

Table with 2 columns: Months (1 to 12) and corresponding rates for advertising.

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Subscription Price.

The subscription price of the WEEKLY STAR is as follows: Single Copy 1 year, postage paid, \$1.50

A CHANGE OF THE CONSTITUTION PROPOSED.

The House Committee on the Electoral Commission has submitted a long report proposing to amend the Constitution of the United States.

There is no doubt that the more intelligent people are becoming disgusted with a system that has worked so much mischief.

We are not prepared to favor or reject the proposed changes. The proposition to elect by a direct vote instead of by electors deserves to be fairly and patiently considered.

As to the proposition to make a plurality elect, we doubt its expediency. It does look as if it should require a majority of the votes to elect.

THE WEEKLY STAR.

election without being the choice of the people. The popular vote stood: Lincoln 1,866,352

MORE CONCERNING THE W. N. C. RAILROAD.

A writer in the Raleigh News takes as a text the following, which appeared as an editorial in that paper:

He then asks this question: "Assuming this to be true, it assumes the utter absence of every sentiment but love of sordid dollars, and the proposition is too comprehensive. Does not the conclusion lead inevitably to repudiation?"

He then asks another pertinent question: "Why don't Mr. Best assume and protect the \$1,320,000 of bonds issued to build the road?"

"If you all go on to touch the pockets of the people in this way, the next document of Dr. Worth will be able to lament the fate of his \$6,000,000 compromise of the State debt, on which there are \$240,000 interest annually paid."

"We copy this as one of 'the straws' that indicate the current of popular thought."

If the advocates of the Best proposition expect to have it all their way when the Legislature meets they are probably doomed to a very sad disappointment.

We copied a paragraph recently relative to the Raleigh Messenger's being the first paper published at Raleigh, and that it was established in 1812.

"And the first paper established at Raleigh was about thirteen years before 1812. It was the Register, owned and edited by Joseph Gales, Sr., father of the Joseph Gales, Jr., of the National Intelligencer, and Weston Raleigh Gales, who succeeded his father."

"Mr. Gales was induced to go to the infant State Capital about the year 1799, by the persuasion of the Hon. Nathaniel Macon, then in Congress from North Carolina, who knew Mr. Gales as a reporter, and the best one of his day, in the Congress at Philadelphia."

"Mr. Gales, in connection with Jas. Montgomery, the English poet, edited the Sheffield (England) Register. Mr. Gales was compelled to leave his country because of his republican views and opinions."

The last news from Uncle Sammy Tilden is that he is working like a beaver. He has already secured five hundred rooms at Cincinnati.

WILMINGTON STANDERS.

A correspondent of the Goldsboro Messenger, writing from Raleigh, gives some prevailing views with reference to the sale of the Western N. C. Road.

"The South Carolina Railroad has not long since, like some of its predecessors, passed into the hands of a receiver, and recently, to the surprise of many wise bondholders, the shares of its capital stock commenced rising, and the explanation given was the second mortgage bondholders were trying to, and did effect, an arrangement by which they are to obtain a control of the line from the latter city to Baltimore."

"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."

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.

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

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

The STAR used to discuss sheep husbandry very frequently, but after the fiasco of the last Legislature on the subject we concluded not to waste any time over it.

"A few years ago there were only brought to this market 150,000 to 200,000 pounds of inferior wool, ranging from coarse Mexican to a little improved, bringing from 12 to 15 cents per pound."

Sheep-raising can be made profitable in sections of North Carolina. But this cannot be done without proper legislation on the subject.

If Governor Jarvis and his followers only knew how unpopular their advocacy of the Best sell-out in its present shape is with the thinking, honest voters who do not want office, they would be ashamed of the attitude they present.

"In my own mind the East Tennessee & Georgia Railroad, as I have understood, the Morrisown & Point Rock Railroad, and I fear content that they are in the Mississippi that can be had or is practicable, and this is the reason why the lines of the Ducktown road from being constructed to Chattanooga, so as to prevent the Southern Cincinnati Railroad, which has just a direct line and outlet over our roads to our own ports and those in our sister States."

"When the W. R. R. reaches Chattanooga, 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 the Ducktown road from being constructed to Chattanooga, so as to prevent the Southern Cincinnati Railroad, which has just a direct line and outlet over our roads to our own ports and those in our sister States."

ANOTHER OPINION.

We give elsewhere the views of Mr. Caldwell on the sale of the Western North Carolina Railroad. 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.

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Permanent Organization of the Duplin Canal Company—Work to Commence at Once.

In accordance with previous notice the subscribers to the capital stock of the Duplin Canal Company, in several counties, met at Magnolia on Wednesday morning last, at 11 o'clock, for the purpose of effecting a permanent organization and electing Directors for the ensuing year.

Thomas J. Carr, of Duplin, was called to the Chair, and Mr. John T. Bland, of Pender, appointed Secretary.

The Secretary then read the charter of the Company, which was accepted, after which the meeting proceeded to elect a Board of Directors, as follows: B. G. Worth, William Calder, R. H. McKoy, John W. Miller, S. H. Trimble, W. T. Bannerman and W. L. Young.

The By-Laws were read and accepted, after which the meeting discussed the advantages which would likely accrue to the State from the proposed canal being constructed along the eastern and northern edges of Annapolis Bay, for about thirteen miles, said lands being the property of the State, and the sense of the meeting was to the effect that the Legislature, at its approaching extra session, should be memorialized for moneyed aid to the enterprise in lieu of that afforded by the proposed convict labor, the Company deeming such labor impracticable.

Upon the adjournment of the meeting the newly elected directors met with Mr. W. T. Bannerman, of Pender, in the chair, and proceeded to elect the necessary officers of the company for the ensuing year, as follows: B. G. Worth, President.

There was a good turnout at the meeting, and much interest was manifested in the enterprise.

In an article headed "Shall we Build," in the last number of the Orphan's Friend, Mr. Mills writes as follows: "We go to press with seven scores and fifteen orphans present, and nine others authorized to come."

The Danish barque Ene, Capt. Dahl, which cleared from this port on the 11th inst., for Cronstadt, Russia, and was reported in our marine column yesterday morning, took out 2,020 bales of compressed upland cotton, weighing 933,711 pounds.

The new steamer John Dawson—Trial Trip, &c. The new steamer John Dawson, recently constructed for Capt. R. P. Paddison and David Sherman, and to be under command of the latter gentleman, made a trial trip down the river yesterday afternoon, having as passengers quite a party of guests who had been invited to participate in the short but pleasant excursion.

A special telegram to the STAR, from our correspondent "Wanderer," informs us that the enterprising little town of Laurinburg was again visited by a destructive conflagration yesterday morning, about 2 o'clock, totally destroying the residence of Mr. F. Fountain and the Messrs. McKay Bros.

The John Dawson will run between this city and Point Caswell.

Not the Fire. We find that our informant was mistaken as to the Danish barque Ene taking out the first cargo of cotton from this port to Russia.

The steamer D. Murkison, Capt. Garrison, from Fayetteville, came down on the freight yesterday in quick time, making the run in 9 hours and 30 minutes, including stoppages.

Spirits Turpentine.

Winston Sentinel: Eight years ago, in February, the first pound of turpentine was sold in Winston, under the management of Maj. T. J. Brown, who was first to undertake the venture.

Charlotte Observer: Seven fights came off yesterday and decided the main. The score now stands, North Carolina five, Georgia nine, and South Carolina three.

Washington Press: The Harden Manufacturing Company at Winston, N. C., which has in operation the Clemond Attachment, is said to be paying a dividend of 20 per cent.

Weldon News: The revival meetings at the Methodist church, which have been going on for a month past, were concluded on Sunday morning.

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