

# THE DAILY REVIEW.

VOL. XI.

WILMINGTON N. C., SATURDAY, JUNE 25, 1887

NO 150

THIS PAPER published every evening, Sundays excepted by JOSH T. JAMES, EDITOR AND PROPRIETOR. SUBSCRIPTIONS POSTAGE PAID: One year \$4.00. Six months, \$2.00. Three months, \$1.00. One month, 35 cents. The paper will be delivered by carriers free of charge, in any part of the city, at the above rates, or 10 cents per week. Advertising rates low and liberal. Advertisers will report any and all failures to receive their paper regularly.



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Outstanding Specific for Liver Disease.  
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**SIMMONS' LIVER REGULATOR** (PURELY VEGETABLE) is generally used in the South to arouse the Torpid Liver to a healthy action. It acts with extraordinary efficacy on the  
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AN EFFECTUAL SPECIFIC FOR  
Malaria, Bowel Complaints, Sick Headache, Dyspepsia, Biliousness, Constipation, Kidney Affections, Jaundice, Colic, Mental Depression, etc.  
Endorsed by the use of 7 MILLIONS of Bottles, as  
**THE BEST FAMILY MEDICINE** for Children, for Adults, and for the Aged.  
ONLY GENUINE has our Z Stamp on red on front of Wrapper.  
**J. H. Zeilin & Co., Philadelphia, Pa.,** Sole Proprietors. Price, \$1.00.  
Box 3 Road, Atlantic City.

## LOCAL NEWS.

**WEDNESDAY'S OPENING.**  
J. D. Miller—Garden Seed  
The variety of North Carolina  
C. W. Taylor—More New Books  
FENNELL & DANIEL—For 30 Days  
HENSBERGER'S—Pianos and Organs  
Change of Sales Days N. Y. & W. I. S. Co.  
MILLER & NESTLE—Kennedy's Medical  
Discovery  
Day's length 14 hours and 35 minutes.  
Sunset to-morrow afternoon at 10  
minutes past 7 o'clock.  
Two for a quarter is what they say  
about antelopes, small at that.  
The Register of Deeds issued marriage licenses this week for two white and one colored couples.  
Dog Collars. Large assortment just received. Can buy a nice collar from 25 cents up, at JACOB'S Hdw. Depot.  
You can buy Saratoga and packing trunks, hammocks and bath towels, canvas matting and oil cloth, very cheap at Sol. Bear's.  
The following are the interments for this week in the different Cemeteries:  
Oakdale, one child; Bellevue, 1 adult, brought here for interment; Pine Forest, 4-2 adults and 2 children.  
Carolina Beach. Keep cool and remember that the headquarters for bathing suits is at the Wilmington Shirt Factory. Suits made to order Ladies' a specialty. J. ELSBACH, Prop. 27 Market street.  
For Summer underwear, percale shirts, alpaca coats, brown linen suits, straw hats, ladies' traveling wraps, linen dusters, or whatever you need to keep cool during the Summer, go to Sol. Bear's.  
American flags, muslin flags on sticks, Chinese lanterns, paper caps, pistols and caps for same, have just received a large assortment. Everybody who wants to make himself happy on the Fourth of July can be supplied at Heinsberger's.  
**CITY COURT.**  
His Honor called for offenders:  
G. W. Green, a half-grown negro boy, was charged with disorderly conduct in insulting the police at the Opera House last night. Sentenced to 10 days confinement.  
Thos. Hadden, a colored boy, beat a cripple pretty badly and His Honor gave him 30 days in a cell.  
**Health in Old Age.**  
QUEENS, QUEENS CO., N. Y., Arch 31, '87.  
I commenced using BRANDRETH'S PILLS fifty-five years ago. I first bought them in London, and have continued using them since I came out to this country in 1836. I am now over seventy-five years old, hale and hearty, and attribute my wonderful health to the persistent use of BRANDRETH'S PILLS. Occasionally I have a bad cold or severe attack of rheumatism, indigestion or biliousness, but four or five doses of BRANDRETH'S PILLS always cure me. Whenever my children have been sick with scarlet fever, measles, mumps, acid stomach, disordered digestion or constiveness, a few doses of BRANDRETH'S PILLS restore their health at once. EDWARD COLLINSON. †

## YE ANCIENT DAYS.

**Wilmington Sixty Years Ago—Some Interesting Reminiscences of the Days When There Were No Steamboats, No Railroad Trains, No Gas, No Water Works, No Steam Fire Engines, No Telephones And No Electric Lights.**

(Communicated to the DAILY REVIEW by an old resident.)

It has been suggested to the writer that it would be interesting to see published reminiscences of Old Wilmington, dating back some sixty years, and there is no doubt that, to those who lived at that time and who are still sojourners on earth, the revival of their recollections would be a matter of interest; and, perhaps, would not prove entirely uninteresting to the rising generation.

In those old days there were no steamboats, no railroads and no telegraphs. The people were shut up within themselves, an old-fashioned town, doing just business enough in the commercial way to keep comfortable and to keep "the wolf from their doors." It was a community of less than 5,000 persons, who could justly boast of an honored social position, a refined intelligence and an open handed and open-hearted hospitality.

The commerce of Wilmington was principally confined to the West India trade, where we sent out lumber, staves, shingles, naval stores and rice, in exchange for sugar, coffee, molasses, salt, rum and the various fruits of the Islands. There were, of course, non-boating sailing vessels, and these were mainly from New York, Boston and other Northern ports. The business was profitable to all engaged in it, and if not a source of great wealth, it sufficed for a competency. There was direct trade with England, kept up for many years by means of a regular packet brig called *King Alexis*, Capt. Livingston, and her arrival was always hailed with pleasure by European correspondents and shippers.

The home receipts of produce consisted of flour, rice, cotton, tobacco and the cereals. The cotton was put up in round bales, the process of pressing square bales being not then known. The produce was mainly brought here in wagons from the country or on flat boats from Fayetteville and intermediate points on the Cape Fear river.

The mode of travel to the North was either by sailing vessel or by stage coaches, and the time consumed in making a trip to New York was from six to eight days.

The people were social as well as religious. There were churches at that time; viz.: Episcopal, (St. James') Presbyterian, Baptist and Methodist, and, although the people held their several religious tenets in proper reverence, they were not averse to indulgence in social enjoyments. There were the usual festivals during the Winter months, frequent social gatherings and assemblies for dancing, to which none but the elite were admitted. There was also a "Jockey Club" and a dice race course, within a mile of the town, where blooded horses from Virginia and other States were brought to contest with our home-bred ones. There was also a company of theatrical amateurs, called the "Thalian Association," who afforded much amusement to their fellow townsmen, and among whom there was considerable histrionic talent.

Wilmington was not exempt from disease or disasters. The terrible conflagration of 1819 was a fearful blow, consuming all that part of the town between Water, Market, Second and Orange streets. It was an awful calamity, which was a severe shock to her citizens, although much alleviated by generous donations from other cities and towns, among which was Boston, Mass., which sent, among other articles, 500 barrels of flour. This was a great and needed relief and was highly appreciated by our distressed citizens. Following this—two years later, in 1821—we were visited by that terrible scourge, the yellow fever, from which disease many died.

The most prominent commission and shipping merchants of that time were: Dudley & Dickinson, Elijah Dickinson, Lazarus & Whitmarsh, R. W. Brown, F. & E. Kidder, Wm. Douglass, Cyrus Stowe, James Usher, W. H. Lippitt, T. Savage, H. R. Savage and others. The dry goods and retail merchants were: Alex. Anderson, Samuel Shuter, Samuel Langdon, John Dawson, Jno. S. James & Co., John Wooster, James Dickson, Burr & Barrett, Joseph

Gorie, E. C. Bettoncourt, John P. Calhardie, J. C. Dunbibbin, David Jones, John Taylor, John A. Taylor, Alex. McRae, J. M. Cazaux, Joseph Sintas, Anthony Wanet, Seth Hoard, Caleb Nichols, Wright & Savage, G. & C. Bradley, T. W. Brown, Porter & Hurt, E. P. Hall, John McCall, Baker & Doane, and Holloway & French—There may have been a few others, but if so, their names are not remembered.

The first steamboat that rippled the waters of the Cape Fear river was a stern-wheel boat, called the *Prometheus*. She was built at Beaufort, N. C., and was intended to run as a packet between Wilmington and Smithville, but proved a failure so far as speed was concerned as she could not make more than three miles an hour. By subsequent alterations to her machinery, however, she became capable of making eight miles an hour, but, unfortunately, she was burned at her wharf soon after the improvements had been made, and became a total loss. This was about the year 1819. Later in the same year two other new steamboats, the *Hamilton* and the *North Carolina*, were placed upon the river. These were intended for the trade between Wilmington and Fayetteville, and were commanded respectively by Capt. Benj. Rush and Capt. C. B. Tavis, both from Philadelphia, and both gentlemen entirely competent for the position. Capt. Rush kept his boat on the river nearly 40 years, but did not continue in command to the last. He died in Fayetteville some eight or ten years ago, much esteemed by many friends. Captain Tavis returned to Philadelphia, and his boat was sold and removed to more Southern waters.

These boats, the pioneers of steamboat navigation in the waters of the Cape Fear, were followed, first by the *Cotton Plant* and soon after by the *John Walker*, the latter being named in honor of one of our respected townsmen. The builder and owner of the *John Walker* was Mr. Doyle O'Hanlon, an energetic, whole souled, noble gentleman, who carried his heart in one hand and his purse in the other, but, unfortunately, his purse was not always as full as his heart for dispensing charities. Poor fellow! He died of that fell disease, consumption, regretted by all who knew him. The establishment of a line of steamboats between Wilmington and Fayetteville caused an increased trade and added greatly to the improvement and increase of wealth in both towns.

Early in the present century, I think directly after the war of 1812-15, an Italian gentleman, named Margaritta, erected the first steam saw mill ever built on the Cape Fear river at Wilmington. It was erected on the West side of the river, opposite the foot of Chestnut street, and had two sets of gangs. The next was built on the East side of the river at the Southern end of the town, by Mr. E. B. Dudley, and this was followed by others until there were five or six mills in operation, nearly all of which, at different times, were burned, but in every instance were rebuilt. The capital invested in these enterprises proved profitable and added greatly to the commercial importance of the town.

These new industries, by the application of steam, created a boom in the progressive improvement of our town, and awakened the long dormant energies of our people. About the year 1835 or 1836 a few of the most enterprising citizens obtained a charter from the legislature to build a railroad from Wilmington to Raleigh, which was called the *Wilmington & Raleigh Railroad*, but the route to the latter place was abandoned in consequence of the failure of the latter town to cooperate; the line was directed to Weldon. The road was completed in less than three years from its commencement, and is now one of the finest and best equipped roads in the entire country, and is known as the *Wilmington & Weldon Railroad*. Upon the completion of this enterprise, the line of travel from North to South was increased by the advantages offered by this road and the establishment of a line of steamers which made connection with the road here and transferred passengers to Charleston, S. C. A few years later another road, the *Wilmington & Manchester*, was projected and built from Wilmington to Kingsville, and then, still later, the *Carolina Central* was chartered under the name of the *Wilmington, Charlotte & Rutherford Railroad*. Subsequently the name of the *Wilmington & Manchester Railroad* was changed to the *Wilmington, Columbia & Augusta Railroad*. These roads are all now intact and are doing a thriving business for the stockholders.

[In the history of the railroads, from the construction of the Wilmington & Weldon, I found it necessary in describing other events to trace their progress up to the present time. I return to the old time—sixty years ago.]

The municipal affairs of the Town of Wilmington were vested in a Board of Commissioners, who were elected by the people. The Board consisted of five members, who selected one from among their number to act as Magistrate of Police, which position in the town was equivalent to that of Mayor of the city. There were only five police-men, or "town guard," as they were called, to watch the town and arrest disturbers of the peace. There were also a Town Clerk and a Town Constable, whose salaries were paid by the town. The venerable Capt. Thomas Callender held the office of clerk for many years and was the incumbent at the time of his death. He was a gentleman of sterling integrity and his death was deeply deplored by all who knew him.

The annual current expenses of the town did not exceed \$4,000. In consequence of the great scarcity of specie, the town issued fractional currency for the convenience of trade. The notes were printed on common paper, and ranged in value from 4 1/2 cents (a sixpence—the currency being 12 shillings to the dollar) up to 50 cents. The vignettes were as follows: On the 4 1/2 cents, a plough; on the 6 1/2 cents, a buck; on the 8 1/2 cents, a hog; on the 12 1/2 cents, a cow; on the 25 cents, a ship; and on the 50 cents, a house. This paper currency, when torn or dilapidated from frequent use, was taken to the treasurer's office and redeemed with new notes. The old negro women who kept the cake and fruit stands knew nothing of the value of this scrip further than what was represented by the several vignettes. For instance: A small boy would ask, "Mammy, what do you ask for that cake?" when she would reply, "Why, dat cake, honey, is a plough," (4 1/2 cents) and so on.

In politics, the people were divided between the "Old Line Whigs" and Jeffersonian Democrats. Some few of the more aristocratic Whigs strongly inclined to the Hamiltonian doctrine, and during the time of our town elections great excitement prevailed, and much hard feeling and bitter animosity was engendered, but, happily for the peace of our people, the borough system was abolished and harmony was restored.

## Saturday Night Sermon.

How pleasant is Saturday night.  
When I've tried all the week to be good.

We wonder how many of our readers can lay their hands upon their hearts on this pleasant Saturday night and say, with truth and earnestness—"that's me!" Many of you may lay the flattering unction to your soul that you have been good, a heap, but before making a decision that you have been spotless and immaculate in all that goes to make good boys and girls, men and women, just take a look back through the hours which have intervened since last Sunday morning and see if you will not find a plenty of spots of ill-temper and specks of rude behavior to tarnish the bright shield of goodness, and make it look as unlovable as a rusty tin pan. We know—or we think we know—from our own experience and an extended observation, aided by much reading, that it is impossible for a poor, weak, nubile human to keep his goodness always bright and shining, and we don't expect it; but we have come to the sage conclusion, through the aforesaid personal experience, observation and much reading, that we all might be much better than we are. The chance for improvement in manners and morals is immense, and our regret is, that the field is so large there are but few who seem willing to tackle the job in right down square earnest. It costs too much of a struggle. Your preacher well knows that a real earnest temptation, backed up by a double-jointed inclination, is a monumental job to conquer, but there are altogether too many of us who yield without the most feeble kick or squirm of resistance. These have not even tried to be good, but, rather, have been willing to rid a free horse to shame and perdition without saying so much as "Whoa, Emma!" and for these, we have no patience. There are those who do try, and try earnestly, to be good, and, although they are apt to stumble and sprawl on the road, as they are tripped up by strong temptations, and their moral noses get scratched by the coarse gravel of retributive justice, yet they are worthy of praise for their pluck in making the trial; and if they finally

come out conquerors, they are heroes or heroines, as the sex may be. Try to be good and try to do good, and you will live the longer and die the happier for the effort.

A great deal of interest is being manifested in the games which are to take place here on Monday and Tuesday between the Columbia and the Wilmingtons. With good weather it will prove the most exciting series of the season.

Our report of the concert last night is not as complete as we desired it to be. Our music-loving local is sick and at the last moment we called upon a friend who kindly furnished the report published elsewhere.

In the prize shooting of the W. I. yesterday at Carolina Beach, 39 members participated. The first prize, the company medal and a silver pitcher, were awarded to Private James S. Hooper, and the second, a silver goblet, to Private Edward J. Moore.

We invite attention to the advertisement of the University of North Carolina as it appears elsewhere in this issue. The next term will begin on the last Thursday in August and close at Christmas. Catalogues will be furnished on application to the Bursar, Mr. W. T. Patterson, and special information may be had of the President, Hon. Kemp P. Battle.

## Indications.

For North Carolina, fair weather, and nearly stationary temperature.

## Foreign Exports.

Ger. barque *Richard*, Paske, cleared to-day for London with 1,000 casks spirits turpentine, and 3,004 barrels resin, valued at \$19,930 shipped by Messrs. Paterson, Downing & Co. Brig *E. T. Campbell*, Lord, cleared for Lee Guyra, Venezuela, with 6,500 crossteds crossties, valued at \$3,740 shipped by the Carolina Oil & Crocote Co. brig *Morancy*, Wass., cleared for Aux Cayes, Hayti, with 84,738 feet lumber, 180,000 shingles and 5 barrels coal tar, valued at \$2,747.08, shipped by Messrs. S. & W. H. Northrop, and Schr. *Orlando*, McRitchie, cleared for Fort de France, Mart., with 175,000 feet lumber, valued at \$3,253, shipped by Mr. E. Kidder's Son. Total value of exports this day, \$29,670.08.

## Personal.

Rev. W. M. Kennedy of Warsaw, is here on a brief visit.

Col. W. P. Canaday, Sergeant-at-Arms of the United States Senate, is in the city to-day.

Maj. H. H. Foster, City Editor of the DAILY REVIEW, was taken suddenly and violently ill at the Opera House last night, during the entertainment. He rose from his seat and started out but was seized with a sudden hemorrhage as he reached the portico. The flow of blood was from the stomach and was very severe. A number of gentlemen who were near at hand rushed to his relief and Dr. Pigford was called from the audience to attend him. Mr. Bryan, of the Orton House, called up one of the waiting carriages and assisted by that gentleman, Mr. J. M. Cronly, and one or two others, he was placed in the vehicle and sent home. This morning he was attacked with another hemorrhage, but this time it was a slight one, and to-day he was resting comfortably although he is very weak. A few days will, we trust, see him fully restored to health.

On his behalf, and on our own, we make heartfelt acknowledgement to those gentlemen who so promptly hurried to his assistance last night.

## Soiree and Concert.

The Soiree and Concert given last night at the Opera House was in every way a success. Notwithstanding the warm evening the house was well filled with an appreciative and music loving audience. The Concert was given under the joint auspices of Prof. Van Lear, who was in charge of the instrumental parts, and Mr. E. J. Thorpe, who conducted vocalization. The first part, consisting of piano solos, duets and eight hand pieces were for the most part performed by Mr. Van Lear's pupils, who acquitted themselves creditably in every way; while at the same time it occurred to us that the selections were not quite as brilliant as those performed by Mr. Van Lear's pupils upon former occasions. Still it was good, and each young artist gave promise of much in the future. Part Second was composed of vocal solos, duets choruses &c by some of the best talent in our city. Mrs. Eva K. L. Piessanis made her first appearance before a Wilmington audience. Her voice as we heard it last evening is rich and sweet

WE WILL BE GLAD TO RECEIVE COMMUNICATIONS from our friends on any and all subjects general or local interest but the name of the writer must always be stated to the Editor. Communications must be written on 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 or else in the editorial column.

in its pure contralto; her notes true and full, and possessed of great power, which having once heard one longs for more, as did Oliver of ancient days. At the feet of one of Wilmington's favorites, Miss Annie DeRoset, we beg leave to lay a tribute of praise. Scarcely passed out of sweet childhood, simple and unaffected in manner—we felt as we listened to the pure, young voice, rippling its bird-like notes, now soft and low, now high and clear as singeth the lark at the morn's uprising—that nature holds no diviner gift for fair womanhood than that of song. Several choruses by male voices were finely rendered. It was an enjoyable evening, and we hope not the last by many that the music lovers of Wilmington may enjoy.

**NEW ADVERTISEMENTS.**  
**For 30 Days**  
WE GIVE A N I E T R K S T R A P with each Trunk bought of us. A choice stock of nickel and X C. trunks just received which we guarantee to be all cheaper than any one in the city. A job lot of Curry Combs at your own price. Try us.  
FENNELL & DANIEL,  
Horse Mill Road,  
108, Front St.  
June 25

**JAMES D. NUTT,**  
THE DRUGGIST,  
218 North Front Street,  
Open all day to-morrow, (Sunday.)  
June 25 11

**University of North Carolina,**  
CHAPEL HILL, N. C.

THE SESSION IS DIVIDED INTO TWO terms: the first beginning the last Thursday in August and ending at Christmas, the second beginning early in January and ending first Thursday in June. Tuition, \$30.00 for each term. For room and board, \$5.00 per term. Those unable to pay tuition are allowed to give their notes, secured if possible. Tuition in the normal course free. The Faculty is now sufficiently strong to give instruction in a wide range of studies. For terms in the Law School apply to Hon. John Manning, LL. D. For Catalogues apply to W. T. Patterson, Bursar, Chapel Hill, N. C. For special information apply to KEMP P. BATTLE, LL. D.  
June 25 at 4 m

**New York & Wilmington**  
Steamship Co.



FROM PIER 29, EAST RIVER, NEW YORK  
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At 3 o'clock, P. M.

BENEFACTOR.....Saturday, July 2  
REGULATOR.....Saturday, July 9  
BENEFACTOR.....Saturday, July 9  
REGULATOR.....Saturday, July 23

FROM WILMINGTON  
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BENEFACTOR.....Saturday, July 9  
REGULATOR.....Saturday, July 16  
BENEFACTOR.....Saturday, July 23

Through Bills Lading and Lowest Through Rates guaranteed to and from Points in North and South Carolina.

For Freight or Passage apply to  
H. G. SMALLBONES, Superintendent, Wilmington, N. C.  
THEO. G. EGGER, Traffic Manager, New York.  
WM. F. CLYDE & CO., Genl. Agents, 35 Broadway, New York.  
June 25

**Removal.**  
THE UNDER-SIGNED RESPECTFULLY informs his friends and the public generally that he has moved his Tin Shop to No. 215 Market Street, where he is prepared to take orders for anything in his line.  
June 25 1887  
E. G. POLLEY

**Excelsior Lime.**  
OUR MANUFACTURES HAVE TAKEN a high standard. We have on hand:  
BUILDING LIME,  
AGRICULTURAL LIME,  
N. C. PHOSPHATE,  
PHOSPHATE LIME,  
COPROLITE MANURE.  
These are the best and cheapest on the market.  
Send for circular.  
FRENCH BROS.,  
Manufacturers, Rocky Point, N. C.  
R. W. HUCKS, Wilmington, N. C., Agents  
June 25 11

**Carolina Beach.**  
THE PASSPORT WILL LEAVE FOR CAROLINA BEACH every week day at 9 and 3. Train returning leaves at 1 and 6. On Sundays Boat leaves 7, Train back at 6.  
J. W. HARRP, General Manager  
June 25 3m noc