THIS PAPER
ublished every evening, Sundays ex-
cepted by
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EDITOR AND PROPRIETOR.
SUBSCRIPTIONS POSTAGE PAID.
ne 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.
Subscribers will report any and all failure to receive their paper regularly.

The Onslow R R—Oyster Development.

MR. EDITOR:—I promised in my last letter to give to the public the facts and figures which offer such unparalled advantages to a development of oyster cultivation in New River, as to make it an inexhaustible mine of wealth, and apparently only limited by the area of land and water which can be devoted to this purpose. First, I must premise that the laws relating to the subject must be made so as to foster and encourage it to the greatest extent, that all restrictions, if any such exist, upon the development of oyster production be removed, and every means employed to stimulate improvement upon former methods. From the action of the legislation upon the shell fish industry at the last two sessions, this may reasonably be expected, as its conduct has been dictated by liberality, prudence and judgment.

Lieutenant Francis Winslow, of the navy, an expert in these matters, was detailed by the Secretary to report to Gov. Scales, under an act of the Legislature, to survey the oyster grounds of the State. This survey is still in progress; and a report by Lieut. Winslow has been published which, however, does not include the oyster grounds lying south of Bogue Sound. His report on the remainder will hereafter appear. In the report already before the public there are many things of interest. On page 7, speaking of New River, he says it "contains some of the finest oyster grounds in the world. Its inaccessibility will, however, prevent its utilization for some time." It is upon the fact mentioned by Lieut. Winslow that New River oysters are among the best in the world, that such a high value can be attached for the development. Wherever they go they will command the very highest prices.

Where transplantation, attention, and intelligent culture are employed an oyster bed is a very densely populated community. Where the conditions are favorable for their growth as in New River, oysters will lie side by side and occuppy every inch of space, yet continue to live and thrive. Their food is brought to them by the tide currents, and each oyster, though lying still on the same spot, has as great a range for feeding, as though he moved several miles daily in search of food. The oyster's food is held in a state of suspension in the water, equally distributed throughout from the top to the bottom of the fluid. As a proof of this, if a stake is planted in the water where oysters grow they will fasten upon it from the line of low water to the bottom and live. It is a well known fact that the best oysters are those growing on stakes. The reason is that the gills, or beard, or mantle, as the dark fringes along the upper part of the oyster are called, and which are its feeding apparatus, when the shell is not imbedded in the earth at the bottom of the water have a chance to collect food throughout their whole extent, instead of only at the tip, as when they are in the mud. The oyster gets more food and grows faster, and more symmetrically when above the bottom.

Then in a tidal current of one mile an hour the oyster has a range of twenty four miles daily for his food. And it makes no difference whether it be located at the bottom of the water or near the top, or at any point between them; the food is still there and with every motion of the tide is brought to it. It is not wearied with a search for food; it only has to open its mouth and work its jaws, (gills) and its sustenance goes into its system.

There are probably 10,000 acres of superficial area in New River adapted to the growth of oysters. This makes 48,000,000 square yards. One hundred oysters of the best New River size occupy one square yard; and eighty of them fill a bushel. Eight square yards hold ten bushels, hence the bottom alone of the oyster area will hold 60,000,000 bushels.

An oyster obtains its growth in about three years. Hence, one third of the bottom, 20,000,000 bushels could be harvested annually. "But," continued the gentleman who astounded me by the foregoing oyster prospects of New River, "when the demand for more than 20,000,000 bushels exists each year, there will be no difficulty about supplying it up to 60,000,000 bushels. A car load of shell oysters is probably 200 bushels and 200 car loads daily for eight months, or 200 days, are 8,000,000 bushels. This is only two-fifths of the annual yield of one-third of the cultivable area. To remove the 20,000,000 bushels would require 500 cars daily. And when the demand grew and the methods of distribution increased to more than the 20,000,000, New River could be depended upon to respond. The young oysters could be grown on twigs and stakes for one and two years above the bottom of the water, and the third year dropped on the bottom. And should the demand increase above 60,000,000, they can be cultivated on wires above the bottom. The attainments possible seem almost illimitable. The wildest visions of wealth which ever dazzled a dreamer of California gold mines or African diamond fields, dwindle into insignificance when compared with the sober outlook of New River oyster cultivation. Why, last Winter 5,000 barrels of the best Long Island Sound oysters—no better, if as good as ours—were shipped to Liverpool. Each barrel held about two-and-a-half bushels. The freight was over $1.25 and they sold for $19 a barrel. And there can be no exhaustion. The more oysters that are grown the more will grow. With facilities for moving the products of the lower part of New River, it will be the richest spot on earth. It can furnish immense quantities of one of the most highly prized articles of food, and of the best quality, that the favored children of fortune delight in, and for which they will readily spend their money. Yours, B.

The Onslow R. R.

EDITOR REVIEW:

Sir:—Should the Onslow Railroad be built the only people who are sure of deriving a profit from its operations are the business men, laborers and all consumers of the city. First, the merchants will have a larger territory opened up to trade, and the cost of bringing the products of Onslow and the Eastern part of Pender to this city with celerity and dispatch, will be much diminished. The wholesale dealers will be able to supply a section which now buys from Baltimore and Norfolk by the way of Newbern. The laborer will, of course, have an increase of employment, not only by the construction of the road, but also by reason of the produce which the road will bring and which must be handled here. The consumers of food, and this class includes the city's entire population, will have their market garden extended forty miles through one of the finest trucking sections of the State.

Thus it is evident that though the road may pay no dividends, that though municipal and private subscriptions may sink in building it, yet the population of the city will be helped. How much it may be helped the future only can tell, but from calculations and estimates which I have read in different papers published here the sum which the city would yearly pay as interest on the subscription asked for would be about a third or a fourth of the value of the increase brought here by the road.

Have our taxes been increased by the city water works? And if they have are not the advantages of the water works greater than the money spent in taxation? Is there a householder or taxpayer in the city who is willing to abolish the water works and save the money we pay the company?

One correspondent calls attention to the city's subscription to railroads in the past. I ask, is there any business man or laborer here who would rather have back the money paid by the city for these roads, and be without them, or have the existing condition of things? And in this connection I also ask if, when the city made a subscription to these roads, there was a demand that it should have a share in the direction of them? The same writer says he was in favor of a subscription by the county to the Onslow Road because the amended charter provided that the county should be represented on the board of directors. Is it not better that the road should be managed by business men who give their time and attention to it, rather than by a board which is more or less governed by political aims? The Atlantic is a sad instance of a railroad used as an adjunct to a political party, and so was the North Carolina and the Western, until they went into the hands of railroad men.

Whatever the future may have for the Onslow Road, should it be built, as a paying investment to those who put their money in it, it is sure that our city's people will be greatly helped by it. More trade, more work, more food are the certain consequences to our people, and as it is very unlikely that it will be built unless the municipality of Wilmington lends it a helping hand, let us rally to the polls next Thursday and vote for more trade, more employment and more food. Respectfully, E.

THE DAILY REVIEW.

VOL. XI. WILMINGTON N C., SATURDAY, AUGUST 6, 1887 NO 186.

A Woman's Discovery.

"Another wonderful discovery has been made and that too by a lady in this county. Disease fastened its clutches upon her and for seven years she withstood its severests tests, but her vital organs were undermined and death seemed imminent. For three months she coughed incessantly and could not sleep. She bought of us a bottle of Dr. King's New Discovery for Consumption and was so much relieved on taking first dose that she slept all night and with one bottle has been miraculously cured. Her name is Mrs. Luther Lutz." Thus write W. C. Hamrick & Co., of Shelby, N. C. Get a free trial bottle at W. H. Green & Co's Drug Store.

The Verdict Unanimous.

W. D. Sult, Druggist, Bippus Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle has given relief in every case. One man took six bottles, and was cured of Rheumatism of 10 years' standing." Abraham Hare, druggist, Bellville, Ohio, affirms: "The best selling medicine I have ever handled in my 20 years' experience, is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters do cure all diseases of the Liver, Kidneys or Blood. Only half a dollar a bottle at W. H. Green & Co's. Drug Store.

LOCAL NEWS.

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E PESCHAU—For Rent
C W YATES—Always Ready
HEINSBERGER'S—Do You Know It?
JOHN W HARPER—Carolina Beach
FENNELL & DANIEL—Look for the Horse
S VAN AMRINGE & CO—Valuable Real Estate at Auction

Day's length 14 hours and 49 minutes.

Sunset to-morrow afternoon at 7 o'clock.

The purest vegetable market to day we have had this Summer.

No stock report to-day. It will be taken on Saturday next, the 13th.

The recent rains were not heavy up about the head waters of the Cape Fear.

The Register of Deeds issued one marriage licence this week, for a colored couple.

A rise of 15 feet in the river at Fayetteville was reported yesterday, but at last accounts it had fallen several feet.

Rev. Alex. Sprunt, of Henderson, N. C., will preach in the First Presbyterian Church to morrow morning at 11 o'clock.

Several persons living in different parts of the city say that they felt a slight earthquake shock at 3 o'clock this morning.

Mr. E Peschau offers for rent that desirable dwelling, corner Dock and Fifth streets, now occupied by Mr. Thos. O. Bunting.

A car load of tents for use at the Grangers' Encampment at Mt. Holly were sent up on the Carolina Central last night, from Raleigh.

Capt. J. B. Huggins received yesterday the first open boll of cotton we have heard of in this section this season. It was from Little River.

The recent rains caused three bad washouts on the turnpike, between this city and Wrightsville. They are all located East of the second toll house.

Rev. Jas Y. Fair, of Charlotte, will preach at the Second Presbyterian Church to morrow morning and Rev Alex. Sprunt, of Henderson, at night.

The Rev. Chas. T. Cœrr will hold service and preach in St Paul's Church to-morrow morning, the 9th Sunday after Trinity. Subject of sermon: "Cobwebs."

Trains on the Carolina Central went up as far as Lincolnton yesterday, and it is expected they will be able to run to Shelby to-day. Col. Jones has been on the spot, personally superintending the repairs.

The Editor of this paper returned this morning from a visit of a few days to the interior of the State. The main points of interest in conversation seemed to be the good crops and Carolina Beach.

A gentleman who has recently traveled extensively in this State and some portions of South Carolina, in the interest of his house, tells us that he sold lots of goods. He encountered fourteen representatives of houses in this city and they all did well.

Rev. M. V. Morris, pastor of Shiloh Baptist Church, will preach for the congregation of the First Baptist Church, colored, corner Fifth and Campbell streets, to-morrow evening at 3 o'clock his subject will be "The Kingdom of Grace, and the Kingdom of Glory." The public are invited.

A New Tug.

Capt. W. A. Snell, of the steamer *Louise*, accompanied by an engineer, left here last night for Baltimore to bring out a large new tug recently purchased in that city by Capt. J. T. Harper. He expects to get here with her by the latter part of next week. She is called the *Alexander Jones* and is to be added to Capt. Harper's fleet of tugs in our waters. She is 110 feet in length, over all. Including the *Passport* this will be four fine boats owned by Capt. Harper and working at this port.

Let's Invite Him.

We notice that President Cleveland speaks of a desire to return to Washington City from Atlanta via the Atlantic coast. This is a hint to the people of Wilmington. If he does come North by the Atlantic Coast Line an effort should be made to induce him to stop over in Wilmington, if only for a few hours. A meeting should at once be called and steps taken to extend to him an invitation to visit us. We suggest that Mayor Fowler who should lead in the matter, take the initiatory and call a public meeting to consider it.

The Regatta Yesterday.

There was a large crowd, a good breeze and a spirited race yesterday by boats of the Carolina Yacht Club.—There were only five entries and these were:

Hermit—Capt R. DeRosset.
Little Alice—Capt S. P. Cowan.
Loulie—Capt. Willie Atkinson.
Lillian-Florence—Capt. E. W. Manning, Jr.
Queen Vic.—Capt. G. Green.

The race was over the usual course and it was won by the Little Alice in 1:44, the Loulie coming in close behind her in 1:59.

City Court.

His Honor Mayor Fowler had the following cases for consideration this morning:

Lee Jones, colored, charged with disorderly conduct in fighting a woman about a watermelon; $10 or 30 days. Went below.

Gilbert Telfair, the tall, irrepressible colored man who is an old offender, charged with making night hideous, even until the "wee sma hours," admitted he had drank half gallon of the ardent. Thirty days on the streets.

Nancy McLean, a small colored girl, charged with pelting a house with melon rinds and clam shells; $2 or 3 days.

Personal

Mr. Marsden Bellamy returned to the city this morning from a brief visit to Raleigh.

Maj. H. H. Foster, City Editor of the DAILY REVIEW, is again sick and confined to the house.

Mr. Jno. D. Bellamy, Jr., has returned to the city from a visit to relatives in Granville county.

Judge Counor, who has been holding Columbus Court this week, passed through the city last night.

Mr. H. H. Munson has returned to the city from Greensboro, where he has been as representative to the Grand Encampment of Knights Templars, in session there this week.

Mr. Leopold Simon, of the wholesale tobacco and liquor house of Brunhild, Simon & Co., and Mr. Kinsey, representing the clothing house of A. David, returned to the city this morning from a trip to the interior.

Simply a Lie.

Just about this time of year look out for reports of yellow fever in Wilmington. They are generally promptly on hand during the first week in August and this year has proven no exception to the rule. It is reported that the man known as "Dutch Charley," for some time past a runner for a sailor boarding house in this city, who died at the City Hospital on Thursday last of jaundice, really died of yellow fever, and that two more persons are now sick at Mrs. Bryson's with the same disease. Is it really necessary for us to deny this ridiculous rumor? The facts simply are that "Dutch Charly" was a very dissipated man, that he has been at work down the river for some little time past on a dredge boat and that while there he caught the river fever. His system was so completely run down by his dissipations that it could not withstand the attacks of the fever and he just "naterally died."

The physicians, who attended him have assured a REVIEW reporter that these are the plain facts of the case. At Mrs. Bryson's there is not a soul in the house sick.

Both the *Passport* and the *Louise* will go down to Harper's Pier to-morrow, connecting with the train there.

An excursion party bound to Carolina Beach will leave Fayetteville on Wednesday next, on the steamer *Cape Fear*.

On Wednesday next Messrs. S. Van Amringe & Co. will sell at auction, at the Court House door, that valuable property on the Southeast corner of Princess and Fourth streets, lot 80x89½ feet.

Indications.

For North Carolina, local rains, stationary temperature on the coast, and cooler in the interior.

Sentence Commuted.

Mr. Marsden Bellamy was in Raleigh yesterday, armed with a formidable petition for executive clemency in favor of John Jones, the colored burglar who was sentenced to be hung on Tuesday next. He was successful in his mission and Mr. Bellam succeeded in inducing the Governor to commute the sentence to imprisonment for life. It was a close shave.

In a Fix.

The wagonette which arrived from Wrightsville this morning was compelled to make a considerable detour on account of the washouts on the turnpike. On the way around it had to pass through considerable water and in one place the water was so deep and the mire so heavy that the horses could not pull out. In this emergency the passengers had to be transferred on the shoulders of the driver and then the wagon was pulled out.

Knights Templars.

The following officers were elected at the Grand Encampment of Knights Templar, held this week in Greensboro:

C A Woodruff, Grand Commander.
W W Allen, Deputy Grand Commander.
F H Glover, Grand Generalissimo.
E M Nadel, Grand Captain General.
A H Stubbs, Grand Prelate.
F M Moye, Grand Senior Warden.
M Bowles, Grand Junior Warden.
W Simpson, Grand Treasurer.
H H Munson, Grand Recorder.
J D Glenn, Grand Standard Bearer.
J A Nicholas, Grand Sword Bearer.
J K Peacock, Grand Warden.
W P Snockenburg, Grand Sentinel.

The next grand conclave will be held at Winston, N. C., the first Wednesday in August 1888.