THE WEEKLY STAR is published every Friday norning at \$150 per year, \$1 00 for six months, 50 cents for three months.

ADVERTISING RATES (DAILY). -One ADVERTISING RATES (DAILY).—One square one day, \$1.00; two days, \$1.75; three days, \$2.50; (our days, \$3.00; five days, \$3.50; one week, \$4.00; two weeks, \$6.50; three weeks, \$8.50; one month, \$10.00; two months, \$17.00; three months, \$24.00; six months, \$40.00; twelve months, \$60.00. Ten lines of solid Nonparell type make one square. All announcements of Fairs, Festivals, Balls, Hops, Pic-Nics, Society Meetings, Political Meet-ings, &c., will be charged regular advertising rates.

No advertisements inserted in Local Column at any price. Notices under head of "City Items" 20 cents per line for first insertion, and 15 cents per line for each subsequent insertion.

Advertisements inserted once a week in Dally will be charged \$1 00 per square for each insertion. By ery other day, three fourths of daily rate. Twice a week, two thirds of daily rate.

Netices of Marriage or Death, Tributes of Respect, Resolutions of Thanks, &c. are charged for as ordinary advertisements, but only half rates when paid for strictly in advance. At this rate 50 cents will pay for a simple announcement of Marriage or Death.

Advertisements to follow reading matter, or to occupy any special place, will be charged extra ac-

Advertisements on which no specified number of asertions is marked will be continued "till forbid," the option of the publisher, and charged up to ne date of discontinuan

Advertisements discontinued before the time con acted for has expired, charged transient rates for be time actually published.

Advertisements kept under the head of "New Ad-ertisements" will be charged fifty per cent. extra. Amusement, Auction and Official advertisements one dollar per square for each insertion. An extra charge will be made for double-column

or triple column advertisements. All announcements and recommendations of can-didates for office, whether in the shape of commu-nications or otherwise, will be charged as advertise-

Contract advertisers will not be allowed to exceed their space or advertise any thing fereign to their regular business without extra charge at transient

Payments for transient advertisements must be made in advance. Known parties, or strangers with proper reference, may pay monthly or quarterly, ac-cording to contract. Advertisers should always specify the issue or issues they desire to advertise in. Where no issue is named the advertisement will be inserted in the Daily. Where an advertiser contracts for the paper to be sent to him during the time his advertisement is in, the proprietor will only be responsible for the mailing of the paper to his address.

Remittances must be made by Check, Draft, Postal Money Order, Express, or in Registered Letter.
Unly such remittances will be at the risk of the
publisher.

Communications, unless they contain importan news, or discuss briefly and properly subjects of real interest, are not wanted; and, if acceptable in every other way, they will invariably be rejected if the real name of the author is withheld.



By WILLIAM H. BERNARD.

WILMINGTON, N. C .: SATURDAY EVENING, March 13, 1880.

EVENING EDITION

WILMINGTON SLANDERED.

A correspondent of the Goldsboro Messenger, writing from Raleigh, gives some prevailing views with reference to the sale of the Western N. C. Road. He says at Greensboro there is a division of sentiment, because they fear that the sale "will involve the loss of any further appropriation for the Cape Fear and Yadkin Valley, upon which they are beginning to stake the future prospects of their city, which for several years has been in a state of collapse." He then refers to the project to build a road from Wadesboro to Salisbury, and regards it as foolish. He gives this remarkable reason why the connecting road should not be constructed:

"But that seems absurd in the highest degree, when cotton absolutely leaves the line of the Carolina Central in the neighborhood of Cheraw to seek Charleston, on account of the illiberality of that road, and what they claim to be bad treatment in

'Is it true that on account of extra charges and bad regulation, or imperfect grading that Wilming'on is the poorest cotton mark t in the State? If not, then it should be promptly corrected, for such is the widespread belief. Your correspondent derives this information from parties living in the ections naturally belonging to the trade of Wilmsngton, and in no wise connected with this market, or in the habit of visiting it. It is c'xim it that the loss is from a cont to a the remedy is with the leading merchants of the beautiful queen of the Cape Fear; if not true, her journals should show the error, and satisfactorily explain before this deep impression injures the market yet

The STAR has contradicted this false report more than once. It has mentioned that the prices of cotton in Charleston appeared higher than those in Wilmington, but that the appearance was deceptive. Charleston grades lower than Wilmington, and that accounts for the seeming higher prices.

The difference mentioned of from one cent to one cent and a half in the price of cotton between Charles ton and Wilmington is absudly false.

We call the attention of the Board of Trade to the attempts made so industriously to injure Wilmington. action to place our market in a proper light before the people of the State.

ANOTHER OPINION. We find in the last Goldsboro Messenger a communication from a gentleman evidently intelligent, who presents some thoughts worthy of consideration by the legislators and by all who are interested in the welfare of the State. We have not space for the article, ner can we even condense the points made. We make room for one point of special importance in connection with the proposed sale. He savs:

"The South Carolina Ratiroad has not long since, like some of its predecessors, passed into the hands of a receiver, and recently, to the surprise of many wise bond holders, the shares of its capital stock com-

menced rising, and the explanation given was the second mortgage bondholders were trying to, and did effect, an arrangement by which they are to obtain the control of that line. Now that line connects by way
of the Asheville and Spartanburg Railrond
with Asheville, or they hope soon to do so.
"The line from Charleston, South Caro-

lina, to Cincinnati, Ohio, is about 575 miles in length, and perhaps a little shorter than the line from the latter city to Baltimore You may not know, but such is nevertheless the fact, the great Louisville & Nashville Railroad Company is, and has been fo years, gradually extending a branch of its road towards, and soon through the 'Cumberland Gap.' That is, when their plans are all matured, and the Cincinnati Southera Railroad has made its connections with Knoxville, &c.

With half an eye any one can now see, and you can show your readers, what the purchasers of the State's Western North Carolina Railroad are after. "A line from Cincinnati via Asheville by

way of 'Comberland Gap' to Charleston South Carolina, is about the same distance that a line run by way of Western North Carolina Railroad, Hickory and Lincolnton connection would be to Wilmington—375 miles or thereabouts—(the distances are not now before me.) You are not surprised that Mr. Best wants the key."

This writer does not lose sight of Wilmington, that has but few friends among the North Carolina papers. The Legislature of South Carolina, in its recent session, in a railroad bill specially guarded the interests of Charleston, mentioning that city time and again. The press of that State advocates no policy that is calculated to injure the chief commercial city of the State. It is quite otherwise in this State. Papers in every direction write as if Wilmington were a positive eye-sore - a sort of material Mordecai sitting in the way of some ambitious Haman. This teaches our people the important lesson that their main reliance must be in their own enterprise, energy, pluck, go-a-headitiveness. But here is what . the writer in the Messenger says for our town, and we thank him for the good word. He says;:

"The distance across the Blue Ridge to the sea is the shortest from St. Louis to Wilmington; the grades are the easiest that have been found across the ridge; the climate is always healthy. The cost of transportation is less from the same causes, viz: Shorter distances, easier grades, and

"All these advantages connected render your Western North Carolina Railway line most valuable to any owner, especially the should be built as a narrow guage local line to connect at Asheville! But the politicians are afraid to say so."

He takes a view quite different from that held by Mr. Caldwell as to the relative importance of the Ducktown and Paint Rock routes.

"Does any one that knows the route advocate it as a great through fine or profitable investment as against the route by the French Broad, or are they after votes? very important difference, but not one that will pay taxes in the State Treasury."

The Raleigh Observer now demands \$400,000 in cash to be paid by Best and company. The writer in the Messenger demands more, and probably not a cent too much. He savs:

*But, my dear sir, if you are going to sell the road, get at least \$1,000,000 first in cash besides all the bonds now put up. If you do not, you will have another special tax bond stampede-one that will hoist the Democratic party as with dynamite. Somebody will be hurt. You keep out of the way; it is my

A NORTH CAROLINIAN'S VIEW, Mr. D. F. Caldwell, of Greensboro, is well informed as to the North Carolina system of railroad. He has been to Tennessee recently. Upon his return he was interviewed by the Patriot. He thinks the Ducktown branch is the most important, and that there is a conspiracy afoot to complete the Paint Rock line and defeat the Ducktown branch. He

"In my own mind the East Tennessee & Georgia Railroad own, as I have under-stood, the Morristown & Paint Rock Railroad, and I feel confident that they are in eague with certs'n other roads to prevent the Ducktown road from being constructed to Chattanooga, so as to prevent the South-ein Cincinnati Railroad, which has just been completed to that place, from finding a tirect line and outlet over our roads to our own ports and those in our sister-

We quote farther: "When the W. R. R. reaches Chatta-neoga, if it ever does, Atlanta will be flanked and the shortest and most direct line from Cincinnati and the Valley of the Mississippi that can be had or is practicable, and this is the reason why the lines of road centering at Chaltanooga are so jeal-ous of the Southern Cincinnati and anxious defeat the completion of the Paint Rock road, and defeat the more direct and important Ducktown branch."

He expresses himself as confident that the two roads will never he built brought into market and sold, the by the State, and unless sold that it .They should take prompt and decided | will stop at Asheville and finally pass into the hands of the East Tennessee & Georgia Railroad and the Baltimore, Ohio & Midland road. He We give elsewhere the views of thinks this would prove very disas-Mr. Caldwell on the sale of the trous to North Carolina interests. bour and Sibley project," and declares that it "contains more ills in it to the Old North State than ever emerged from Pandorass box." He advocates the sale of the road tat. an early day." He "belongs to no ring," but he thinks the two fronds ought to be built as soon as possible.

We quote again : "I see no more danger to sell out to Best and company on proper guarantees than for the Legislature to pass a universal railroad charter and let Garrett, Barbour, Sibley & Company come within our borders and build a railroad just when and where they please, and for the avowed purpose of destroying our most important works of improvement and robbing our own towns and cities of their legitimate trade."

The Raleigh Observer has published the greater portion of Col. McRae's letter, accompanied with comments found very many errors in the letter. The Best bill, after all, we should

infer from the Observer's comments, is a very proper bill to be adopted, if it were not for the closing paragraph of its criticism, which reads as

"We however, shall not controvert his conclusions. If the Legislature shall favorably consider Mr. Best's offer at all, we hope it will be on a trans of \$400,000 cash, money down. We have said that in our judgment the bill ought to be amended, and we do not doubt that it will be amended if agreed to."

We are glad that the Observer agrees with the STAR in the opinion often expressed that "the bill ought to be amended? and we are encouraged by the confident expectation expressed by our esteemed contemporary that the Best bill "will be amended if agreed to." We suppose it means that unless amended it will not become a law. We are equally confident, for we cannot believe that. intelligent men can ever accept the bill as drawn.

Through the courtesy of our friend Bonitz, of the Goldsboro Messenger, we are able to lay before the reader this morning a copy of two bills that Senator Dortch, of Wayne, will introduce in the Legislature concerning lina Railroad.

Talmage wants every person who reads his sermons to send him one dollar to help pay off the \$59,000 debt which his Tabernacle owes. It ne worth a good deal more than one dollar to read one of his sensational talks, such as have been published.

THE RATEROADS.

I wo Important Bills to be Offered by Mr. Dortch.

We are indebted to Hon. W. T. Dortch for advance copies of the folsoon after the assembling of the "extra session." The first is a bill entitled "A bill in relation to the Western North Carolina Railroad," and has for its object the completion of poses of Public School education; the said road by convict labor to Paint Rock, as far as it may be practicable, without taxation. It repeals the present appropriation of \$70,000 per annum for the purchase of iron, and directs the Treasurer not to make any further purchase of iron for the road; also provides that when the grading shall have been completed to the vicinity of Paint Rock, the President and Directors shall have power to contract with any person, corporation or company, to supply the iron and rolling stock necessary to pat the road in good condition to

Salisbury.

The second bill is a substitute for the Best bill, and assumes that it is the wish of the people that the State shall have no further pecuniary con-nection with railroads, and that the tax-payers are unwilling to incur any further debt or taxation on account of such internal improvements. It provides for the sale of the State's nterest in the Western North Carolina Railroad, the North Carolina Railroad, and the Atlantic & North Carolina Railroad, and to this end the State Treasurer, together with the Hon. Geo. Davis and Hon. Bur-gess S. Gaither, are to constitute a commission on the part of the State to sell all of the interest of the State in and to the stock, property and franchises of said railroads, to the ninety days, advertisement, and the right is reserved to said commissionets to reject any bid which may be made, if in their opinion the interest of the State requires it, and to offer the same as often as they may deem

The proceeds of such sale, if made, are to be applied to the payment of the State debt under the recent compromise act, and the surplus, if any, to be invested in United States bonds or purposes of public education. The bill provides further that upon the Road, it shall be the duty of the Governor to cause the convicts employed number, to be transferred and employed in draining, canaling and reclaiming the swamp lands of the State belonging to the Public School fund, so that the same may be proceeds to constitute a sinking fund. the interest of which is to be applied to the benefit of the public schools of

A BILL

RELATION TO THE WESTERN NORTH CABOLINA RAILROAD.

he General Assembly of North olina do enact: Section 1. That all acts of the General Assembly heretofore passed. providing for an appropriation of seventy thousand dollars per annum for the purchase of iron for the Western North Carolina Railroad, be and the same are hereby repealed, and the Treasurer of the State is hereby directed not to make any further pur-

chase of iron for said Railroad. Sec. 2. That the convicts, to the number of five hundred, assigned to work en said Railroad, shall be employed by the President and Directors of said Boad exclusively on the line of said Road from Salisbury to Pair Pools for the line of said Road from Salisbury to line of said Road from Salisbury to the office of the Register of Deeds Paint Rock, in the County of Madi- for Wake county, and any deed which son, until the same shall be com-

said road shall be completed to the son corporation of company, to supply the necessary iron to complete said road and put it in good condition from Salisbury to Paint Rock, and also to supply the necessary en-

gines and rolling stock. Sec. 4. That this act shall be force from its ratification.

A BILL

PROVIDING FOR THE SALE OF THE STATE'S INTEREST IN THE WESTERN NORTH CAROLINA RAILBOAD, THE ATLANTIC & NORTH CAROLINA RAILBOAD, AND FOR OTHER PUR-

WHEERAS, The public debt of the State, under the compromise of the last session of the Legislature, is about works of internal improvement: and. Whereas, it is believed that the tax-payers are unwilling toincur any further debt or taxation on account

of Railreads; and, Whereas, the State owns many Thousands of acres of rich and valuaone hundred and seventy ordinarily | ble swamp lands in the Eastern counties, belonging to the Public School Fund, which can be reclaimed at it is believed, will sell for an amount sufficient to furnish a fund to keep in operation the Public Schools during the greater part, if not the whole year; and,

Whereas, the State has not the means in money to reclaim said lands. but has at her command the labor of the sale of the Western North Caro her convicts, which can be utilized at ing said swamp lands, instead of employing them on railroads as hereto-

> Whereas, it is desired that th State shall have no further pecuniary connection with Railroads; and, Whereas, it is believed it is one

duty to be honest to our creditors, before being generous to others; and, Whereas, it is believed that the State's interest in the Western North Carolina Railroad, the North Carolina Railroad, and the Atlantic & North Carolina Railroad, will sell at public auction, for an amount largely in excess of the State's entire indebtlowing important bills, which he con- edness, under the recent compromise templates introducing in the Senate act, and thus relieve the people from all indebtedness, and, consequently, from all taxation in the future, on account of internal improvements, and will leave a large fund for pur-

> The General Assembly of North Carolina do enact: SECTION 1. That the Treasurer of the State of North Carolina, Hon. George Davis and Hon. Burgess S. Gaither, be, and they are hereby ap pointed Commissioners on the part of said State, to sell, assign and transfer all of the interest of the State in and to the stock, property and franchises of the Western North Carolina Railroad Company, the North Carolina Railroad Company and the Atlantic & North Carolina Railroad Company, together with all liens, whether statutory or otherwise, of said State,

franchises of said Railroad Com-Sec. 2. That said Commissioners shall sell the interest as aforesaid, of the State, in each of said Railroads, separately, for cash, at public auction, in the city of Raleigh, after ninety days notice in such newspapers, published in and out of the

against or upon the property and

State, as they may select. Sec. 3. That said Commissioners shall have power to reject any bid which may be made for either of said Railroads, and offer the same as often as they may deem proper, for sale, after notice as required in section 2 of this act, and they may reject bids at any subsequent sale, if they shall be of opinion that the in-

terest of the State require it. Sec. 4. That whenever said Commissioners shall make a final sale of the interest of the State in either of said Railroads, upon payment of the purchase money, they shall by proper deeds or other instruments of writing, convey, assign and transfer to the purchaser all the interest of the State in and to the stock, property and franchises of such Railroad Com-

SEC. 5. That the purchaser of the State's interest in said Western North sale of the Western North Carolina | Carolina Railroad shall pay the interest which shall accrue after said sale. on the mortgage debt of \$850,000 on said road, not exceeding 500 in now on said road, and said Commissioners, before they shall convey, transfer or assign the same, shall require of the purchaser to deposit with the Tressurer of the State such amount of bonds of the United States. or of said mortgage bonds, as in the opinion of said Commissioners will fully indemnify the State against the payment of said interest, and upon failure of said purchaser to pay the interest on said mertgage bonds as the same shall become due, the said Treasurer shall sell so many of said bonds so deposited, as from time to time may be necessary to pay said interest, and at the expiration of the time for which the State is bound for said interest and all liability of the State therefor shall cease, the said bonds so deposited, or such as may not have been sold as aforesaid, shall be returned to the purchaser.

> Sec. 6. That any deed which said Commissioners may execute conveying the State's interest in said Westera North Carolina Railroad, as aforesaid, may be registered in the office of the Register of Deeds for Rowan county; and any deed which they may execute conveying said North Carolina Railroad may be registered in they may execute for said Atlantic & North Carolina Railroad may be

Sec. 3. That when the grading on registered in the office of the Register of Deeds for Wayne county; and vicinity of Paint Rock, the President the registration as aforesaid shall be and Directors of said Road shall deemed effectual and sufficient regist FROM ALL PARTS OF THE WORLD of its own. It professes to have have power to contract with any per- tration for all purposes, and it shall not be necessary to register the same in any other county.

Sec. 7. That if either of said persons named as Commissioner shall decline to accept, or from any cause a vacancy shall occur, the Governor shall fill the vacancy, and said Commissioners shall receive for their services such sum as the General Assem-

bly shall hereafter allow, Sec. 8. That the Treasurer of the State is hereby authorized to pay out of any money in the Treasury, not otherwise appropriated, all sums pecessary for publication of the notices of sale herein before required. Sec. 9. That the proceeds of an

sale, which may be made as aforesaid shall be paid into the Treasury of the State, and the Treasurer of the State \$4,000,000, which was contracted for shall, with the same, purchase bonds of the State, issued in pursuance of the act of the last session of the rapidly last night. General Assembly to compromise the public debt, at their market value, as far as said fund will suffice.

Sec. 10. That if the proceeds of such sales shall exceed the indebtedness of the State aforesaid, at the market value of said bonds, then said Treasurer shall invest the entire exsmall expense, and when so reclaimed, cess in bonds of the United States. which shall be held by the State in sacred trust for purposes of Public School education only, the principal thereof not to be used, but only the

Sec. 11. That upon the sale of the said Western North Carolina Railroad, (or at an earlier period) it shall be the duty of the Governor and little expense, in ditching and canal- | Board of Directors of the Penitentiary to cause the convicts employed on said Road, or which have been assigned to said Road by various acts of the General Assembly, not exceeding 500 in number, to be transferred and employed in ditching, canaling and reclaiming the swamp lands of the State, belonging to the Public School fund, so that the same may be brought into market, and all money appropriated for the maintenance, guarding and working of said convicts on said Western North Carolina Railroad, shall be used in the maintenance, guarding, working and support of said convicts, while engaged in reclaiming said swamp lands.

Sec. 12. All laws in conflict with this act are hereby repealed. Sec. 13. This act shall be in force from its ratification.

Spirits Turpentine.

- Greensboro, with 2,500 inhabi-- Mr. George E. Saddler, of Rocky Mount, is dead.

- Richmond county has organized an Agricultural Association.

- Does Dossey Battle think that an editor can write upon but one topic? - Wilson sends three convicts to the penitentiary, one a white rascal named Kinchin Ginn, for forgery.

- The "Mud-Cut Boom"-written we believe by Col. Walter Clark, seems destined to shape the political sentiment of all parties in this State for a year or two at least, — Exchange.

- Rockingham Bee: Col. R. T. Bennett's name has been mentioned for Congress. Charlotte expects to name the "coming man." — We notice that the name of Col. W. L. Steele, our present Representative in Congress, is mentioned Gubernatorially. - Jackson Reporter: Died, in

Spivey. He was one of Northampton's best citizens, and in his younger days saw some-thing of public life, having been a member of the State Legislature for a number of years. He was 78 years of age. - Raleigh News: Geo. B. Howard, of this city, has invented a new gas metre. On the 2d inst., Mr. William Salmon

Northampton, on Sunday last, Major Henry

died at his residence in Harnett, aged 89 years. He was a native of New York, but came to this State when a young mas, and served as a soldier in the war of 1812.

- Wilson Advance: Our wideawake and efficient policeman, Peter Christman, arrested Asbury Thorne, colored, an escaped convict, last Saturday night, near Black Creek, in this county.

— Rev. J. E. Carter, the new paster of the Baptist church, will arrive to-day or to-morrow, and will preach Sunday morning

- New Berne Nut Shell: The sad intelligence was received here yesterday of the death of Miss Annie V. Duffy, of New Berne, who departed this life after a brief illness of pneumonia, at Greenville, South Carolina, on Wednesday night. Miss Duffy was the authoress of thenalbin and other poems, and was a writer of which her na-tive place could justly be proud.

- The last of the cases of Wesleyan Female College against insurance companies was compromised on Tuesday last. The final case was against the North State Fire Insurance Company, and was set for trial Wednesday at Camden court. It was, however, compromised for twenty-nipe cents on the dollar. The amount of the claim was \$2,500.—Raleigh Observer. [This College is at Murfreesboro.]—STAR. - Greensboro State: Our friend

Davis, of the Zorch Light, announces that, owing to a strike in the printing house of Blackwell & Co., of Durham, the publication of his book on Yellow Tebacce has been delayed some eight or ten days.

The greatest length of Davidson county is said to be about fifty-two miles. South of Lexington much cotton is produced, on the North and West tobacco is king, while any where and every where may be found corn. wheat and oats in liberal quantities.

Administratory Notices

Having Duly Qualified As Administratix on the Estate of John H. Hoins, dec'd., notice is hereby given to those indebted to the Estate to call and settle immediately. Those holding claims against the Estate are hereby notified to present the same for payment on or before the 23d day of February, 1881, otherwise this notice will be plead in bar of a recovery.

MARGARET E. HEINS, feb 22 eaw6w

81 Administratrix.

Administratrix' Notice,

George Myers.

A GENT FOR ROEDERER & CO.'S

DRY BOUZY CHAMPAGNE Sold at Importer's Prices. jan 30 tf Nos 11.13, 16 South Front st.

Westminster Hotel.

16th Street, East of Union Square, N.Y. PERFECTION IN ALL ITS APPOINTMENTS. THREE DOLLARS PER DAY.

THE LATEST NEWS.

Destructive Fire-The Hudson River Closed with Ice.

By Telegraph to the Morning Star.] NEW YORK, March 13 - A fire broke out this morning in the three-story brick building, 048 Eighth Avenue, occupied by Stewhich spread to the adjoining building, No. 641, occupied by Thomas Anderson, dealer in tess. McKirtland's loss is estimated at \$50,000, and \$8,000 to the building. Anderson's loss is \$20,000, and \$4,000 to the building. Lasureds The cause of

the fire is unknown.

ALBANY, March 18.—A telegram reached the officers of the Dean Richmond, of the People's Line, last night, from Castleton, informing them of heavy fee below that point, which news compelled that steamer to remain at her dock in this city, where she will stay until the river is clear. The People's Line agents in this city sent a tele-gram to New York ordering the Drew to remain in that city. Ice was making quite

SHIP WRECK

Loss of the Steamship Montana—Crew and Passengers Saved

[By Cable to the Morning Star.] LONDON, March, 13.—A dispatch from Holyhead to Lloyds says, the Guion Line steamer Montana, from New York, which arrived at Queenstown yesterday, and proceeded for Liverpool, is on the rocks in Church Bay. Some of the crew and passengers have landed at Holyhead.

London, March 13, 3.30 P. M.-The mails, passengers and crew of the Montana have all been saved. The steamer is ashore on the main land. The forward compartments of the ship are full of water. She is affoat aft, but there is not much prospect of saving the vessel. The passengers will proceed to Liverpool in a tug.

LIVERPOOL, March 13.-The Montana struck about 8 o'clock this morning. It is understood a dense fog prevailed at that time. The passengers and mails left for Liverpool at 11 o'clock. The captain and crew remain by the ship, which is reported to be sound aft.

ANOTHER VIEW.

How a Chicago Judge Construes the 15th Amendment. By Telegraph to the Morning Star.]

CHICAGO, March 13.—Judge Blodgett yesterday instructed the United States Commissioner, in the election case, to the effect that the United States Courts have held that the 15th amendment and Revised Statute 5507, contemplate the protection in the right of suffrage only of former slaves. and that free or white men do not come within these legal safeguards. The writ of arrest which had been applied for was therefore not granted.

ORDER OF MALTA.

The First Time Conferred in the United States. [By Telegraph to the Morning Star.] CINCINNATI, March 13.-The Order of Malta was last night conferred upon Robt. S. Pomeroy, of this city, by the Cincinnati Commandery. This is the first time the Order has been conferred in the United

In Warehouse.

9000 Sacks Salt.

LIVERPOOL SALT, FINE TABLE SALT, FERTILIZING SALT, COARSE ALUM SALT,

Delivered Free on Board Cars.

New Crop Cuba Molasses.

PORTO RICO, NEW ORLEANS

SUGAR HOUSE SYRUP. In Hogsheads, Tierces and Barrels. ABOUT FOUR HUNDRED FEET BEST RUB

BER HOSE. Has been in use but a short time. WILLARDS.

FIFTEEN HUNDRED BARRELS Pure Seed Potatoes

Five Hundred Barrels new in Store. One Thousand Barrels on the Wayand to Arrive, EVERY VARIETY.

Aspinwall Bananas. A LOT OF CHOICE ASPINWALL

Ice, Ice, Ice. ON OR ABOUT THE ISTH OF APRIL I SHALL be prepared to furnish a No. 1 quality of Ice at-low figures to the citizens of Wilmington, and ask a share of their patronage. B. B. J. AHRENS. Proprieter.

Cuba Molasses. 200 Hhds and Bbls NEW CROP

and other grades MULASSES. Por sale by hand and an HALL SPEARSALL.

Coney's Tobacco Store L go to Coney's, where you will find the largest selection of Imported and Domestic Cigars, Chewing and Smoking Tobaccos.

Gentlemen will please remember that I do not keep open on Sunday, therefore those who wish to purchase my goods will have to do so during the YOU WANT THE BEST 5 and 10 cents

WALTER CONEY. jan 27 tf Handsome Hosiery! TANDSOME NECK PIES

Handsome Low Price Dress Goods. Best 50c.
Black Cashmere in the city.

JOHN J. HEDRICK.

mh 7 tf Corner Front and Market sts. Handsome Handkerchiefs

WANTED—AN EDUCATED MAN OF ENER

gy—a graduate in Medicine preferred—in this
and every city in the State, to canvass for Reynoid's System of Medicine, by J. Russell Reynolds,
M. D., Professor of the Principles and Practice of
Medicine in the University College, London, with
notes and additions by Henry Hartshorne, M. D.;
late Professor of Hygiene in the University of
Pennsylvania, Every Physician needs the work.

For sample pages and terms address
mh 6 tw J. H. CHAMBERS, Atlanta, Ga.

COMMERCIAL.

WILMINGTON MARKET.

STAR OFFICE, March 13, 4.80 P. M. SPIRITS TURPENTINE-The market was firm at 49 cents per gallon for regular packages, with sales of 75 casks at that price. ROSIN-The market was quiet and nomi. nally unchanged at \$1 174 for Strained and \$1 221 for Good Strained, without reported

TAR-The market was steady at \$1 15 per bbl of 280 lbs, at which the receipts

CRUDE TURPENTINE-The market was steady at \$1 55 for Hard and \$2 55 for Yellow Dip, with sales as offered.

COTTON-The market was quiet and nominally unchanged on a basis of 125 cents per lb. for Middling. Futures for March opened in New York at 13.07 and closed at 13.16. The following were the official

Ordinary..... 11 cents W 1b Good Ordinary 11 18-16 Strict Good Ordinary -Low Middling 12#

Quotations conform to the classifications of the American Cotton Exchange. DOMESH MARKET BERNELS

(By Telegraph to the Morning Star.)

Financial.

NEW YORK, March 18.-Noon.-Money strong at 506 per cent. Sterling ex-change—long 485, short 4872. State bonds dull. Governments strong. Commercial.

Cotton dull, with sales of 252 bales; middlings 181 cts; Orleans 184 cents; futures steady, with sales at following prices: Maich 13.05 cents, April 13,15 cents, May 13.36 cents, June 13.54 cents, July 13.66 cents: August 13.73 cents. Flour quiet. Wheat firm; spring quiet and firm; winter quiet. Corn quiet. Pork dull; old \$11 624. Lard steady at \$7 621. Spirits turpentine 50 cents. Rosin \$1 45. Freights firm.

[By Cable to the Morning Star.] LIVERPOOL, March 13.-Noon.-Cotton very dull; middling uplands 7#d; middling Orleans 7.7-16d; sales 3,000 bales, speculation and export none; receipts 200 bales, all American. Middling uplands, 1 m c. March delivery 75-16d; March and April delivery 7 9 32d; April and May delivery ? 9-32d; May and June delivery 7 5-16@7 9-32d; June and July delivery 7 11-32d July and August delivery 74d; August and September delivery 75@7 13-32d; November and December delivery 65d. Futures

Lard 39s 6d. Short clear middles 37s. 2 30 P. M.—Uplands, 1 m c, May and June delivery 7 5-16d. Futures closed

Mail Lettings.

Notice to Contractors.

WASHINGTON, D. C., January 20, 1880.

Contract Office of this Department, until 8:P. M. of March 30, 1830, for carrying the Mails of the United

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tisement, instructions to bidders, with forms for proposals and bonds, and all other necessary infor

D. M. KRY, jan31 oaw6w sa Postmaster General.



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POSESSEN BLANKERS

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