

Table with 2 columns: Months, Price. Rows for 1, 3, 6, 12 months.

Entered at the Post Office at Wilmington, N. C., as Second Class Matter.

SUBSCRIPTION PRICE.

The subscription price of the Weekly Star is as follows: Single copy, 10 cents; 3 months, \$2.50; 6 months, \$4.50; 12 months, \$8.00.

THE ECONOMY OF GOOD ROADS.

There is not a State in this Union that does not take more or less interest in railroads and give them more or less encouragement, while there is not a State in the Union that takes half as much interest in country roads or pays half the attention to them that it should.

We are told that the State of Virginia had, before the days of railroads, some of the best public highways in this country, and that they were traveled through the mountains in such a way, by such excellent grades, that a person riding in the stage-coaches of those days would scarcely realize that he was ascending or descending a mountain.

Taxation is one of the problems of the age, as it has been of ages, and it probably always will be, for taxes are some of the debts that are never paid willingly, and the average mortal dodges them if he can.

There is not a leading nation in Europe that hasn't roads that should make this country ashamed of itself. Roads that a pair of stout dogs will pull a heavier load over than a pair of horses would over the average American road much of the year.

It would be hardly fair to institute a comparison between this country and the leading countries of Europe and expect to have as good roads here as they have there, because their roads are the work of ages and they are simply keeping up systems some of which were established centuries ago.

But State Legislatures will never give a question like this serious attention until prodded up to it by the people, and, strange to say, the very people, the farmers, who are most directly interested in good roads, are the people who seem to realize this the least, and to say the least about it.

There is a political party which has sprung up within the past few years which claims to be the especial champion of the farmer, and as such appeals to the farmers of the country for their support and votes.

One of the leading demands in its platform, and one to which its followers attached much importance, is for the "Government ownership of railroads," on the ground that if the Government owned and operated the railroads freights could be transported over them at much lower rates than they are now, and that the farmers would thus save a good deal of money.

THE WEEKLY STAR.

ROUGH TIMES ON THE RIVER.

No Boats from Fayetteville—An Ice Blockade—The Steamer Libon Ice-Bound on Black River—Bats Tied-up and Abandoned.

There has been no word from Fayetteville this week. None expected until the ice in the Cape Fear river breaks up, and from present indications it will be several days before this happens.

The steamer *Hurt*, Capt. Black, arrived yesterday evening from Black River, and brought news of the situation of affairs on that river, which enters the Cape Fear about twenty miles above Wilmington.

The steamer *Libon*, running on the upper Black River between Long View and Clear Run, is fast in the ice in Beatty's bridge reaches, with two large flats loaded with rosin and turpentine.

Snow commenced falling at Point Caswell at 3 p. m. Wednesday, and was followed by sleet that fell until early yesterday morning. It began snowing again at 9 a. m. yesterday and continued until 3 p. m.

The Coast Line to Build a New Extension into the Yadkin Valley. The Charleston News and Courier: It is stated upon good authority that the Atlantic Coast Line Railroad has completed a preliminary survey for a new railroad from Wadesboro, on its Cheraw and Salisbury branch, to Winston, North Carolina.

Shops of the Wilmington Iron Works Company Destroyed—Loss Estimated at \$100,000—Insurance \$75,000.

Fire broke out yesterday morning at twenty minutes to four o'clock in the Wilmington Iron Works, foot of Nun street. Upon the arrival of the Fire Department, which was promptly notified, the call from box No. 48 it was found that the main building, which was one story and 80 by 130 feet, covered with corrugated iron, was on fire from one end to the other, and that the flames were leaping high through the roof.

The firemen deserve credit for keeping the fire from spreading to the wharf and surrounding dwellings and warehouses. The foundry, which is a separate building, east of the machine shops, was also on fire, but was not materially damaged.

PEANUTS AND PEANUT EATERS.

The Crop Far Short of Expectations—The Cause—The Peanut Growers' Association—An Interesting Curio at the North—The Nut's Commercial Value—A Preventive of Intoxication.

The crop of peanuts in this section this season is far short of expectations, a leading dealer estimating that it will not exceed 75,000 bushels, while the crop of last year was fully 125,000 bushels.

In New York city, the *Star* says, the shortage in the crop is likely to agitate a great many persons, for in Gotham, the habit of eating peanuts is very general.

It is in times such as these that the retail trade still adhere to last year's rate of ten cents a quart, and are therefore entitled to and will doubtless receive the credit of the public.

Branching Out. The Coast Line to Build a New Extension into the Yadkin Valley. The Charleston News and Courier: It is stated upon good authority that the Atlantic Coast Line Railroad has completed a preliminary survey for a new railroad from Wadesboro, on its Cheraw and Salisbury branch, to Winston, North Carolina.

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FIFTY-SECOND CONGRESS.

SENATE. WASHINGTON, January 19. Senator Wolcott has given notice of an amendment to the Sherman Silver Purchase Repeal bill.

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SPIRITS TURPENTINE.

Henderson Gold Leaf: The ice is ten inches thick on the neighboring ponds, and large sheets of water not accustomed to freezing are covered solidly across.

Dunn Times: Tuesday night the turpentine stills of Mr. Wm. Calbreth caught fire and were consumed in a few minutes by the rapid flames.

Fayetteville Gazette: We regret to chronicle the death this week of Mr. Henderson, a native of this city, last Saturday, the 11th inst., from injuries by a gun shot wound a few days previous, the particulars of which were given in our last issue.

Greensboro Patriot: This community was greatly shocked on Monday by the awful and sudden death of Miss Lina McDonald, a teacher in the Normal Training and Industrial School of this place.

Laurinburg Exchange: Capt. Joseph A. Parker died at his residence in this town, on Monday afternoon last, at 4 o'clock. He had been in feeble health for some time, and on Tuesday, the 10th inst., he was taken rapidly with pneumonia, and was taken rapidly away until the end came.

Raleigh News and Observer: What might have been a terrible accident was narrowly averted yesterday morning about 10 o'clock when an inquiring ball at Stroh's saloon was breaking up several ladies had donned their wraps preparatory to starting home through the rain.

Charlotte Observer: A child of a colored woman named Tom from a death yesterday at his home on Hill street. The mother went off to hunt wood to make a fire to warm the child, as it was very cold.

Greenville Reflector: The town of Griffon can lay claim to more division than perhaps any small place on the continent. It is situated in the center of three Congressional districts, two senatorial districts, and two judicial districts.

Shelby Review: Mr. David McSwain, aged about 80 years, was seriously hurt by a fall at his home near Mooreboro Monday. His condition is critical.

QUARANTINE STATION.

Southport Leader, January 19. The report that the quarantine station for the port of Wilmington would be built on what is known as Dan's rock, a small mud flat lying between Battery and Stryking islands, southeast of Southport, caused considerable unfavorable comment in this city.

The place known as White Rock, southeast of Price's creek light, is an excellent place for the location of a quarantine station. It possesses the advantages of being fairly well protected from wind and can be reached by low water, does not endanger Southport, is well isolated, and near it quarantine grounds for vessels can be established.

The action of the Board will be recommended with great interest as it will require the attention of the general public approval and co-operation.

DR. S. O. WILSON ARRESTED. The Gideon's Band Leader Arrested by the Grand Jury of Wake County.

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COL. DUFF GREEN REED.

Death of a Confederate Veteran—Chief of Gen. Wheeler's Staff.

New York, January 30. The funeral services were held for Col. Duff Green Reed, who died in Ward's Island Hospital Monday, were held this afternoon at 309 West Twenty-third street in Virginia.

Generous Merchants of Bladenboro. Messrs. R. L. Bridgers & Bros., and Mr. S. L. Ferguson, two prominent merchant firms of Bladenboro, N. C., made a proposition to Conductor Bowen, of the Carolina Central railroad, that they would each give a car-load of wood to suffering poor of Wilmington if the railroad officials would have it hauled free.

Naval Veterans. The Fayetteville Observer says: "Gov. Holt last week made enquiry on the Navy Department for forty Lee magazine rifles and complete equipments for the Fayetteville division of the Naval Reserve militia, of which Capt. Jas. D. McNeill is Lieutenant Commander; also, for ammunition for a 3-inch rifled gun for this division."

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