

THE WILMINGTON POST
WILMINGTON, N. C.
FRIDAY, NOV. 12, 1875

The centennial vote for President... The fruits of the political "bull run disaster" of last fall have ripened rapidly. The crop, as gathered on the 12th of October and 2d of November, was ample and satisfactory. The second harvest comes in the autumn of the centennial year, '76. The preparation of the soil is already in progress. Wood and careful cultivation are all that is required to guarantee a copious crop of the harvest of 1876. But the work must be done and well done. If the soil is as much as a necessity in the political field as upon the broad acres of the farmer, and its neglect leads as certainly to defeat in the one case as in the other. It must be faithfully performed, by honest hands. As well might the farmer sow tares and expect a crop of wheat, as a political party to fill the country with means of paper money and look for a return in gold coin. The people cannot be deceived. They understand what honest money, free schools and good government mean, and they have discovered upon which party they can safely rely for all those essentials to national progress and individual prosperity.

Relying upon the cooperation of every citizen whose earnest desire is to assist, by his vote, labor and influence, in granting the best interests of Commonwealth, the result of the Presidential campaign in 1876 can hardly admit of a doubt. The Centennial vote will return a Republican President. A fair and impartial analysis of the electoral vote of each State gives the following results:

Table with 2 columns: State and Electoral Votes. Lists states from Arkansas to Wisconsin with their respective electoral votes.

The above analysis is the result of a careful survey of the field. The Democracy carried six States in 1872. They may possibly carry eleven in 1876. Five States are admitted to be doubtful, but the probability is that they will each be carried by the Republican party. The total number of votes is 293, of which the Democratic party will have 191, and the Republicans 102, leaving 49 votes doubtful. The only States marked Republican, about which we think there can be any doubt, are Louisiana and Mississippi, and the doubt here, if any, is based on past and prospective intimacies. But the advocates and instigators of this sort of thing will find that their game is up. These nefarious practices can henceforth be counted only among the evil deeds of the past. Those two States have each large Republican majorities. The election in Mississippi on the 2d instant was a virtual surrender of the field in advance, but the mistake will not be repeated. There is a majority of thirty-five thousand Republican votes in the State, all of which will be polled at the approaching Presidential election. The result in Louisiana can scarcely admit of a doubt.

Georgia, Kentucky, Maryland, Missouri, Tennessee and Texas are the only States that were carried by the Democratic party in 1872, and in these they had the support of the Liberal-Republicans, all or nearly all of whom, will vote the Republican ticket in 1876. In the above table, Alabama and Arkansas are placed in the "Democratic" column; but a full vote will carry the Republican ticket by large majorities in each of those States. Delaware is as likely to go Republican as Democratic, but it is conceded, in the above analysis, to the Democracy. The same is true of West Virginia, and we might say of Maryland, but they are each checked to the other side.

It will be observed that 183 electoral votes will insure a Republican successor to President Grant. Allowing the broadest margin for probabilities, the Republican party have 228 votes, which gives them 43 more than is necessary to secure an election.

But there is a large field to be occupied, and much campaigning to be done. The victory of Tuesday and the splendid achievement in Ohio are the results of well directed effort. In the same spirit and with increased energy it is only required that the advancing victorious column press forward for '76 and the Centennial victory is assured. Let there be no faltering and there need be no doubt as to the final result. The prize is good money, free schools, honest officials, and good government; and it is worth the patriotic struggle thrice repeated. — Washington Chronicle.

Canals of the Insurrection in Turkey... The bill of particulars laid before the 'ix' consuls, by the Herzegovinian insurgents, presents, in detail, the terrible impositions and cruelties to which that people are compelled to submit under Turkish rule. The protest of the American consuls, presented to the King of England, prior to the war of Independence, embodied a list of grievances that warranted the decisive action that followed the refusal to redress their wrongs. But if all those colonial grievances had been remedied in the intensity of their injury, they would still have been as a drop in the bucket, when compared with the injustice and cruelties of the Turkish rule over the Christian royalists (peasants), of the Herzegovina. They declared, in their bill of grievances, that their burthens are unendurable, and that, altho' they will "never again submit to them," they show that half their earnings, on their small farms, are wrested from them in rents and taxes by the aga, (landlord), and that when he comes to visit them and collect their taxes, he does three or four times a year, he brings all his relatives, and the farmer has either to feed the aga, and his friends, with their horses, or be "beaten and thrown into prison." If they refuse to pay the outrageous demands of the aga in full, amounting to half their earnings, they are held to account in the courts. In assessing their property, the poor farmer is fated as having twenty or thirty cattle when he owns a but ten, "in order that the Christian may furnish the whole tax to the aga for the district," and allow the Turks to go free. If a Christian peasant brings a case into court, he must have two Turkish witnesses. If he has the misfortune to win his case, which is a rare thing, "he is sure to be killed within three days." If he loses his case, he goes to prison.

The wives and daughters of Christians are compelled, by force and violence, to accept the doctrine of Islamism. The Turks hold in contempt the Christian priests, churches and religion, and insult the worshippers' authority. They pay enormous taxes to the Sultan, but have no share in the school fund. If they ask for it, the applicant is cast into prison, or loses his land for his audacity. In case of a siege, (order out to repair roads) they are compelled often to go six days' distance from home, work eight days without food or pay. The Turk is exempted. If a force is needed to transport troops, men and horses are sent by the government, and taken off in care of twenty days without pay. If excesses are made on the ground of a pressure of work, or sickness in the family, the gentleman beats the individual complaining, often so severely that death ensues. They are often compelled to work on the farms of the agas, when the work is reported as having been performed on the road, and no pay is allowed. They have "no security under Turkish government."

These are only a portion of the grievances specified in this complaint, which closes in the following language: "I frequently remark how disappointed and how revolutionary before me. She has precipitated Kings from their thrones, and Princes and Emperors, armed with noble and Christian sentiment, and yet to this day, in this century of boasted civilization, you hold the barbarous Turk in high esteem, (gentleman, we cannot and will not longer endure the Turkish lash. We are men, not beasts. If you cannot bring us relief, you cannot force us to return to slavery. What we want is liberty, true, full and permanent. Altho' we shall never fall again into the hands of the Turks." The document is dated from Metkovich, September 13, 1875, and is addressed "to the Honorable Representatives of Europe—The International Commission." It is a significant protest, and clearly indicates a spirit and determination to throw off the yoke of oppression, or die in the attempt.

Telegrams of last evening report the receipt of additional supplies of arms by the insurgents, and the popular excitement in Europe, as indicated in the latest dispatches, is that the Turkish Empire is about to be dissolved. The insurgents, supported by influential friends, are making an effort to establish a new nationality, composed of the disaffected provinces, but, as was stated in these columns at the commencement of the revolt, Turkey will be dissected, as Turkey always has been, and divided up between the hungry crowned heads now waiting and watching around the territorial table, and each manœuvreing to secure the largest share. — Washington Chronicle.

A Leeds paper says that a young widow in that city, who writes well, is training herself for an editor. Who is the editor? The mysterious disappearance of an Italian violin girl in Providence affords a possible opportunity for putting in practice that good old song, "Hang up the fiddle and the bow." If the Ark had been manned by a Mississippi steamboat captain, he would have been very unhappy during the entire voyage, because there was no opposition Ark on the river to race with.

A gentleman was examining an umbrella and commenting upon its fineness. "Yes," said a person present, "the fancies everything he sees." "And," added a third party, "is inclined to seize everything he handles."

The Rev. Mr. Killoch, of California, formerly of Massachusetts, thinks that there is no more sin in going to a theatre than in going to a church festival, but that young men should not go to either when their working clothes are on.

Wiggins says that the only claim Josh Bellings has to distinction is "his bald spot," and he adds: "And eye ball spot was than he ever said it to. Easy money ought not to show to any man's eyes, though they were Josh Bellings' eyes. He has not a hair on his head, and his eyes are as blue as the sky. He is a great man, and his name is Josh Bellings." — Washington Chronicle.

VARIETIES.
Spanish women are great S'normas. "Belles" call a great many people to church.

To do business men must have dollars and sense. What's in a name? D. Seaver drives a St. Louis milk wagon.

Did you ever know a country town that had on the best brass band in the State? Why is the type of an unfinished job like an old dress?—because it is five matter.

The editor who said his mouth never uttered a lie, probably spoke through his nose. Talk of securing for customers—"Would you hold the end, sir, while I go around?"

In Norway the longest days are three months; the morning papers are published quarterly.

A modern socialist defines gossip to be the "putting of two and two together and making five out of it."

"Quills are things that are sometimes taken out of the phisic of one goes to spread the opinions of an idiot."

Why are clams received while flagging like handbills?—Because they are impressions taken in the chase.

Union is not always strength," as Sir Charles Napier said, when he saw the prisoner mixing his rum and water.

Who is a printing office like a well-regulated financial institution? Because there are plenty of opinions in the bank.

It is now reported that Guibord will decline any longer to participate in religious disturbances on account of his health.

"There's a little of the crowd," is the title of a new song. It's a pretty production, but yet we can't help thinking that if the "crowd" says there long it's going to get a good deal so that no one can read it.

MISCELLANEOUS.
BEST
WORLD!
NEW PROCESS

EMPIRE FLOUR
Every Flour
Guaranteed.

WE ARE SOLELY IMPORTED BY
W. A. B. CO. 101 N. 3rd St.

Celebrated Brand
And we have the honor to use this flour in our bread.

Half Barrels,
Bags,
AND
ANY QUANTITY TO SUIT.

FOR SALE ONLY BY
GEO. MYERS,
11 and 13 South Front St.

Plott's Star Organs
Any person wishing to purchase a piano organ, where there is no agent for the "Star," would do well to write for special rates, to introduce the instrument. Address EDWARD PLOTT, Washington, N.J. July 9-24

RAIL ROADS.
WILMINGTON, COLUMBIA & ANNE ARUNDEL RAILROAD.
Wilmington, Columbia & Annapolis R. E. Company.
Wilmington, N. C., July 1, 1875.

Take effect Monday, July 22, 1875.
GOING WEST.
STATIONS. ARRIVE. LEAVE.

Table with 3 columns: Station, Arrive, Leave. Lists stations from Salisbury to Old Fort.

GOING EAST.
STATIONS. ARRIVE. LEAVE.

Table with 3 columns: Station, Arrive, Leave. Lists stations from Old Fort to Salisbury.

Trains pass at Hickory, 9 a. m. Up train takes the side track. Should either train be behind time, the other train will wait one hour and then proceed, running one hour behind its time, till the train is met and passed.

For other rules and regulations, see time table No. 1.
Gold West—Breakfast at Hickory at 8:30 a. m. and Dinner at Old Fort at 12:30 p. m.
Gold East—Breakfast at Hickory at 8:30 a. m. and Dinner at Salisbury at 1:30 p. m.
By order of W. S. FLETCHER, Master of Transportation.

A., T. & O. R. R.
SUPERINTENDENT'S OFFICE,
Charlotte, N. C., June 20th, 1875.

On and after Friday July 2nd, the following schedule will be operative over this road:
GOING NORTH.
Leave Charlotte 7:30 A. M.
Leave Davidson College 8:30 A. M.
Arrive at Statesville 9:30 A. M.

GOING SOUTH.
Leave Statesville 11:30 A. M.
Leave Davidson College 12:30 P. M.
Arrive at Charlotte 1:30 P. M.

CONDENSED TIME TABLE.
In effect on and after Tuesday, April 27th, 1874.

Table with 3 columns: Station, Mail, Express. Lists stations from Salisbury to Old Fort.

GOING EAST.
STATIONS. MAIL. EXPRESS.

Table with 3 columns: Station, Mail, Express. Lists stations from Old Fort to Salisbury.

GOING WEST.
STATIONS. MAIL. EXPRESS.

Table with 3 columns: Station, Mail, Express. Lists stations from Salisbury to Old Fort.

North Western N. C. R. R.
(SALEM BRANCH).
Leave Greensboro 4:30 P. M.
Arrive at Salem 6:15 P. M.
Leave at Greensboro 9:30 A. M.
Arrive at Greensboro 11:15 A. M.

The Robesonian.
PUBLISHED EVERY WEDNESDAY
Morning, in Lumberton, N. C. by W. Wallace McLaughlin, has the largest circulation of any weekly paper in the State. It circulates extensively in the counties of Robeson, Richmond, Bladen, Columbus, Currituck, Brunswick, Wayne, and the adjoining counties of Marion, Marlboro, and Washington, in South Carolina. As a Local Newspaper it has no superior. It is one of the few country papers whose Editor and Publisher give the whole time and attention to the columns. In Politics the ROBESONIAN will strive to promote the interests of the Democratic Conservative party, and is uncompromisingly in favor of White Supremacy. Local notices will always come with the best and best news, written in a brief, interesting and accurate like manner. The Editor will be glad to receive notices of persons who have direct concern our people. As an advertising medium it is unequalled. After and has patronage around to another country paper. Established in 1851, it has been the most successful in the State, and its popularity will be increased and extended by the very first rank of North Carolina newspapers.

RAIL ROADS.
WILMINGTON, COLUMBIA & ANNE ARUNDEL RAILROAD.
Wilmington, Columbia & Annapolis R. E. Company.
Wilmington, N. C., July 1, 1875.

CHANGE OF SCHEDULE.
On and after Sunday, July 4th, the following schedule will be run on the following days:
NEW YORK EXPRESS AND PASSENGER TRAIN, Daily.

Table with 3 columns: Station, Arrive, Leave. Lists stations from New York to Wilmington.

Passenger going West from Wilmington take this train, leaving Wilmington at 6:35 P. M.
Day Passenger Train Daily (except Sunday.)

Leave Wilmington 6:30 A. M.
Arrive at Philadelphia 12:05 P. M.
Leave Philadelphia 12:45 P. M.
Arrive at Wilmington 7:10 A. M.

Connect at Philadelphia with N. E. train for Charleston and Savannah. Freight Train with Passenger Coach at 10:00 A. M. on Mondays, Wednesdays and Fridays.

Through Freight Train Daily (except Sundays)
Leave Wilmington 11:55 P. M.
Arrive at Philadelphia 4:40 A. M.
Arrive at Columbia 9:00 A. M.
Leave Columbia 9:30 P. M.
Arrive at Wilmington 11:30 P. M.

Local Freight Train, with Passenger Coach at 10:00 A. M. on Mondays, Tuesdays, Thursdays, Saturdays and Sundays, and a local freight train on Mondays, Wednesdays and Fridays at 6:00 P. M.

Passengers for Charleston, Columbia and Augusta should board the Night Express Train from Wilmington.

Through Freight Train Daily (except Sundays)
Leave Wilmington 11:55 P. M.
Arrive at Philadelphia 4:40 A. M.
Arrive at Columbia 9:00 A. M.
Leave Columbia 9:30 P. M.
Arrive at Wilmington 11:30 P. M.

Mail Train makes close connection at Wilmington and at Philadelphia with the N. E. and N. Y. & P. D. R. R. Lines.

1st Class Ticket connects only with Aquia Creek and Potomac River Steamer Lines at this point.

Freight trains will leave Wilmington weekly at 5 A. M. and arrive at 1:40 P. M.

JOHN E. DIVINE,
General Supt.

Carolina Central Railway.
Wilmington, N. C., July 1, 1875.

CHANGE OF SCHEDULE.
ON AND AFTER JULY 12th, 1875, the following schedule will be run on the following days:
Eastern Division.

PASSENGER AND MAIL TRAINS—DAILY—(Sundays excepted).
Leave Wilmington 6:00 P. M.
Arrive at Philadelphia 12:05 P. M.
Leave Philadelphia 12:45 P. M.
Arrive at Wilmington 7:10 A. M.

WESTERN DIVISION.
Leave Charlotte 6:00 A. M.
Arrive at Raleigh 12:00 P. M.
Leave Raleigh 12:00 P. M.
Arrive at Charlotte 6:00 P. M.

Connections.
Connect at Wilmington with Wilmington & Annapolis R. E. Co. Semi-weekly New York and Philadelphia R. E. Co. Daily Philadelphia's steamers, and the River Boat Ferry.

STEAMSHIPS.
CLYDE'S NEW YORK AND BOSTON LINES.
VIA WILMINGTON, N. C.

FAST FREIGHT ROUTES TO ALL POINTS NORTH OR SOUTH.

NEW YORK,
New York and Wilmington Steamship Co., Semi-weekly, Sailing from New York.

WEDNESDAY AND SATURDAY AT 3 P. M.,
And from Wilmington,
WEDNESDAY AND SATURDAY.

BOSTON AND FALL RIVER.
New York and Wilmington Steamship Company, connecting with the OLD COLONY RAIL ROAD, AND STEAMERS DAILY BETWEEN Boston and New York, SEMI-WEEKLY.

Between New York and Wilmington, Wednesday and Saturday, from each port. Ship's crew may rely on the prompt and regular sailing of these steamers, and quick dispatch to all shipments by this route.

NO DELAYS.
Connect at Wilmington with the Wilmington, Columbia and Annapolis Railroad, and the Carolina Central Railway and Cape Fear River Steamers.

Through Bills of Lading given to and from all points in North and South Carolina, Georgia, and Alabama.

NEW YORK, Boston, Providence, Fall River and other Eastern Cities. Rates guaranteed as low as by any other route and time as quick. Excess of charges promptly paid.

MARK ALL GOODS VIA WILMINGTON STEAMERS.
For further information apply to either of the undersigned Agents of the Line, D. D. C. MINK, General Eastern Agent, W. M. F. CLYDE & CO., General Agents, Baltimore and New York Lines, Baltimore and New York Lines, Baltimore and New York Lines.

BALTIMORE AND SOUTHERN STEAM TOWNSHIP PORTATION COMPANY, VIA WILMINGTON, N. C.

FAST-FREIGHT ROUTE TO ALL POINTS NORTH OR SOUTH.
BALTIMORE and Wilmington Line, Semi-Weekly.

Between Baltimore and Wilmington, Tuesday and Friday, at 3 P. M. Baltimore and Philadelphia, Co. Daily via Canal.

WEDNESDAY [AND SATURDAY].
Between Baltimore and Philadelphia.

BOSTON AND PROVIDENCE.
Baltimore and Wilmington Line at New York, Boston and Providence Line or via and Daily to Philadelphia, and Northern Central Railroad connects to more and Ohio Railroad.

CLYDE'S PHILADELPHIA AND PROVIDENCE LINE.
Shippers may rely upon the prompt and regular sailing of these steamers, and quick dispatch to all shipments by this route.

NO DELAYS.
Through bills of lading given to and from all points in North and South Carolina, Georgia and Alabama.

ALSO TO
Baltimore, Philadelphia, Boston, Providence and other Eastern Cities. Rates guaranteed as low as by any other route and time as quick. Excess of charges promptly paid.

MARK ALL GOODS VIA WILMINGTON STEAMERS.
For further information apply to either of the undersigned Agents of the Line, D. D. C. MINK, General Eastern Agent, W. M. F. CLYDE & CO., General Agents, Baltimore and New York Lines, Baltimore and New York Lines, Baltimore and New York Lines.

NOTICE.
Carolina Central Railway.
General Freight Department,
WILMINGTON, MARCH 31ST, 1875.