THE WEEKLY STAR is published every Friday morning at \$1 30 per year, \$1 00 for six months, 30 cents for three months.

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All announcements of Pairs, Postivals, Balls, 1098, Pic-Nics, Society Meetings, Political Meetings, &c., will be charged regular advertising rates. Notices under head of "City Itams" 30 cents per use for drad insertion, and 15 cents per line for each

No advertisements inserted in Local Column at As vertisements inserted once a week in Daily will be charged \$1.00 per square for each insertion. Every other day, three fourths of daily rate. Twice a week, two thirds of daily rate.

Notices 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 andoundement of Mar-

Advertisements to follow reading matter, or to compy any special place, will be charged extra ac-ording to the position desired. Advertisements on which no specified number of assertions is marked will be continued "till forbid,"

at the option of the publisher, and charged up to Advertisements discontinued before the time con record for has expired, charged transient rates for he time actually published.

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All announcements and recommendations of cantidates for office, whether in the shape of commu-Remittances must be made by Check, Draft, Pos-

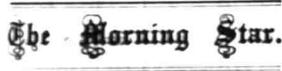
or triple column advertisementa.

al Money Order, Express, or in Registered Letter. July such remittances will be at the risk of the

Communications, unless they contain important 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 cal name of the author is withheld. Contract advertisers will not be allowed to exceed heir space or advertise any thing foreign 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-tording to contract.

Advertisers should always specify the issue or is sues they desire to advertise in. Where no issue is named the advertisement will be inserted in the Duily. Where an advertiser confracts for the paper to be sent to him during the time his advertisement a in, the proprietor will only be responsible for the mailing of the paper to his address.



By WILLIAM H. BERNARD.

WILMINGTON, N. C .: THURSDAY MORNING, April 21, 1881.

THE N. C. MIDLAND.

The action of the Virginia Mid land Railroad directors in determining to extend that road from Danville, Va., via Mooresville, N. C., connecting at Charlotte, and thence to Spartanburg, S. C., meets with much favor, we notice, in Baltimore. Ail of the papers of that growing, thriving city view the matter with much satisfaction, and prophecy that the North Carolina Midland Railroad, for such it is to be called, will contribute no little to the growth and wealth of that city. They think it will make Baltimore in the end as important a cotton market as it is a grain market now. It is understood that Spartanburg is merely the terminus for the time. Railroad manipulators now sweep the whole horizon with their mighty glasses, and they plan a railroad scheme extending for housands of miles as readily as they used to think of a railroad of a hundred miles. Atlanta is said to be the objective point. When the road is constructed to that city then Baltimore will have a through line that will be a strong rival of the old competing lines. The Baltimore American thinks this new line must become eventually the main artery of the South. It says:

"Other cities have already sent their imbutary roads down into this section, but none by such an incomparable route as this. The Misland road, completed to Charare and Spartanburg, will not only open to Baltimore the gates of the great cottes country, but it will intercept, in Baltimore's interests, the traffic of a dozen railroads, which now pour wealth into the laps of other cities. It will open direct connections for our city with those parts of North Carolina and East Tennessee, which in former times used to get all their goods from Baltimore. When the new Midland road is completed, there will only need a few short links to be suppliedbranches and feeders of the main arteryto order to scable that road to become the most important Southern trunk line east of the Alleghanies, a line equally convenient if not indispensible to traffic east and west of it, from Knoxville on the one hand to Charleston on the other. It will pierce like an arrow through existing combinamas, and compel others to be made, of which Baltimore will be the focus. The will penetrate is important and valuable in

See how Baltimore looks far and stretches out its network of railroad life. It is the fewest number of lines to catch trade and draw to its port the productions of the Great South. That is the way to build up, to grow, to thrive. But in the mean time what Aus become of that glorious and magnificent "North Carolina system" of which good grey heads dreamed and politicians monthed and editors wrote? Other cities and towns-but in the regions beyondare to be built up, but Wilmington is to be left out as of no consideration. to be taken care of by the General Government, or to be neglected for-

Maj Hairston for saying that if Baltimore can break up this system of exactions by completing the Midiand Road, it will receive the produce of all the tributary parts of North Carolina

produced in these sections, which have a expulstion of 250,000—the best part of the State for agriculture and for minerals, with splendid water power and manufactures daily developing.

No wonder North Carolina tobacco -the finest in the world-is sold abroad as the Virginia weed. No wonder people begin to talk again of North Carolina being "a strip of land between two States." The Baltimore Gazette says:

"The route selected is an excellent onet cuts the leading North Carolina railroads at right angles, taps the South Carolina roads in the widest spread of their fanilke system, and offers the best opportunity for a final air-line extension to Atlanta, such as will make Baltimore a better port to ship cotion from than either Savannah, Wilmington

This is the way this new and important route is viewed. Who blames Baltimore? Who blames Richmond? They are wise to get all they can, even though it drains our State and strands our ships and makes the grass grow in the streets of North Carolina seaports. Who cares a fig for the "North Carolina system?" Elsewhere to-day we publish some instructive extracts from a Raleigh letter in the New York Times. There is a good deal more of truth in what is said than will be acknowledged in some quarters. HISTORICAL BEROES IN SCHOOLS

The STAR more than once has had something to say about Northern school histories of the United States used in Southern schools. Most of this class of books are to be condemned, because of the unqualified perversions and even falsehoods which they palm off as truth. The South is invariably misrepresented. So very unfair and false are these writers they cannot give the facts concerning battles. So tremendous was the disparity in the number of soldiers on either side, and so very much larger were the Northern armies than the Southern in nearly all of the battles of the war, that the writers of school books are actually loth to be caught in the neighborhood of the exact truth. No one could form an approximately correct idea of what occurred really from these books that the Southern people tolerate in their schools. If Southern parents would do their duty they would not permit their children to atudy them.

We are induced to refer thus briefly to the matter because of a communication we noticed in the New York Sun written by a clergyman in that city. It seems that the manuals of history used in certain schools and colleges in that State abound in errors that are misleading to the Northern mind. Without indorsing what is said we copy a paragraph from the communication to show how untrustworthy the bistories are regarded in matters pertaining to religious bodies. The writer

"It is a well known fact that Puritan history of New England's early colonization has been written in a thoroughly partisan and untrustworthy manner. Our children are taught notions that are entirely onesided about the Plymouth Rock settlers. Intelligent parents are compelled to correct bese distorted facts. Half truths are lies. Therefore our children are taught lies.

'The new edition of Bishop White's Memoirs, by that careful student of history, the Rev. B. F. de Costa, gives facts that change the whole complexion of the eurrently received New England opinions. "This generation should be taught the whole truth, and nothing but the truth,

concerning this or any other Government.' We echo the sentiments that "the whole truth and nothing but the truth" is what history ought to teach. If history becomes a mere tissue of misrepresentation and perversion; if it is full of errors of various kinds, of what value is it. Ordinarily the style of American histories is not worth considering for it scarcely rises to the level of respectable journalism. In some instances it is crude, incorrect, unscholarly. So history of this kind has no claim other than to be correct. If not that then it is really of

no use, and does a deal of eyil. In what we have said we refer to history whether of Northern or of Southern origin. If a book teems local trade of the country that the new road | with | inaccuracies it is unfit for the school room. If children are taught falseboods they cling to them through people who ever unlearn what is false

or get tid of what is injurious. When Janauschek played in Wilmington last we believe many persons were disappointed. Her large size, her want of personal attractions, her broken English, her unbroken solemnity of manner were all against her, and yet she was really great. We said then that she was in high tragedy without an equal on the stage. She is not the most popular she is not the most delightful to see : she is not the most delightful to see; she is not the most she with the state of the construction. The road-bed is nearly gentlesses of the country, and the road will probably and she is nearly gentlesses of the country, and the road will probably and she is nearly gentlesses of the sections of the state of the stat

and 2,500,000 bushels of wheat annually | those who have seen her only in tragedy-as Lady Macbeth, or as Mary Stuart or Queen Catherine. She is playing in the Northern cities, and with all of her old power. A fine criticism in the Philadelphia Times says of her :

"Madame Janauschek's style was formed long ago, and time makes little change in it. It is massive, broad and vigorous in method and expression beyond that of any actress on our stage. In heroic dignity and conscious strength her impersonation of the unbappy queen is very admirable, and in such scenes as the meeting in the forest and the denunciation of Elizabeth her extraordinary dramatic force is immensely impressive. But her work is cast in a masculine mould. Grace and tenderness and womanly charm, those qualities that appeal to human sympathy, it conspicuously lacks. There is never a play of humor to light its sombre monotone, and the speciator is repelled where a weaker actress might at-

DeJarnette, who murdered his sister, escapes punishment on the plea of insanity. That is the old, wellused, never-failing dodge. In this particular instance the grounds for acquittal may be just and proper, but if he is insane he ought to he confined in an asylum for life. When a man's insanity is of that sly, hidden type that no one suspects it, and he yet may be capable of very desperate deeds, he is too dangerous a "fellowcitizen" to be turned loose upon society. We give no opinion as to the finding of the jury, knowing but little of the evidence, but we are clearly of the opinion that if he is too msane to be punished for murder, he is too insane to be allowed to walk about unguarded, having free access to peo-

ple's throats. Secretary Kirkwood has butted against a law and got his head hurt. He appointed some hundred and thirty clerks to the Pension Bureau. He has since ascertained that he had no right to appoint. His Department is that of the Interior, and the law provides expressly that no appointments shall be made in said Department, but that all applicants shall undergo examinations, and the qualifications shall be regulated according to the grade of olerkships. Secretary Kirkwood has been reduced to the disagreeable necessity of cancelling his own appointments. "A little learning is a dangerous thing."

"But the public opinion is powerful to sway numbers that take no part in giving it form and expression. When Fletcher of Saltoun declared that if he could make the ballads of a people he cared not who made the laws, he merely recognized the power exerted by giving expression to the prevalent thought and feeling."-N. Y.

It is astonishing when an error once gets started how hard it is to overtake it. Fletcher of Saltoun never said any such thing as is attributed to him in the above reference. He said expressly that a friend of his said so.

John Kelly has a good deal of political vitality. It was thought that he was dead and could never again control matters in Tammany wigwam. But the result of the contest shows that he still holds the reins and can crack his whip when he gets ready. If he will use his power for peace and the good of the Democratic party there can be no objection to his rule. But will John do that ?

Republican on the North Carolina

Railroad System. From Raleigh Letter in N. Y. Times, 18th. RALEIGH, N. C., April 15 .- When Thomas J. Jarvis was inaugurated Governor of this State there was a flourish over Democratic trumpets, and the announcement was made far and wide that the "North Carolina System" was to be put into immediate execution with the railroads controlled by the State. North Carolina was to have, we were told, a through line from Asheville, on the summit of the Blue Ridge, to Morehead, on our Atlantic coast. The road from Morehead to Goldsboro was at once put under a new managealso Superintendent of the North Carolina Central Road, from Goldsboro to Charlotte, which is leased to the Richmond & Danville Company. The Western North Carolina Road was next sold to W. J. Best, W. R. Grace, (now Mayor of New York), J. Nelson Tappan, and James D. Fish, of New York. For some reason still unexplained Messrs. Grace, State and expressing their willingness to ratify the sale negotiated by Mr. Best, refused to organize under the charter granted to him, and he was obliged to raise the money called for by his contract with the State from another source. In this emergency he borrowed \$50,000 for 90 days from A. S. Buford, W. P. Clyde and T. M. Logan, who represent the Richmond & Danville Company. When the 90 days expired Mr. Best was unable to meet his engagements and compelled to assign all his right, title and interest in the Western North Carolina Road, except 7,500 shares of the stock, to Buford, Clyde and Lo-

ney on the road, but that Buford, It is the key to the entire situation, Clyde and Logan had advanced, up and as the State had expended \$10,to Jan. 1st last, \$160,000 in aid of 000,000 upon it, if she had gone on the road. Mr. Best made the assignant completed the road, as she could ment to his creditors July 31, 1880, but he remained nominally President dends safficient to have relieved the ment to his creditors July 31, 1880, but he remained nominally President of the Western North Carolina Railroad. The "North Carolina System" is a potent war-ory in the political battles of this State, and it was necessary to keep the assignment made Newbern, Plymonth and all that by Mr. Best a secret until after the election for Governor last November. Had it been known in July last that he had failed to raise the money ne- | Carolina Road and its control by a cessary to carry out his contract with foreign corporation, whose interests the State, and that a foreign corporation had secured control of the State-Governor Jarvis and the Western North Carolina Railroad, Democratic party must be held re-Thomas J. Jarvis would never have sponsible from first to last. been re-elected to the Governorship. The first hint of the truth given to the people was the change made in the gauge of the Western North Carolina Railroad, just one week after Jarvis had been fraudulently counted in as Governor, and full knowledge of the entire transaction was not made public until the meeting of the Legislature in January last, when the facts were unearthed by a committee of investigation. Mesers. Buford and Best testified that Gov. Jarvis knew nothing of the transactions between them until they were brought to light by the committee. It is possibly a small matter to the people whether the road is run by Mr. Best or the Richmond & Danville Company, but it is very strange that the death blow should have been dealt to the "North Carolina System" in July, 1880, and Gov. Jarvis should remain in ignorance of the fact until February, 1881. When the Legislature met a bill was introduced in the Senate and

passed substituting the Piedmont Railroad Company for Mesers. Baford, Clyde and Logan in the contract for the sale of the road. It was argued that these gentlemen are personally responsible as the Assignees of Mr. Best, and that the Piedmont corporation is totally insolvent. This bill failed in the House of Representatives, because it was assumed that Messrs. Buford, Clyde and Logan are really trustees for the benefit of the Richmond & Danville Companythat these gentlemen and this company are solvent, and that the State will be better served by maintaining the present status. Thereupon, Mr. Best sued out an injunction to prevent his removal as President of the road. This injunction was promptly dissolved by Judge Seymour last week at Wilkesboro, and on the 12th inst., at Salisbury, there was an adjourned meeting of the stockholders of the Western North Carolina road. The terms of office of W. J. Best and the other officers appointed on the 28th of May, 1880, were declared terminated, and all authority invested in them was revoked.

The through line is now run from

New York to New Orleans over the

North Carolina Central from Greensboro to Charlotte, and south over the air lines. The road from Paint Rock to Salisbury will of necessity be a feeder to the Richmond and Danville through line. All freight will diverge at Greensboro and be forwarded North by Danville. Water facilities from Morehead are meagre; and will never be much better until an earthquake or some other convulsion shakes up and destroys the rocks that now makes the Hatteras coast the most dangerous on the Atlantic shore. Consequently, all freights consigned to the Richmond and Danville road will not be brought further East than Greensboro, unless specially ordered. There is no connection between Sal isbury and Wilmington other than by Charlotte over the Riphmond and Danville line, and then down the Carolina Central to Wilmington. Of course, neither passengers nor freight would go or be forwarded over this route, either north or south. The control over the air-line road from Charlotte to Atlanta by the Richmond and Danville Company effectually cuts off Wilmington, and also shuts off Norfolk by way of Hamlet from Charlotte over the Carolina Central Road, to Raleigh and then on to Norfolk over the Raleigh and Sea Board roads. In view of the control of these various roads by the Richmond & Danville Company, the question is now asked by interested people, "What has become of the North Carolina system?" The people east of the Wilmington & Weldon Road declare that they have been shamefully betrayed by Gov. Jarvis, and that North Carolina is ment, with Col. A. B. Andrews as now practically a strip of land be-Superintendent. Col. Andrews was tween two States, used for the purpose of impoverishing herself and enriching Virginia. Whether this was intended a year ago when the Western North Carolina Road was sold, it is hard to say, but many of our citizens accuse both Jarvis and Best of having played directly intothe hands of the Richmond & Danville Company. This is doubtless true of Gov. Jarvis, but nothing ex-Tappan and Fish, after visiting this | cept the assignment has yet trauspired to indicate that Mr. Best did not act in good faith toward the State. * * * *

Mr. Best has brought suit in the ASSETS 1st Jan., 1881, \$1,261,731. Superior Court of Rowan county to have Messrs. Buford, Clyde and Logan declared trustees for his benefit, and asking that, upon paying their money back, the road be reconveyed to him, or that the assignment shall be canceled and rendered null and void. It will probably be some time before this suit is finally determined. The Western North Carolina Road is now completed to Asheville, and the bridge over the French Broad

people of all taxes for State purposes. For this irreparable loss-for the fatal blow struck at the commercial prosperity of Wilmington, portion of the State east of the Wilmington & Weldon Road, through the loss of the Western North are antagonistic to the people of this

INDORSED BY PHYSICIANS, CLEROYMEN. AND THE AFFERSTED EVERYWHERE. THE GREATEST MEDICAL

TRIUMPH OF THE AGE. SYMPTOMS OF A TORPID LIVER.

Loss of appetite, Nausea, bowels costive, Pain in the Head, with a dull sensation in the back part, Fain ander the shoulder-blade, fullness after eating, with a disingular to exertion of body or mind, Inritability of temper, Low spirits, Loss of memory, with a feeling of having neglected some duty, Weaviness, Dizkiness, Fluttering of the Heart, Dots before the eyes, Yellow Skin, Headache, Restlessness at night, highly colored Urine. ness at night, highly colored Urine.
IF THESE WARNINGS ARE UNHEEDED SERIOUS DISEASES WILL SOON BE DEVELOPED. TUTT'S FILLS are especially adapted to such eakes, one dose effects such a change of feeling as to astonish the sufferer.

They increase the Appetite, and cause the body to Take on Fiesh, thus the system is nourished, and by their Toule Action on the Digestive Organis. Begular Stools are produced. Price 25 cents. 35 Museay St., N.Y.

GRAY If AIR OF WHISK ERS changed to a GLOSSY BLACK by a single application of this DYE. It

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For sale low by

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Potatoes. 250 Bbis RANLY ROSE and PERKLESS,

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1500 Barrels FLOUR, sundry brands, For sale by

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275 Bols SUGAR, various grades, 450 Bage COFFEE, Rio, Laguayra & Java, 300 Bble and Hhds MOLASSES,

For sale by ADRIAN & VOLLERS, 8. E. Cor. Front and Dock Sts.

Red Cedar Packing Chests,

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BRACKETS, MOULDING, LUMBER, &c., &c.

ALL SIZES WINDOW GLASS,

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FACTORY: OFFICE:
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ap 17 tf

Look to Your Interest A ND STOP AT MALLARD & BOWDEN'S where the largest assortment of Harness, Bridles, Saddles, Collars, Trunks, Traveting Bags ever brought to this city, are to be seen and bought for the least money. Try them and be convinced. Manufacturing and repairing done with neatness and

INSURE YOUR HOMES IN THE Agricultural Ins. Co., of New York ESTABLISHED 1853.

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Insures against loss or damage by Lightning, whether Fire enames or not. Takes no mercantile hor manufacturing risks; hence is not subject to loss by awesping fires

Strongest residence Insurance Company in the world. On long form risks takes premium half cash; half 13 months note with 6 per cent interest.

JNO. W. GORDON & BRO., Agents, ap 17 tf

The Camden Journal. Published Beery Thursday, at Camden, S. U.,

MISCELLANEOUS.

DROP IN

C. Stevenson's

AND TASTE THOSE PRESERVED CHERries, Fine Apples, Peaches and Orange Jelly, which

he retails at 16% cents per lb. 300 lbs. Choice Corn. Fed N. C. Hams.

Dried Peaches and Apples.

New Prunes, 12 lbs. for \$1 00.

New Gilt Edge Butter, Old Gilt Edge Butter. Rich Sweet Butter, 80 cents per lb.; Good Sweet Butter, 25 cents per lb.

I allow no one to best me in price or quality of Sugars are sold so cheap they astonish every one.

A very choice lot of Fresh Fancy Crackers just received. Call and examine Stock.

J. C. Stevenson's

New Goods This Week. DELICIOUS PRACHES AND TOMATOES

All varieties of Choice Preserves, in one and two pound Cans, the best in the market.

Our Elegant Family Flour, Parole de Honeur, Pig Hams, Breakfast Strips and Small Shoulders, Parched Java and Laguayra Coffee.

These goods are all fresh this week. Our prices and quality of goods will convince you if you will

Try the prepared Soups.

GEO. MYERA', Nos. 11 and 13 South Front st

NEW LACES.

Brown & Roddick

45 Market St. HAVE JUST RECEIVED AN INVOICE OF the LATEST STYLES in the above, such as

> POINT RUSSE, POINT ALENCON, DE ROSE, DENTALLE VERMICELLE, DENTALLE VOSGES.

Sun shades and Parasols.

We have just received the largest and most com plete assortment that has ever been offered in any Southern market, embracing MANY NOVELTIES at prices ranging from 15 cents to \$15.00.

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Bananas.

150 BUNCHES BANANAS ON HAND. GOOD sized bunches for family use, and for sale at reasonable prices. Those who do not like Bananas can get Sweet Juicy Oranges or Fine Red Apples,

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HAVE REMOVED MY OFFICE TO THE suite of rooms first floor old National Bank Build-

PURCELL HOUSE, UNDER NEW MANAGEMENT,

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First Class in all its appointments. Terms \$2.50 o \$3.00 per day. Timothy Hay.

JUST RECEIVED, A LOT OF PRIME TIMOTHY HAY.

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500 BUSHELS COTTON SEED, For sale at

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Patented October 16, 1876. One box N.o.1 will cure any case in four days or less. Not.2 will cure the most obstinate case,no matter

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To any subscriber, new or old, we will furnish

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Everybody reads THE SUN. In the edition of this newspaper throughout the year to come everybod

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II. Much of that sort of news which depends less

upon its recognized importance than upon its is terest to mankind. From morning to morning THE SUN prints a continued story of the lives of real men and women, and of their deeds, plans, loves, bates, and troubles. This story is more varied and more interesting than any romance that III. Good writing in every column, and freeh

ness, originality, accuracy, and decerum in the treatment of every subject. IV. Honest comment. The Sun's habit is to speak out fearlessly about men and things.

V. Equal candor in dealing with each political party, and equal readiness to commend what is

party, and equal readiness to commend what is praiseworthy or to rebuke what is blamable in Democrat or Republican.

VI. Absolute independence of partisan organizations, but unwavering loyalty to true Democratic principles. The Sumbelieves that the Government which the Constitution gives us is a good one to keep. Its notion of duty is to resist to its utmost power the efforts of men in the Republican party to set an another form of government in place of to set up another form of government in place of that which exists. The year 1981 and the years immediately following will probably decide this

immediately following will probably decide the supremely important contest. The Sun believes that the victory will be with the people as against the Rings for monopoly, the Rings for plunder, and the Rings for imperial power.

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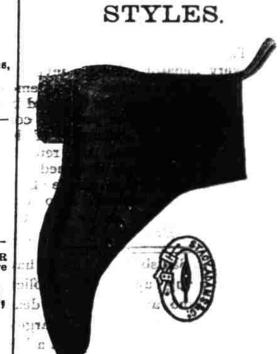
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Also, the same in Infants, Children, Youths and

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My MEN'S WEAR DEPARTMENT will not be surpased by any store in the city. A call is all I ask to convince you of the same.

Prices that defy competition.

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