RAILROAD.

to W. J. Best. We copy what he

says of the ability of the State to have

completed the Paint Rock route, and

the building of the road from Ashe-

ville to Ducktown. - At the time of

the sale the great obstacle, the passage of the Blue Ridge, had been

"Reluctant as I was to see thi

road fall into the hands of a corpora-

tion that had already done so much

to reduce North Carolina to a state

of commercial vassalage to an ad-

joining State, by diverting its trade

from our own towns and cities, yet

so great was my anxiety to see this

work completed that I determined to

aid as much as I could the assignees

to prosecute it with all possible dili-

gence and energy, depending for the

protection of our people upon the

provision in the act of sale, which

forbids discriminations against North

Carolina towns and cities on the part

of the assignees. I soon found, how-

they did not intend to build the

Ducktown branch. In other words,

price for which the road was sold to

them. I came to believe also that in

defiance of the law they were deter-

mined so to discriminate against the

interests of our own people as to ruin

many and greatly injure all. By

degrees they have secured control of

nearly every road in the State or

leading into it west of Raleigh.

They have now so got the commerce

of North Carolina in their grasp that

they can crush to death all of

it except that portion which

they foster for the benefit of

place the fact was stated in my hear-

in Raleigh, in which, among many

other intimations thrown out to the

same effect, Mr. Buford declared

that the parties contracting with

Mr. Best took the assignment of his

contract with the State when it be-

came absolutely necessary, in the

manner heretofore stated, with the

intention to carry it out in good faith

as far as the ability and interest of

the capital they represent would al-

"Again, at the meeting of the

Board of Commissioners in Raleigh,

on the 30th of April last, when Col.

Andrews appeared before it, he hand-

ed us his application for an extension

of time with the remark, 'gentlemen,

I think I can say to you we have

year almost all the work done was on

Ducktown line from Asheville as a

narrow gauge road, being advised, as

Col. Andrews said, they could build

He gives corroborative evidence,

and says that the Governor tendered

Andrews the five hundred convicts,

but they were not received. He shows

that Buford & Co. did not have any

hands until May last on the Ducktown

route save only convicts furnished by

the State, and did not have enough

hands to complete the road, as per

contract, to Pigeon Run by July 1.

the withdrawal of my assent to that

application for an extension of time,

and the threatened danger of a for-

feiture of their contract, there would

not now be any except the convict

"In the matter of discriminations

force on the French Broad branch,

and none on the Ducktown Branch.

oinion is that but for

"Lastly, they began to build the

the French Broad line.

it any gauge they pleased."

modest o

Ducktown, the other route:

pessary to inquire."

'goes for" them:

Cleekly Star,

WILMINGTON. N. C.,

| 1 Week. S Woeke. Months. Months. Months. | 8.00 8.00 8.00 4.00 8.00 10.00 16.00 85.00 40.00 85.00 85.00 10.00 18.00 |
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| | 1 Square, (10 lines) 2 |

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" 6 months, " " 1.00
" 3 " " 50

THE SOUTH'S ADVANTAGES IN COTTON MILLING.

The Augusta Cotton Factory has averaged 20 per cent. every year since 1865. In that town there are 120,000 spindles. Do not the Augusta people believe in manufacturing the first six months of 1881 made \$100,000 clear on a capital of \$600,-000. Will not that do? In what other legitimate business can so much be made? 35 per cent, for one year ought to satisfy. It is believed by the superintendent that the six months from July 1 will turn out as well. The Langley mill paid 8 per cent. on six months and passed 10 per cent to its surplus. The following from a cotton milling authority in Augusta, Ga., is well worth considering, for it is important, as there are hard years as well as good years. There are experiences in cotton milling, as in other kinds of business, when the lean years (like the cars of corn in Egypt) eat up the fat years; when the profits in good times go to pay the losses in hard times. Says

Mr. Francis Cogin: "The real and essential advantages of mills in the South over mills in New England will be best shown when the times are hard and trade is depressed. When the New E. gland mills are not making a dollar, mails in the South properly managed can care dividends. To vary the proposition We can sell cloth at balf a cent a yard less than the New England mills, and even uni his discount make more money than the co. I do not make this statement to . ly, but of my own actual knowledge and aperience

Mr. Cogin has spent his manhood in the business of manufacturing, He knows what he is talking about when he says that the Augusta and other Southern factories can sell cloth at half a cent a yard "less than the New England mills can and still make more money than they do." All Southern mills cannot do this simply because all Southern mills have not the proper facilities and are not well managed. Mr. Bussey, of the Eagle and Phonix mills, confirms this statement. He says the South ern manufacturer has one and ninetenths cents (1910) per pound the advantage over a Northern manufacturer. This is a fortune in itself. There is every encouragement in these statements made by practical business men who have experience and knowledge. It sets to flight the adverse opinion of the Boston writer on cotton, Mr. Atkinson. Like the old woman's proof of the pudding, the profits of the Southern mills confirm all that is said.

Here are the figures of the manufactories of Baltimore, of all kinds. We copy from the American:

Capital invested\$32,440,772 62,983. Value of annual pro-

ducts...... 71,744,772 Acutal wages..... 13,376,493 Annual cost of materials 44,054,883 Agg. cost of labor and materials..... 57,630,876

Deduct this from the annual product-it leaves\$14,113,896

This is the statement for 1880 Taxes, wear and tear, &c., are to be deducted. These amount to \$3,893,-892. The American says the net twenty per cent. upon the capital invested. This calculation embraces the whole operations, large and small There are individual enterprises that show greater results. Ye men of business and capital think upon these

Mr. Parnell's candidate in Tyrone was defeated. His candidate, Rev. Harold Rylett, received less than one-sixth of the votes cast. Mr. Thomas A. Dickson (Liberal) was elected by a small majority over the Tory candidate.

VOL. XII.

Strife and sectional antagonisms have

worked injuriously in many ways.

They kept capital for a long time

from coming into the South, and

they have retarded immigration.

But there has been more of the latter

in many Southern States than is sup-

posed generally. New England and

the Middle States have contributed

a good many immigrants, and they

have been generally valuable addi-

tions. Texas, Florida, Arkansas, Mis-

souri and South Carolina have been

favored specially in this particular.

North Carolina has received some

worthy and welcome citizens from

the North, but not in such large num-

bers as those States named. The last

census was a great surprise to the

North; hence the very many editori-

als you meet with in the papers of

that section concerning the growth

and prosperity of the great South.

Very few foreign immigrants have

found their way Southward. The

influx has been chiefly from the

Northern States. The Courier-Jour-

"Southern prosperity did much to cause the "boom" of 1879. The different sec-tions of the country are so intimately con-nected in their commercial and in their industrial relations, that when misgovern-

ment paralyzes to a great extent the pro-

ductive industries of one section all suffer

to a great extent. The restoration of the

South was a condition precedent to North-

ern prosperity.
"Never before have the people of the

Southern States been so industrious. The

labor problem is settling itself, giving less

Agriculture is sdvancing in every way; it is

and consequently more profitable. The mineral regions have attracted the attention

of capitalists, and lands that a few years

ago were considered valueless are now in

active demand. The railroads have been

vastly improved and extended, increasing

the transportation facilities in every locality,

opening new territory, building up cities and aiding all new mining and manufactur-

development of all kinds of manufac-

turing, and specially of cotton. The

approaching Exposition at Atlanta

will be of great benefit to the South-

ern States and will be an advertise-

ment on a large scale. The terrible

drought will doubtless interfere to

some extent with the character of

KNOW ONE ANOTHER.

bors on the right and on the left.

He showed us dozens of articles that

were from thirty-three to seventy-

five per cent. cheaper than they were

in North Carolina. We are reminded

of this by an argument made by ex-

Representative Frank H. Hurd, of

Ohio, to show how the laboring man

is injured by a protective tariff. We

seven children. He had a wage of \$1.50

day, bringing him, in a year, an income of \$450. I asked him how much he paid for

strated to him that he paid in a year nearly

The Cincinnati Commercial says

there have been twenty murders com-

mitted in Kansas City within the last

copy the illustration:

the Exposition, but that it will be a

doubt whatever.

What is needed now is a continued

oming more intelligent, more systematic,

cause for anxiety than anywhere else

nal says pertinently:

WILMINGTON, N. C., FRIDAY, SEPTEMBER 16, 1881.

ANOTH : R INSTALMENT PROM SENATOR VANCE.

We publish another instalment of Senator Vance's very able letter in reply to Capt. Andrews's letter. It is a strong paper. When Senator Vance stands by the people he may rest assured the people will stand by him. Let the people only unite, and no corporation, however rich and overbearing and unjust, can withstand them. The intelligent readers of the STAR know why we fought the sale to Mr. Best. It was because the State could complete easily the Paint Rock road, which Senator Vance affirms to have been the case; and because we did not believe Mr. Best could or would complete the very costly Ducktown railroad. He could not, so he sold out to Buford, Clyde & Co. Senator Vance tells us how they soted. Buford himself swore before the Senate Committee on Internal Improvements that he did not intend to do any more than suited their own interests, or, as he put it, only so "far as the ability and interest of the capital they represent would allow."

The sale was made, we believe, in July, 1880, to Buford & Co. It was April 30th, 1881, when Capt. Ancotton, think you? One mill during drews said to the State Commissioners that the Buford crowd had about "made up our minds to go to Duck-

> That route was almost everything. But how are they going to Ducktown? By the wide-gauge as on the Paint Rock line? Senator Vance says they are building a "narrow-gauge." Capt. Andrews refused the full five hundred hands the State was to furnish because he was in doubt "as to the ownership." The people are now in a fair way to get at "the bottom facts." They will find out that the position taken by the STAR was patriotic, judicious, and proper, and that it was a mistake to sell out over seven millions of property to a weak concern like Best represented for a few hundred thousand dollars. The result is the property, that cost so much and is of so much real value, is most pronounced success we have no in the hands of a great plethoric, aggressive, grasping corporation without soul or conscience, that is determined to swallow up every other road that can compete with it in the slightest way; that hesitates at nothing, and that is doing what it can to

injure the people of North Carolina. The people - the voters-the sovereigns have their eyes on the men who are warring against their interests. Let them take heed unto themselves. The people have some rights left yet. Let the violators of these rights beware. No man can stand by the corporations that war upon the people and get the support of the people. Politicians of an aspiring turn will please put that little piece in their pockets, and after committing it to memory then commit it to their pipes and puff away in peace i

not in hope. PROGRESS IN THE SOUTH.

The Northern papers during the ast two or three months have had a great deal to say about progress in the South. At first, under the teachings of Mr. Atkinson, of Boston, Massachusetts, the Northern press accepted the theory that New England had the advantage in cotton and so on the fruits of the Spirit of spinning and manufacturing. But under the light of discussion this | hood" is that where each is stranger error has disappeared. Recently the to the other. New York Herald said :

"There is every reason why a decided advantage should exist in the South, except in the existence of a laboring class accustomed to the work, and perhaps some climatic, educational and social influences. But in the long run labor is sure to find its market, and the cotton staple is undoubt edly to be largely manufactured where it is grown. But, as the industry, advances, will be tound that New England money and brains are in it, as they are in pretty much everything else that is adding to the welfare and development of the country."

We are glad to know that New England "money and brains" are al ready engaged in Southern manufacturing. It is a good way for Southern capitalists who desire to emprofit is \$10,220,002, or more than bark in cotton milling to combine with one or more experienced British or New England manufacturers-men of intelligence, of means, and who can come well indorsed. After awhile those clothes in Canada for \$75. I demonenced superintendents of its own for all practical purposes.

The days of carpet-haggery are

The days of carpet-baggery are over now and the animosities of the past are gone with them. It is true there are extreme men and extreme papers in both sections, but the great body of the people, we must hope, are tired of strife and ready for progress. | should look to this. It is aw-ful. FRIDAY'S STORMS.

URTHER PARTICULARS OF THE GREAT GALES OF FRIDAY LAST-DAMAGE TO VESSELS BELOW-HOUSES AT FORT FISHER SWEPT AWAY -DEATH OF ONE OF THE VICTIMS OF THE W.

& W. FREIGHT HOUSE DISASTER-DAMAGE TO CROPS, TURPENTINE

A stroll through the streets and along our wharves yesterday gave us a much more adequate conception of the ravages of the tempest on Friday than we had previously entertained. In fact, in the brief inerval allowed us after the subsidence of he storms we had very little opportunity o acquaint ourselves with all the particulars of the numerous disasters which they entailed upon the people of Wilmington

and its vicinity.

The destruction of shade trees through out the city is not among the least of the evils entailed upon us by the terrible blow. It is probable that at least six or eight hundred of the finest trees in the city have been prostrated, while others have been stripped of most of their limbs. The most of the elms stood the blast remarkably well, but the mulberry, chinaberry and some others stood no showing; but a great many even of elms and oaks succumbed to the fury of the gale, especially in exposed places. All over the city, too, fences were ying upon the ground, and the sound of hammers could be heard in every direction. as the basy workmen toiled to remedy the damage done. It is an old saying that "i is an ill wind that blows nobody any good, and the truth of it is verified in this case, as it is probable that carpenters and other workmen will be kept busy for some time repairing the damages resulting from the torms. The scene at the Wilmington & Weldon and Carolina Central depots yesterday was a fair indication of the fury of the hurricanes. We found those who witnessed the sight of the roof of the W. & W. shed on the wharf being taken off bodily burled through the air a distance one hundred yards or more and thrown upon the hill in the vicinity of the machine shope, and they describe the scene as a fearful display of the power of the tempest when in its most furious mood. Some of the flying beams and rafters and tin from the roof came in contact with a tree just inside of the inclosure, near the machine shops, and twisted the top off of it, leaving a large portion of the tin dangling from

ADDITIONAL PARTICULARS

the trunk

The house on the southwest corner Ninth and Red Cross streets, known as Browning's church, where religious services are frequently held by colored people, Henry Ward Beecher, in one of his was blown down. A colored woman who sermons, discussing the duty of the was in bed at the time made a narrow members of a church to know one escape, one of the beams having fallen against the bed-post, but she was rescued another, says that churches are like from among the rubbish without much injuhotels; each lodger has his own room ry. Tin from the roof of St. Stephen's A. M. and calls for what he needs, and does E. church struck the Peabody school not feel bound to take care of any of house on the other side of the square, and the other lodgers. He says better damaged it slightly. Several of the pillars that they are "spiritual boardingsupporting the upper piazza of Mr. W. G. Fowler's residence, corner of Front and houses." The occupants of the dif-Ann streets, were blown out, but the piszza ferent rooms do not know each other remained in position. The tin roof of the even at the table. Pew-holders rice mill on Point Peter, belonging to are not acquainted with other pewthe W. F. Potter estate, was blown off. holders, and those that go to the One of the chimneys of Capt. Divine's resi-Lord's Table do not recognize neighdence, on Mulberry, between Third and Fourth streets, was broken off and thrown down upon the roof. Some of the windows But the best thing we have met were also blown out and carpets, etc., with on this subject is the saying of damaged by water beating in. The severia Bostonian on a sermon on "Recogty of the gale was greatly felt on the stillnition in Heaven." He told the vard of Messrs. Morton & Hall, who had preacher he would preach more to all of their still chimneys blown down, sheds broken in, and a portion of the the point if he would "preach about roof of their spirits turpentine shed the recognition of friends here." taken off, water-pipe broken, etc. Mr. Said he: "I have been a member of Morton was standing in his office door and this church during twenty years and witnessed the taking off of the entire eastern side of the roof of the spirits shed, I do not know any of the members." which was whirled into the air and precipi-Is this the spirit of the Gospel of Jetated into the yard about one hundred feet sus Christ? Are isolation, coldness, from the shed. He estimates his loss at dignity that freezes, pride of person about \$200. The store and residence of Mr. Chas. Schulken, corner of Fourth and holiness? What a curious "brother-Swann streets, was unroofed, and his furniture was badly damaged by water, and the store and residence of Mr. J. W. Robins, corner of Fourth and Nixon streets, was An Englishman of intelligence told served in the same way, while the whole us some years ago after having spent neighborhood was blockaded with trees. A dwelling on Third, between Red Cross some months in this State, that clothand Campbell streets, occupied by Mr. H. ing was a great deal cheaper in his Clowe, had the tin blown from the roof. country than in the United States. The tip roof of the old Roberts foundry, or

Clarendon Iron Works, was blown off. IN THE VICINITY. At Mr. J. F. Garrell's Sans Souci plantation, on the Little Bridge road, near the city, a new and large barn, 160 feet in length by 36 feet in width, was totally demolished, the timbers being twisted and. broken almost into fragments. About one had fifty acres in cotton, which was predamaged at least one-half. The ground yesterday morning was almost literally covered with green bolls. He has two hundred and fifty acres in lowland rice. which has been damaged considerably by the heads being thrashed off, but to exactly what extent he cannot now say. Nearly all of the fine grove of trees at what was formerly his Sans Souci residence were also blown down, only two or three being left standing. Mr. Bray, his overseer, estimates Mr. Garrell's loss at not under \$3,000. At the Fair grounds only one small building was left on this account. John E. Mitchell's standing. The main building went first, six months. The Northern editors of better-than-our-neighbors tribe and the remainder followed in quick suc- hurt.

cession. A colored woman, her grown daughter and two or three children were in one of the houses, but managed to a cape serious injury. Mr. Thomas Monk'scotton crop near the city was badly damaged. The corn crop in Brunswick county, we learn, is badly injured, many of the cars being beatin off the stalks. Judge Russell's loss in cotton, it is estimated, will reach \$1,200. The rice grops are also badly damaged. The gale played havoc with the

TURPENTINE TREES. A goatleman stated yesterday that over one-third of the turpentine trees from Town Creek, Brunswick county, to this city, were blown down; and another stated that on the line of what is known as the "Nigger Head" road, nearly one-half of them were prostrated. In some places where formerly there were thick clumps only a very few are now standing. Out on the Little Bridge road, to a distance of about four of five miles, a great number were prostrated.

THE DAMAGE BELOW.

At Fort Fisher, where there is a small fishing village, all the houses but one were swept away. The one standing was formerly occupied as officers' quarters, and it had its piezza carried away. One house, located near the water, belonging to a Mr. Mayo and occupied by Mr. Thomas Smith, was washed entirely away, not a vestige of it being left, together with all of Mr. Smith's furniture and clothing; the family barely escaping with their lives. A party from this city who was there at the time, left about ? o'clock that afternoon and walked home all the boats, nets, etc., being washed away. Capt. Harper, of the steamer Passport, who gives us the above information, states that the new dredge, E. V. White, is all safe, but the scows are all high and dry at Price's Creek and will have to be launched off. The schooner Ross, loaded with lumber, sunk at her wharf at Smithville. The pilot boat J. A. Levensaler, the schooner Siam the pilot boat Swift and the schooner Plant are all high and dry on the "Rocks" between Smithville and Fort Caswell. The pilot boat Uriah Timmons collided with the barque Glacier and sunk in the channel, all hands on board saving themselves: and the Glacier afterwards went ashore on the "Rocks." The tug Alpha, the steamer Passport and the revenue cutter Colfax all pulled on her yesterday morning, but failed to move her. The pilot boat Mystery came inside Friday morning, when her sails were blown away and she drifted outside, and soon afterwards went ashore down the beach about four miles from Smithville. The captain and crew saved themselves by swimming

ashore. The Mystery, which is a total wreck,

pelonged to Mrs. Smith and others, of Smith-

ville, and the Urfah Timmons to Capt. C. C.

Morse, (the latter, it will be remembered,

being the boat that rode out the great storm

n safety when the pilot boat Mary Sprunt

went down outside the bar with all on

board some years ago.) In Smithville very

ittle damage was suffered, a few trees and

ences being blown down. The wharves

and bath houses were carried away by the

previous storm. The revenue cutter Col-

az came in from Georgetown and reported no gale in that direction. She took off two men that had been left on the ship La Louisiana, who would otherwise probably have perished. DRATH FROM THE STORM. Isaac Shaw, one or the victims of the disaster to the freight warehouse of the Wilmington & Weldon Railroad, during the storm, died yesterday morning, about ? o'clock. He had one of his legs broken in two or three places, and was otherwise injured. There were four men in the house at the time, and they had caten their dinners and were sitting down, waiting for the bell to ring for them to recommence work when they saw their danger and attempted to escape, running in the direction where the most danger was to be expected instead of in the opposite one. The men were named Isaac Shaw, James Davis, Gilbert Halladay and Daniel Sanders. Davis is said to be in a somewhat critical condition, but may recover. Gilbert Halladay, whose ribs were fractured on the right side and who was bruised on the back and shoulder, is doing as well as could be expected. Sanders' injuries are not considered serious. Shaw, who lived on Hanover, between Second and Third streets. formerly resided in Goldsboro, and was about 24 or 25 years of age. He had no family, we understand.

The hurricane struck the steamer John Dawson while she was on her way to the city and about five miles from the mouth of Black river. Under good management the boat sustained no damage, but Capt. Sherman had a narrow escape. He was blown bodily from the hurricane deck, but in his fall managed to catch on the upper deck of the boat and save himself.

The dwelling house on Front street corner of Walnut, bad 'a narrow escape from burning during the height of the gale, mile of his fence was also prostrated. He | The proprietor and his wife were absent, but fortunately Mr. Sanderlin, who boards "I visited the house of a friend of mine in Toledo the other day, who had a family of storm, and he now estimates that it will be was given, and managed to extinguish the The Senator adds: fire, which had caught in the around one of the chimneys.

> The loss, by the two storms in Wilmington is variously estimated, and will probably reach as high as \$100,000, if not more MYRTLE GROVE SOUND.

Jas. W. Green, (colored) writes to the STAR that the storm did considerable damage on the plantation of Mr. R. B. Freeman. It unroofed and wrecked a large peachouse and blew down the stables, cart shed and fencing; much damage was done to Mr. Freeman's pea crops. Pine trees were blown down in all directions, and the main

and glaring—each town and depot in the State from Raleigl west has own tale to tell. I have the authority of some of the nost prominent merchants in Charlotte for eaying some that they have to pay themselves the freight on goods apid south of this point; others, they have taken the sport themselves the far South as Columbia are these themselves the south as Columbia are these the south as Columbia are these than the south as Columbia are the sport than the south as Columbia are the south of the south as Columbia are the south of the NO. 40 than to this point from Vorthern cities; and to sell their gods they have to pay this difference gainst them. And still others say that then VANCE ON THE WESTERN N. C REASONS FOR HIS ACTION. After disposing of the Andrews they receive an order for goods come any point on the Western North Carolina road they can make no profit, except by filling the bill by ordering from the wholesale merchant in the Charlotte Observer, states the reasons that actuated him in the sale

the necessity of building the road to He gives other facts to show unjust discrimination. He says of the "It must not be forgotten that the

their customers."

Richmond to be shipped direct to

me to expose them. Tiey are ob

"The Richmond & Danville Company own or control all roads west of Raleigh, with one or two exceptions. and these they are said to be nego-tisting for and will doubtless get. overcome and the cars were running almost to the town of Asbeying From there, the short line down the French Broad was a matter of easy public prints that they have pur-

chased the Virginia Midland. The result of this, if true, will probably accomplishment, one-third being already graded. The State could easibe to discontinue the work now in progress to extend it from Danville ly have finished it in a short time to Mooresville, cutting off the only with her convict labor, or could have hope of the people along that line for a railroad, and completed or not, defound other parties quite ready to take it off her hands. The great obstroying also the last hope of this secect was to find parties who would cut tion to obtain a competing line. through the mountains, 145 miles to Then the coils will be completely Ducktown. As is known, Mr. Best, around us. We will be absolutely at by the desertion of his associates, was the mercy of strangers. A foreign eft unable to perform his contract. corporation will dispose of the wealth, How this happened it is not now neif there be any left, and dictate the policy of North Carolina. The fiat He next tells of the transfer to Buthat taxes the earnings of our people ford, Clyde and Company, and thus issues from the city of Richmond."

He then comments on their course towards the Atlantic & North Carolina Railroad with which our readers are acquainted. He next refers to the power of rich railroad corporations and his own course. He closes

as follows: "I know that such institutions have insidious and irresistible methods of corrupting legislators—of suborning the press and forcing public opinion. I know full well the danger I incur by attempting to thwart the purposes of one of these vast combinations of capital, which, deifying the spirit of gain, embody the very essence of selfishness, and go straight on to their object, regardless of all considerations except those which contribute to success. I know how powerless an that they did not intend to pay the agricultural people, of moderate means, spread over a wide extent of country, like the people of North Carolina, are to contend with such a power. If I consulted my own ease or convenience, I would retire from the contest. But the representatives of the people, confiding in my integrity and faithfulness, chose me as one of their commissioners to superintend the execution of this contract. I shall justify that confidence, or try to do

Spirits Turpentine

so, let the consequences to myself be

-Rev. Dr. Deems writes for the

- Gov. Vance, says the Washington correspondent of the Greensboro Patriot, has bought a residence in that city. and it is being put in order.

- Toisnot Home: It is getting to be quite dangerous to travel on the railroads in this part of the State. We are informed that some one shot a ball through

- The Greensboro Protestant re-Logan and others, in the city of New ports revivals in the Methodist Protestant York, and was not denied by anyone Church as follows: Monroe circuit 8 converts, 7 accessions; Stanly circuit 30 con-"Another reason is found in the verts, 10 accessions; Catawba circuit 14 converts, 17 accessions; Surry circuit 8 consworn testimony of Col. Buford beverts, 2 accessions; Whitaker's Chapel 6 fore the Senate Committee of Interconverts, 5 accessions nal Improvements, in February last,

229 cases upon our court dockets for retailing liquor without license, and the question that arises for our commissinoners to consider is, which would prove of most benefit, morally and financially to the community, to grant license or allow the coninvance of this traffic as it at present

rick, 55 by 90 feet, and the steeple will be 180 feet high, and covered with galvanized iron. The style will be English Gothic, and the church will be the finest in the city. Its seating capacity will be about 1,000. Rev. A. A. Boshamer laid the first brick last Monday. - Wilson Advance: Last Satur-

pretty well made up our minds to go to Ducktown!' And still another when it ignited, burning the boy so badly that he edied that night. The mother reason was that up to June of this was not injured.

- Henderson Tobacconist and Review: The farmers tell us that tobacco is burning up on the hill; it retains its green color, and attempts at flue curing have been very unsuccessful. It is now thought that not more than one-fourth of an average crop will be made, and the quality of this will be far below the average heretofore.

- New Berne News: The last number of the Police Gazette is ornamented with the carte de visite of the gay and festive J. Volney Ryan, who sojourned in this city during the winter and spring of 1876. The occasion of his appearance in the Police Gazette now is breaking jail at Sedalia, Mo., where the citizens of that locality had him jugged for obtaining \$1,100 as a bogus in-

- Kinston Journal: Kinston Collegiate Institute opened on Monday with 106 pupils. This is the best opening the Institute has ever had. — Just as we go to press we learn that Mr. Edward Coward, an aged citizen of Greene county, was found dead at Mr. John Dixon's gate this (Wednesday) morning. He was at Snow Hill on Tuesday and, the report says, under the

- Charlotte Democrat: A fashion-"In the matter of discriminations on freights and charges, forbidden alike expressly, in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities; against one town in North Carolina in favor of another; and against all roads connecting with the

Richmond. I came to believe also that they did not intend to prose cute the work even on the French Broad line with the 'diligence and

what they may.'

energy' required by the contract, but intended to take their time and finish it at their convenience. The circumstances which induced me to believe that they did not intend to build to Ducktown are many. In the first

the mail car, on the W. & W. road just above Eufield, on last Sunday evening. ing at a conference in September last, between Messrs. Best, Clyde.

- Winston Sentinel: There are

- Raleigh Advocate: The new Methodist church in Raleigh is to be of

day night Calvin Sharp, a colored boy about 11 years old, who lives near M. B. Atkinson's, in Edgecombe, was holding a light while his mother was pouring kerosene oil on her bed to destroy chinches,

The cotton crop is about as bad.

influence of liquor.