

Mr. Carlisle has written a paper for the *Journal* for October that will be widely consulted. Coming from the ablest Commoner and the best poised statesman on the Democratic side in the Congress, what he says of the Democratic party will be read with attention. Mr. Carlisle is opposed to land monopoly and commends the present Administration for its manner in dealing with the public domain. He says:

"The foundations of the existing system, under which immense landed estates have been acquired by foreign and domestic corporations and syndicates, were laid by the Republican party, and the fraudulent public domain of its most fertile and valuable sections were begun and continued while Republican rule prevailed. It was the duty of enforcing the laws and protecting the interests of the Government and people."

The present Democratic Administration has done much in reclaiming millions of acres that had been literally "fooled away."

Mr. Carlisle discusses with clearness and force the reduction of the revenues and taxation. We quote again:

"The only debatable question, in what manner shall the revenue and taxation be reduced. Upon this question the two political parties are divided, although there are some Republicans who are inclined to the Democratic view. Some Democrats who favor the Republican policy. It is clear that it is possible to reduce the revenue without reducing the taxes, and equally clear that it is possible to reduce taxation to a certain extent without reducing the revenue."

Of the two plans—those of the two parties—he much prefers that of his own party. He says:

"To reduce both revenue and taxation at the same time is the problem now presented, and the true Democratic solution is to reduce, as far as practicable, the taxes on the actual necessities of life and on the raw materials used in their production, and to increase, as far as practicable, the duties on the other articles embraced in the tariff schedule. The prime object should be to provide a sufficient revenue to the support of the Government at the least possible expense and inconvenience to the people who pay the tax. The Republican solution is to reduce upon those who are able to indulge in the use of luxuries rather than upon those who consume only the common necessities of life. The Democratic solution is to repeal all the internal taxes upon whiskey, beer and manufactured tobacco, and retain a high rate of taxation on the food and clothing of the people, and on the building materials and implements of labor."

We may have occasion to present other points made by the able Kentucky statesman.

WESTWARD, HO!

The people of Asheville, and of Buncombe county generally, are greatly aroused over two important railroad enterprises; one, the connection of Asheville with Knoxville, and the other the extension of the Carolina Central Railroad from its present terminus to Asheville. The striving mountain city was the scene of an immense meeting last Saturday, and everybody seemed to be in favor of subscribing liberally towards building the roads. Four hundred thousand dollars is the whole amount asked for, and it looks very much as if Buncombe county will give it. One hundred thousand dollars is the amount proposed for the Carolina Central extension.

In a letter read at the meeting from President John M. Robinson he said: "I do not think that I can say more than that if a railroad is built between Asheville and Knoxville, that the Carolina Central Railroad will be extended to Asheville, with proper aid from the people of Asheville. I think the amount named (\$100,000) would be all that would be required."

General Manager John C. Winder wrote: "I shall look with a great deal of anxiety to the result of your meeting."

It is needless to say that the connection between Rutherfordton and Asheville is of the highest importance to Wilmington. And, moreover, it is a connection that may be regarded as a certainty in the near future.

"Westward the Star of Empire takes its way." But, all the same, Eastward to Wilmington much of the trade of the Great West will take its way.

We us the Cape Fear & Yadkin Valley extension and the Carolina Central connection with Asheville, and then we may talk about a sure enough, veritable, live "boom."

A BUSY SCENE.

A busy scene can be witnessed at the wharves of the Carolina Central Railroad, where the English steamship *Yadkin* is discharging and receiving cargo. From two hatches iron rails are being taken out and landed on the wharf alongside, while on the other side of the vessel compressed cotton is going aboard from lighters.

The iron is for the Cape Fear & Yadkin Valley R. Co. It amounts to 1,500 tons, and pays an import duty of \$25,000. About two-thirds of the cargo has been discharged.

FROM THE PLAIN SECTION.

Mr. C. W. Wiggins reports that in the Plain View section the crops are much better than they were last year and that farmers generally are in good spirits.

The stables belonging to Rev. Jos. Evans, pastor of the Presbyterian church at that place, were destroyed by fire last Wednesday night. Two horses, two buggies and harness, and a quantity of oats, corn and fodder were also consumed. The fire was the work of an incendiary, and the colored man named Wesley McKay is charged with the crime. He has been arrested and jailed at Lumberton, awaiting trial.

SMALL STEAM YACHTS.

A recent ruling of the Treasury Department in regard to small steam yachts, says:

The hull and boiler of every yacht, or other small craft of like character, propelled by steam, without regard to size of vessel, provided it can be used in any capacity, must be inspected, the boiler being subjected to the hydrostatic test required by law. The pilot and engineer must also be licensed, and such other provisions of the law complied with as may be applicable to the particular vessel under examination.

Persons who are "special engineers" for small steam yachts or pleasure vessels will be granted a year's license if they are able to show a certificate of experience to manage the boiler and machinery safely. A similar "special license" as pilot for such vessels will be granted to any person who is a good character who is familiar with the navigation in which they are to be employed, understands the pilot rules, and has had sufficient experience in handling this or other similar vessels. The master of a vessel in this class does not require license.

SHRIMP-FISH ADVERTISING.

In its issue of the 24th, our esteemed contemporary the *Selected* mentions that it had been selected one of the two "leading newspapers" of the State in which to print the advertisement of the Shell-Fish Commission. And in its issue of the 28th it says: "The *Wilmington Messenger* and the *Wilmington Star* are the two papers designated to do the official advertising." Very well.

CRIMINAL COURT.

The Criminal Court for this county, having finished the business before it, adjourned yesterday afternoon, for the term.

The term was probably, the shortest and least amount of business the largest ever transacted by this Court. Altogether, there were thirty-four convictions. Seven of the convicted were sentenced to the State Penitentiary and eight to the county House of Correction. Only one of the fifteen prisoners is white.

The sentences are as follows: To PENITENTIARY. Robt. Stephenson; larceny. Four years. Wesley Lubeck; larceny. Two years. David Mallet; larceny. Two years. Frank Sadgwar, alias Sidbury; larceny. Two years. Josephine McElroy; larceny. Five years. Robert McElroy; accessory to his wife's felony. Five years. Samuel Gregg; perjury. Two years.

TO HOUSE OF CORRECTION. Henry Parker; assault and battery. Three months. Wm. Haves; affray. Six months. David Jones; assault and battery. Twelve months. Martha Sidbury; assault and battery. Sixty days. Obadiah Jenkins; public nuisance. Twelve months. Peter Walker; assault and battery. Twelve months. Charlotte Haggert; assault and battery. Four months. Scipio Kyle; assault and battery. Thirty days.

NAVIGATION ON THE YADKIN.

Capt. W. H. Birby, U. S. Engineer in charge of river and harbor improvements in this State and South Carolina, returned to his office in this city last Saturday from a visit to New York (the upper Kanawha) in West Virginia. The object of his visit was to make examination of the method of running pole-boats and steamboats on mountain streams, where the fall is two to four feet in shoals of about two hundred and fifty feet, to see what modifications should be made on the Yadkin in order to open that river to similar navigation above Salisbury. He ascertained that the work could be accomplished with less difficulty on the Yadkin than was encountered on New River.

Lieut. Capt. of the U. S. Engineer Corps, Capt. Birby's assistant, spent four weeks on the Yadkin, and has also returned. He was engaged superintending the work of opening a channel-way for light draught boats on that river, through Peaches and Hartley's mill dam, so as to make navigation practicable from the railroad bridge near Salisbury, to a point about thirty miles above that place. From thence the channel will be deepened to Beattie's Ferry, ten miles further, thus giving steamboat navigation, from the railroad bridge across the Yadkin about six miles from Salisbury, some forty miles. Parties already contemplate building a steamboat to navigate these waters.

ITEMS FROM MAXICO.

A correspondent at Matamoras, N. C., gives the following items of news: James B. Marshall, traveling salesman for L. C. Younger, of Richmond, Va., was thrown from a horse near Bennettsville, S. C., yesterday (Sunday) about 4 p. m. and instantly killed. His remains were carried to Richmond this a. m. for interment.

James Adams, a negro, shot and killed another negro on Saturday night at Laurinburg. The murderer made his escape. The weather is cold and slight frosts, but not enough to kill vegetation. The cotton fields are white and the harvesting is proceeding at rapid pace.

A Big Piece. Twenty British steamships were in the port of Savannah with capacity for 100,000 bales of cotton. Well, we do not envy our sister city her growth and prosperity, but we beg leave to announce that Wilmington is in the procession; and we think that our percentage of increase in cotton receipts and shipments foreign is much greater than that of Savannah. Yet, we must confess, it looks mighty healthy to have twenty of the "ocean tramps" in port at one time.

HERE IS SOME HORSE SENSE FROM THE PHILADELPHIA RECORD.

"The presence in New York Bay of a steamship from Marselles and Naples with six cholera cases on board may not, in view of the precautionary measures taken by the quarantine officials, prove to be downright dangerous, but it ought to stir up the authorities at every port on the Atlantic seaboard to increased vigilance."

External vigilance on the part of the quarantine officials, and increased energy on the part of the city authorities. "That's the ticket."

CAPE FEAR & YADKIN VALLEY RAILROAD.

There will be a meeting of the citizens of Wilmington at the rooms of the Produce Exchange on Thursday, the 29th inst., at 12 o'clock noon, to consider the plan of the Cape Fear & Yadkin Valley Railroad from Fayetteville to this city.

It is hoped that there will be a full attendance. As stated in the *STAR* recently, the directors of the railroad company will meet on the 9th prox. to decide upon a deep-water terminus. The time for action is short. If anything is to be done our people should move in the matter at once.

A NEW PUBLISHING HOUSE.

A company has been formed for the purpose of establishing a Lutheran publishing house in this city. A printing outfit has been purchased, and it is contemplated soon to begin the publication of a weekly religious paper, of which Rev. Mr. Peschau will be the editor. Mr. H. E. Heyener, recently of the staff of the *Messenger*, will manage the business. It is intended also to establish a book-store in connection with the publishing house.

NEW YORK DEMOCRACY.

The State Convention—Nomination of State Officers—The Platform—Enthusiastic Endorsement of President Cleveland.

CONVENTION HALL, SARATOGA, Sept. 28. The day opens dark, gloomy and cold. The committee on Resolutions did not adjourn till 6 o'clock this morning, and it is said, left things pretty much in the same shape as recommended by the State Committee. The resolutions are not yet ready for the Convention, nothing unforeseen arising, the business can be completed in three or four hours.

At 11 o'clock the clerk of the State Committee, Mr. Baucus, called the Convention to order for a moment, only to make an announcement. The announcement was all in favor of the Committee on Resolutions are requested to meet at Governor Dorchester's room at once. This was received with some surprise, as it forebodes some trouble with the platform, and is generally thought to be on the civil service reform plank.

The resolutions adopted, which are the twenty-two seats of New York City evenly divided between the Democrats and Tammany. Irwin Hall was left out.

At 11:30 Chairman Raines rapped the Convention to order. The first resolution presented the report of the Committee on Resolutions, and it was unanimously adopted. Judge Amsted presented the report of the Committee on Permanent Organization, which continues in office the temporary officers. Adopted.

The Convention took a recess for one hour. The Convention was again called to order at 11:30. Dr. Dorselmeit presented the report of the Committee on Resolutions. Before the platform was read the following resolutions were adopted: Resolved, that the Democratic party of New York last met in convention, it has not by death its honored statesmen, Horatio Seymour, Charles F. Smith, and others, within the period many other noble leaders have finished the work committed to their hands.

Resolved, that the names of Tilden, Seymour, Hendricks, McClellan and Hancock are those of great and upright men, and that the sinking fund which has been public service, while the remembrance of them requires all other Democrats to aid in maintaining and advancing the standard of high character and public service.

Resolved, that upon this first assembly of the Democratic Convention for the State since the retirement of Mr. Manly, the Democratic party of New York desire to express our admiration of the wisdom and success which marked his administration. Congress has not yet converted them into money. It might, however, be added, regarded as a healthy sign, as tending to the recovery of the business community in the international market.

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REVIEW OF THE INDUSTRIAL SITUATION FOR THE PAST THREE MONTHS—A MOST GRATIFYING EXHIBIT.

The past three months have been a most gratifying exhibition of the Southern industrial situation, says the *Commercial Appeal*, Sept. 25. The *Trade* in its quarterly review of the Southern industrial situation, says:

The past three months, although the embarrassing midsummer period, shows no cessation in the wonderful industrial development in all sections of the South. What speculation has been restricted, the material growth has correspondingly increased, and reports to the *Trade* from the Southern industrial and commercial centers of the South beloken a most gratifying condition of affairs. Crops everywhere in the South are above the average, and the general volume of business is increased. Up to a fortnight ago money was easy, and while collections are somewhat slower now, the movement of crops will improve the financial situation. The industrial situation is very active, and manufacturers are crowded with orders, and the largest iron and steel works in the South are in full production. The building is in active progress in many of the Southern States, and the rolling mills in Chattanooga and Birmingham have closed their doors. The iron and steel industry has been particularly active, and the material growth has correspondingly increased, and reports to the *Trade* from the Southern industrial and commercial centers of the South beloken a most gratifying condition of affairs.

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THE SOUTH'S PROGRESS.

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