

THE WILMINGTON POST

W. P. CANADAY, Ed'r & Prop'r.

WILMINGTON, N. C. SUNDAY MORNING, JUNE 20, 1880.

FOR PRESIDENT,

JAMES A. GARFIELD OF OHIO.

FOR VICE-PRESIDENT,

CHESTER A. ARTHUR OF NEW YORK.

The Hon. Lyman Trumbull late U. S. Senator from Illinois and then a Republican, is now the Democratic candidate for Governor of Illinois.

As the great meeting at Cooper Institute the other evening, Judge Tourgee, the now famous author of "The Fool's Errand," is reported to have said, "the party must not be too sure that it will not again face a solid south."

There is a touch of the heraldic suggested by the death of ex-Senator James A. Bayard of Delaware. He was the son of that James A. Bayard, who resigned from Congress to be Minister to France, and from the Senate in 1834, to fill important diplomatic positions abroad.

That brilliant foreseer of natural occurrences, such as tidal waves, tremendous cyclones, noxious droughts and the like, Prof. John H. Rice of St. Louis, announces that tornadoes have a great attraction for metals.

OUR CANDIDATE.

We have been waiting to see the letter of the committee appointed to notify Gen. Garfield of his nomination and his reply thereto, because, although we have the Republican platform adopted by the Chicago Convention, it will be only fair and civil to wait until the candidate himself speaks.

We are not, in alluding to these facts, intending to leave the inference that the antecedent conditions of the Convention, are to color the canvass or affect the status of the different wings which existed inside the party, but

rather to say that it is an occasion which requires all that broad and generous equanimity, all that catholicity and scope of reasoning...

A good deal of the character of the canvass will depend upon the course of our Democratic opponents. Notwithstanding the colossal reputation which Gen. Garfield has achieved...

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In conclusion, we take the opportunity to say some pleasant things of Gen. Garfield. It is no common American that has been picked up by accident, and made a figure-head for this occasion.

THE VETO OF THE MARSHALS' BILL.

The stinging words with which the President withholds his assent to the Marshals' bill will command the respect and admiration of the country.

The President informs Congress that "The present bill proceeds upon a construction of the Constitution as to the powers of the national government, which is in direct conflict with the judgment of the highest judicial tribunal of our country..."

This fierce and unanswerable arraignment of this Democratic Congress, as if the cover were lifted off the pot of an infamous conspiracy to de-throne the power of the federal government...

the power vested in it by the Constitution, the people of the United States will be able to infer what would be the debauched character of our national law if they had full control of the nation.

HOW THE NOMINATIONS ARE RECEIVED.

Senator Conkling arrived in Washington yesterday evening and registered at Wornley's. He retired early, being much fatigued. In conversation he said he still thought Grant the strongest and best candidate...

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The Union League Club at New York held a meeting and endorsed the nomination of Gen. Garfield and Gen. Arthur, and the action at Chicago generally.

The Chicago Inter-Ocean accepts the nomination, but says: "The sky immediately overhead is clear now; the thunder of cannon shakes the land into throbs of excitement; but there are clouds in the horizon, and there is an ominous murmur behind them."

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He goes on to say that the joyous congratulations at Buffalo, Erie, Sandusky, Onondaga, Toledo and Utica are general, and that Grant clubs are turned into Garfield and Arthur clubs.

Some of Sherman's friends here in Washington think that Blaine could have carried the former's nomination had he been willing to give up his own chances Monday night.

A Vermont man's mother-in-law was killed by the cars, and he got \$22,000 from the railroad company. It never rains but it pours.

GEN'L. JAMES ABRAM GARFIELD.

The Choice of the Chicago Convention for the Presidency—His Early Struggles With Poverty—His Work as School Teacher and State Senator—His Services on the Battle Field—His Congressional Record.

Major-General James Abram Garfield, who has been called to lead the Republican party in the coming national campaign, is a man who may truly be said to have carved his own pathway, unaided and alone...

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Journeying from Chicago to this city with returning delegates, and having brief opportunities, in conversation with them and with men from four states who were present at, or interested in, the Convention...

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He continued in this business, saving what little he could, until the fall of 1848, when he determined to advance a step, and ship as a sailor on the lakes.

He remained prostrated in his mother's house for three months, and during that time made the acquaintance of Samuel D. Bates who was teaching in a district school that winter. Bates had been attending the "Geauga Seminary" in an adjoining county, and his conversation so fired the ambition of young Garfield...

board as well as education. They rented a room in an old unpainted frame building, near the academy, and began to work. Garfield studied hard, and progressed rapidly.

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Colonel of the Forty-second Ohio Regiment by Gov. Dennison, Aug. 14, 1861, but it was not until Dec. 14, that orders for the field were received.

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here the General finds a recreation of which he never tires, in directing the field work and making improvements in the buildings, fences, and orchards.

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WHAT THE REBELLION COST—\$6,796,792,509.

In response to the Senate resolution of March 8, Mr. Sherman, the Secretary of the Treasury, furnished to that body an elaborate statement showing the expenses of the Government "on account of the war of the rebellion from July 1, 1861, to June 30, 1879, inclusive."

A Paris dispatch says: "The Prefects of departments in which Jesuit establishments are situated were received by the Minister of the Interior for verbal instructions respecting the execution of the decrees against unauthorized religious societies."

The Baltimore and Ohio Railroad company has ordered twenty sleeping cars built, to be placed on their lines on Oct. 1 next. The contract of this company with the Pullman Sleeping Car Company expiring with that date, the Baltimore and Ohio will run its own sleepers.