

The Daily Review.

JOS. T. JAMES, Editor & Prop. WILMINGTON, N. C. THURSDAY, FEBRUARY 14, 1884.

WHAT AILED HIM?

There must be malaria in the atmosphere of Washington which is working injuriously upon some of the law-makers there assembled...

WASHINGTON, February 11.—Senator Lapham, of New York, came into the Senate this morning looking very tired. He sat down in his seat with a dull thud...

It is sad to think that the duties of a Senator—a New York Republican—are so arduous and exhausting as to bring him to such a pitiable helpless plight...

Sir Edward Mortimer Archibald died in London on Friday, at the age of seventy-three. He was a native of Nova Scotia, and for many years was a Supreme Court Judge there...

The Liverpool cotton brokers, in order to check speculation in cotton "futures," have formed the "Liverpool Settlement Association." The first article of the Association directs that "persons whose names appear on the face of a contract be deemed the sole principals..."

The College of the Propaganda in Rome, finding its means of action and influence liable to be crippled by the decisions of the Court of Cassation, has determined to put its wealth beyond the reach of the Italian government by removing its financial base of operations from Rome and establishing new financial bases in London, Paris, Vienna, New York, Bombay and Sydney...

The theatrical success of the season in London is Planquette's "Nell Gwynne," which was produced on Saturday night at the Avenue Theatre. The libretto, by Farnie, is based upon an old English play, and is admirable throughout...

Now is the time to give Smith's Worm Oil.

It is altogether probable that a settlement will be reached in the breach of promise case of Miss Fortesque against Lord Garmoyle, by which the lady will receive £20,000 as a solace for her lacerated affections...

Breezes in the Spice Island are not laden with more fragrance than a breath rendered pure and aromatic with SOZODONT, which restores whiteness to yellow teeth and soundness to defective ones...

Intoxicating drink in England costs annually more than £150,000,000 sterling, and the results of drunkenness £100,000—a total of £150,100,000.—Cannon Farrar, Westminster Abbey.

All classes of men delight in Shakespeare; he is the univ. sal. genius; but Wordsworth's has more the character of a message, and a message special and personal to a few readers.—John Burroughs, Century.

WASHINGTON, D. C., May 15th, 1880.—Having been a sufferer for a long time from nervous prostration and general debility, I was advised to try Hop Bitters. I have taken one bottle, and I have been rapidly getting better ever since...

"No, don't go yet," said a Philadelphia girl at midnight, as her lover rose to leave: "don't go yet; it isn't late. Remember that the clocks in this city have been shoved ahead forty seconds."

A New York man was arrested for cheating his tailor. Served him right. He had no business taking advantage of a trusting soul. Besides, it isn't fair, because lots of us can't get trust from the tailor.

It has been remarked that there were was one thing about Baron Munchausen that should be set down to his credit, although nobody credits anything he says, and that is, that the Baron never held himself out as a weather prophet.

Among the greatest pleasures of Mr. Matthew Arnold's visit to this country are the constant praises he hears bestowed upon the Light of Asia and the reverence constantly made to his "cousin Benedict." Mr. Arnold says we are a cultivated people. Indeed we are.—Life.

"I declare," exclaimed Fogg at the end of a dreary wait at the theatre. "I didn't think it was so long as that. How time flies, doesn't it?—What the dickens are you talking about?" exclaimed his mystified companion.

Honesty the best policy: Modest youth—"May I have the pleasure of dancing with you, Miss Lightfoot?" Miss Lightfoot (to her mother's horror)—"Thanks—No! My waistband is so tight I can't move, and so are my shoes!" Modest youth, who is, let us say, an earl of Richard I's creation, six foot eight in his pumps, with eight hundred thousand a year, and in every respect the ideal of a young girl's dream is so touched that he proposes on the spot.—London Punch.

No other medicine is so reliable as Ayer's Cherry Pectoral for colds, coughs and all derangements of the respiratory organs tending toward consumption. In all ordinary cases it is a certain cure, and it affords sure relief for the asthmatic and consumptive, even in advanced stages of disease.

MISCELLANEOUS

"Suffer and Be Strong." That is an old saying; and it is in some respects true that strength comes through suffering. Everybody ought to know how to bear pain. Those who can bear it bravely, patiently, and manfully are incomparably happier than the poor fellows who are all the time making frightful faces and uttering grievous groans.

If we must suffer, let us learn how to make the best of it, and to suffer as cheerily as possible. But we may do better than to suffer. We may learn how to get rid of the suffering. That will be a great improvement on even the most patient way of bearing pain. The trouble with nine out of every ten sufferers is not that they can "suffer and be strong," but that in their suffering they are weak and miserable and ailing and languid and debilitated and doleful. Not only are they wretched themselves, but they add to the sum of human wretchedness by imparting much of their misery to others.

Now, as to getting rid of the misery, and abolishing some of the suffering. We will do it with Brown's Iron Bitters. There is joy in every bottle of this valuable iron medicine. It is a medicine which is responsible for much of the mastery which has been gained over suffering. It brings iron to the blood in such a way that this needed element assimilates with the circulation, sending through arteries and veins that rich, red-colored vital fluid so essential to vigorous life. Here is the strength which triumphs over weakness, and casts out disease with its consequent suffering. The stomach is made strong, and dyspepsia has to go. The liver is vitalized, and liver complaint must depart. The nerves are toned up, and sufferers from neuralgia are made cheerful. The "bad blood" is made good, and rheumatism loses its hold. What is the use of suffering, when our neighbor the druggist keeps Brown's Iron Bitters?

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MISCELLANEOUS

THE BRIGHTEST AND BEST! DAILY, SEVEN-DAYLY, WEEKLY AND SUNDAY EDITIONS. THE NEW YORK WORLD FOR 1884.

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THE WORLD, 31 and 32 Park Row, NEW YORK. 1884. Harper's Magazine. ILLUSTRATED.

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RAILROADS, &c.

Wilmington & Weldon Railroad Company. OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C., Nov 17, 1883. Change of Schedule.

ON AND AFTER NOV 18, 1883, AT 10.55 A. M., Passenger Trains on the Wilmington & Weldon Railroad will run as follows: DAY MAIL AND EXPRESS TRAINS DAILY. Nos. 47 NORTH and 48 SOUTH. Leave Wilmington, Front St. Depot, 8.55 A. M. Arrive at Weldon, Front St. Depot, 2.21 P. M. Leave Weldon, Front St. Depot, 3.00 P. M. Arrive at Wilmington, Front St. Depot, 8.40 P. M. FAST THROUGH MAIL & PASSENGER TRAIN DAILY—No. 40 SOUTH. Leave Weldon, Front St. Depot, 5.50 P. M. Arrive at Wilmington, Front St. Depot, 10.25 P. M. MAIL AND PASSENGER TRAINS DAILY. No. 43 North. Leave Wilmington, Front St. Depot, 8.00 P. M. Arrive at Weldon, Front St. Depot, 2.45 A. M. Leave Wilmington, (Sundays excepted), 12.20 A. M. Arrive at Weldon, Front St. Depot, 6.30 A. M. Leave Weldon, (Mondays excepted), 10.55 A. M. Arrive at Wilmington, Front St. Depot, 6.55 A. M. Train No. 40 South will stop only at Wilson, Goldsboro and Magnolia. Trains on Tarboro Branch Road Leave Rocky Mount for Tarboro at 1.20 A. M. and 4.30 P. M. Daily, (Sundays excepted). Returning, leave Tarboro at 10.00 A. M. and 3 P. M. Daily. Trains on Scotland Neck Branch Road Leave Halifax for Scotland Neck at 3.25 P. M. Returning, leave Scotland Neck at 8.30 A. M. daily except Sunday. Train No. 47 makes close connection at Weldon for all points North Daily. All rail via Richmond, and daily except Sunday via Raleigh. Train No. 48 runs daily and makes close connection for all points North via Richmond and Washington. All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers attached. For accommodation of local travel a passenger coach will be attached to local freight leaving Wilmington at 7.00 A. M. Daily except Sunday.

Wilmington, Columbia & Augusta R. R. Co. OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C. Nov 17, 1883. Change of Schedule.

ON AND AFTER NOV 18th, 1883, at 10.55 A. M. the following Passenger Schedules will be run on this Road: No. 42—Leave Wilmington, (Mondays excepted), 7.15 A. M. Arrive at Florence, 11.40 A. M. No. 45—Leave Florence, (Sundays excepted), 7.40 P. M. Arrive at Wilmington, 12.10 P. M. NIGHT EXPRESS TRAINS, DAILY—Nos. 44 West and 47 East. Leave Wilmington, 9.10 P. M. Leave Florence, 2.40 A. M. Arrive at Columbia, 6.40 A. M. Leave Columbia, 9.55 P. M. Leave C. & A. Junction, 10.50 P. M. Arrive at Wilmington, 8.25 A. M. NIGHT MAIL AND PASSENGER TRAIN, DAILY. No. 40 WEST. Leave Wilmington, 10.40 P. M. Arrive at Florence, 1.45 A. M. MAIL AND PASSENGER TRAIN DAILY. No. 43 East. Leave Florence at 3.35 P. M. Arrive at Wilmington, 7.35 P. M. Train 43 stops at all Stations. No. 40 stops only at Flemington, and Marion. Passengers for Columbia and all points on M. & C. R. R. C. & R. R. Stations, Aiken Junction, and all points beyond, should take the Night Express. Separate Pullman Sleepers for Charleston and Augusta on Train 48. All trains run solid between Charleston and Wilmington. Local freight leaves Wilmington daily except Sunday at 6.10 A. M.

Carolina Central R. R. Company. OFFICE OF GENERAL SUPERINTENDENT, Wilmington, N. C., June 18th, 1883. Change of Schedule.

ON AND AFTER JUNE 18th, 1883, THE following schedule will be operated on this Railroad: PASSENGER MAIL AND EXPRESS TRAIN DAILY except Sundays. Leave Wilmington at 7.00 P. M. No. 1. Leave Raleigh at 7.35 P. M. Arrive at Charlotte at 7.00 A. M. No. 2. Leave Charlotte at 8.45 P. M. Arrive at Raleigh at 8.30 A. M. Arrive at Wilmington at 8.25 A. M. Passenger Trains stop at regular stations only, and points designated in the Company's Time Table. SHELBY DIVISION, PASSENGER, MAIL EXPRESS AND FREIGHT. Daily except Sundays. Leave Charlotte at 5.30 P. M. Arrive at Shelby, 9.00 P. M. Leave Shelby, 7.00 A. M. Arrive at Charlotte, 10.30 A. M. Trains No. 1 and 2 make close connection at Shelby with R. & A. Trains to and from Raleigh. Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte. Take Train No. 1 for Statesville, Stations Western N. C. R. R., Asheville and points West. Also, for Spartanburg, Greenville, Athens Atlanta and all points Southwest. L. C. JONES, Superintendent. F. W. CLARK, General Passenger Agent June 15

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WHOLESALE PRICES.

Table listing various commodities and their prices, including AGGING, BACON, BUTTER, CHEESE, COFFEE, CORN MEAL, DOMESTIC SHEETING, FERTILIZERS, FLOUR, GRAIN, LARD, OILS, POTATOES, SUGAR, TEA, etc.