskets.
ANOTHER LOT of Pic Nic, Lunch, Key and other fancy Baskets, just received.
Sunday School Books, Hymn Books, Bibles, Testaments, &c., &c.
Blank Books, Memorandum Books, Invoice Books. All kinds of plain and fancy Stationery, at
YATES',
BOOK STORE.
Je 7