

Miscellaneous.

WARNER'S

SAFE

KIDNEY & LIVER

CURE

THE LEADING MEDICINE OF THE DAY. It is a safe remedy for all diseases of the kidneys and liver. It is a safe remedy for all diseases of the kidneys and liver. It is a safe remedy for all diseases of the kidneys and liver.

ON THE MIDNIGHT EXPRESS.

BY HELEN FOREST GRAVES.

"Of all things, a night journey is the most tedious," said Clarence Hatfield, as he let himself fall heavily into the stiff, uncomfortable seat of the railway car, with its faded velvet cushions, and its back at exactly the wrong angle for augmenting the luxury of a nap. "I say Clifton, do you think we might smoke?"

"Well, I rather imagine not," said I, with the motion of my head towards the other passengers. "There appear to be ladies on board."

Hatfield shrugged his shoulders. "Such ladies!"

"Well," laughed I, "they don't appear to be particularly stylish in manner or costume, but, nevertheless, my dear fellow, civility of their sex hedges them around like a wall."

"Divinity of their humbug!" shortly interrupted Hatfield. "As if these ill-dressed dowdies, with babies and hand-boxes, could possibly belong to the same world with Beatrice Hale!"

To this I made no answer. It did not seem to be exactly appropriate to lug the name of Beatrice Hale into a discussion in a place like this. Yet what could I do, except to feel my cheeks flushed and the root of my hair tingled. For I was unmistakably in love with Bee Hale, and so was Clarence Hatfield.

If I were to waste quarts of ink and reams of paper in trying to describe her manifold charms and excellencies to the reader, it would do no good. Such things have been tried before and failed. Let him imagine the fairest, brunette the sun ever shone on, and he may come somewhere near the mark. Suffice it to say that she was as beautiful as a dream, and that Hatfield and I were both slaves at her feet.

Which of us did she like best? Ah, that was the question! It was something like the children's old game of see-saw: "Up I go and down you come." Sometimes I fancied I had had a ghost of a chance; sometimes I was convinced that Hatfield was altogether the preferred, and that I had better emigrate to Australia at once.

"Hello!" cried Hatfield breaking unceremoniously upon the thread of my musings, "there goes the whistle. We shall see off directly. Thank goodness for that."

And he put his feet on the opposite seat, and prepared for as comfortable a four hours' ride as possible.

Clarence Hatfield and I, both understood, were employees in the extensive business of Messrs. Jenkins Juniperton & Co., auctioneers, and had been down in the country putting up a sale of swamp lots, cut into streets and squares according to the most approved metropolitan methods of doing such things.

It had been a dismal business. November is not an inspiring month at the best, and a three days' fog had conspired against the success of "Mount Mara Park," as Jenkins, Juniperton & Co. had christened the new speculation. Yet we had done reasonably well, and were now thankful enough to get back to New York.

As the train gave its starting lurch, the door flew open, and in came a tall old lady, in a prodigious black bonnet and a fur cloak surrounded by a perfect chevron of feline and squirrel cages, leather bags, brown-paper, paper parcels, and sandwich boxes. She was followed closely by a younger lady, dressed in black, and closely veiled, and paused hesitatingly in front of our seat.

"Young man," said she, in a low voice as she glared at me, "is this seat engaged?"

"Yes," said Hatfield, "it is."

"For your feet?"

"No matter what for," superciliously replied the head clerk of Jenkins, Juniperton & Co., "please to pass on old lady. You'll find seats enough beyond."

But this was a stretching of the truth. There were no seats beyond, as the old lady could easily perceive, unless she chose to sit directly opposite a red-hot coal fire, or upon one of those corner arrangements close to the door, which are equivalent to no seat at all.

The old lady hesitated, and changed her heavy carpet-bag from one weary hand to the other. I thought of my own dear aunt Polly at home, and rose at once.

"Pray take this seat, ma'am," said I. "And let me put your parcels up in the rack for you."

"Clifton, what a fool you are," cried Hatfield, in an impatient sotto voice. "Why couldn't you have sat still and minded your own business?"

"It is my own business," I answered, brusquely, "to see that every lady is made comfortable as it is the nature of things to be. Now the squirrel cage, ma'am—it'll go very comfortably under the seat, I think."

Hatfield uttered a contemptible grunt, but he never offered to trust his feet off the opposite cushions, although the younger woman stood in the aisle, uncomfortably away back and forward with the motion of the train, until a woman beyond observed the state of affairs, drew a sleeping child into her lap, and beckoned to the other to take the place thus vacated.

By this time my old lady had established herself to her satisfaction, and opened her sandwich box.

"Much obliged to you, young man," said she. "It's easy to see that you're a mother of your own at home, and you're to the habit of doing reverence to her gray hairs. As for this person,"—with the nod of her poke bonnet in the direction

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Books on Building, PAINTING, DECORATING, etc. For 1882, thirty page ill. catalogue, address, enclosing three 3-cent stamps, W. M. T. COMPTON, 194 Broadway, New York. Jan 25-4w

GOLD MEDAL AWARDED THE AUTHOR.

OUR CONTINENT

A NEW ILLUSTRATED

Literary Weekly Journal

NEITHER POLITICAL NOR SECTARIAN;

Conducted by ALBION W. TOURGEE, author of "A Fool's Errand," etc., assisted by Daniel G. Brinton and Robert S. Davis.

FIRST NUMBER ISSUED FEBRUARY 1, '82

The most distinguished authors and skillful artists, both American and English, have been engaged by "Our Continent." The February numbers containing novels and stories by Helen Campbell, Mrs. Alexander, E. P. Roe, Julian Hawthorne, John Habberton, R. H. Davis, etc.; poems by Oscar Wilde, Louise Chandler Moulton, G. H. Baker, Sidney Lanier, G. H. Lathrop, C. H. Thaxter, etc.; entertaining sketches by C. G. Leland, (Hans Breittman) D. F. Mitchell, (H. Marvel) Felix Oswald, etc.; solid papers by President Porter of Yale, Elliot of Harvard, Provost Pepper, of University of Pennsylvania, etc.; fashion notes by Kate Field; art illustrations by Louise O. Tiff; science by Prof. Rothrock, Barber, etc.; social etiquette by Mrs. Moulton; fun and humor by Hon. B. G. Northrop; and humor by C. H. Clark, (Max Adler) "Uncle Remus" and a host of others.

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THE CHICKERING PIANO.

THE HIGHEST AWARDS were granted in the GREAT WORLD'S FAIR in LONDON, 1883; at the GREAT EXPOSITION in PARIS, 1889; at the INTERNATIONAL EXPOSITION in CHICAGO, 1893; and at the CENTENNIAL EXPOSITION in Philadelphia, 1876.

All persons wishing to purchase (or acquire instruments are respectfully invited to visit our Warehouses.

Sent for Circular and Price List.

CHICKERING & SONS,

107 Pine Avenue, N. Y. 156 Tremont St., Boston.

TWO HANDS.

A little hand, a fair, soft hand, dimpled and sweet to kiss; No sculptor ever carved from stone A lovelier hand than this. A hand as idle and as white As lilies on their stems; Dazzling with rosy finger-tips, Dazzling with crusted gems.

Another hand—a tired, old hand, Written with many lines; A faithful, weary hand, whereon The pearl of great price shined; For folded, as the winged fly, Sleeps in the chrysalis, Within this little palm I see That lovelier hand than this.

—Harriet Prescott Spofford.

of Hatfield—"if he's got a mother, I can't say much for her bringing him up. Perhaps he may be old himself, one day, and stand in need of a little politeness and consideration from the young."

"When I am anxious for your good opinion I will let you know," returned Mr. Hatfield, rather flippantly.

The old lady could only express herself by a vehement sniff, and even I was annoyed at his manner.

"Hatfield, said I, in a low tone, 'you might behave like a gentleman.'

"So I will," he retorted with a shrug, "when I find myself in company that calls for such measures." I said no more, but leaning up against the side of the door, prepared to make myself as comfortable as possible until the train should stop at Stamford, its first way-station, and some descending passengers might make room for me.

Reader did you ever stand in an express train in full motion? Did you ever feel yourself swayed backward and forward, bumping one of your phrenological developments against one side of the car, and bringing the base of your spinal column against the top of a seat at the opposite end of the train? Did you ever execute an involuntary pas seul, by way of keeping your balance, and then grind your teeth to see the two pretty young ladies beyond laughing at your antics? If so, you will know how to pity me during the hour and a half between B. and Stamford.

Hatfield went to sleep and snored; the old lady in the gigantic bonnet ate sandwiches and drank from a wicker flask of excellent-smelling cherry; the young lady sat as noiseless as a black veiled statue; fretful babies whimpered; old gentlemen uttered strange sounds in their sleep; the lights flared like sickly moons overhead and the shriek of the train, as it flew through sleeping villages, sounded like the yell of a fiery-throated demon.

"Stamford," bawled the conductor, "At last I succeeded in dropping my weary and stiffened limbs into a seat where slumber overtook me in just minutes and a quarter; for I had been asleep on my legs once or twice, even in my former disadvantageous attitude, and I could scarcely believe the evidence of my own senses when we finally thundered in the echoing vastness of the Grand Central depot in New York.

Hatfield, alive to the necessity of catching a car before all the world of travelers should crowd into it, stumbled over the old lady's ankles with small ceremony.

"Oh, take care! You've knocked the squirrel cage over!" cried she.

"Confound the squirrel cage!" shouted Hatfield gnashing his teeth, as the ancient dame placed herself directly in the aisle to set the furry pet up again, thereby completely blocking up his egress.

"Serves you right Hatfield," said I, and stooped to assist.

Just then the young companion of our lady advanced, flinging back her veil.

"Grandma," said she, "the carriage is waiting. I'll send Thomas for the parcels. Mr. Clifton, I am very much obliged to you for your politeness to my grandmother, who is unused to traveling. As to Mr. Hatfield—the less said about his courtesy the better." And Beatrice Hale's black eyes flashed disdainfully on Clarence's cowed visage.

"Miss Hale," he stammered, "if I had the least idea who you were—"

"You would have regulated your conduct accordingly," impatiently interrupted Miss Hale. "Thanks—I prefer to see people in their true light. Mr. Clifton, turning graciously to me, 'you'll call and see how grandma stands her journey, to-morrow, won't you? Oh, thank you—the carriage is close by.'"

And to this day I believe that the way I won my wife; for Clarence Hatfield was a brilliant, showy sort of fellow who far outshone me in general society, and I think Bee had been disposed rather to fancy him until that night. But she was disenchanted now for good and all. And Grandma Hale comes to see us every Christmas with a hamper of good things from Hale Farm.

A Card.

To all who are suffering from the errors and indiscretion of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to REV. JOSEPH T. INMAN, Station D, New York City. dec-26m

Pittsboro Academy

SPRING SESSION of 1882, opens January 9th. Students of any age received, and prepared for College or for Business Life. The Principal has had many years' experience in teaching.

Terms, per Session of 20 weeks, Board and Tuition \$75. Refers to Editor of the Review. For particulars, address

dec 31-4t C. B. DENSON, Principal

\$500 Reward.

WE WILL PAY THE ABOVE reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Costiveness we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. These are purely Vegetable, and never fail to give satisfaction. Sugar coated. Large boxes, containing 30 Pills, 25 cents. For sale by all Druggists. Beware of counterfeits and imitations. The genuine manufactured only by JOHN O. WEST & CO., "The Pill Makers," 181 & 183 W. Madison St., Chicago. Free trial package sent by mail prepaid on receipt of a 3 cent stamp. feb 25-4w

COSMOPOLITAN BAR AND RESTAURANT.

JOHN CARROLL, Prop.

South side Market Street, Wilmington, N. C.

THE BAR is supplied with the best Whiskies, Wines, Beer, Champagnes, &c. Cigars of the finest grades always on hand. At the Restaurant can be found the finest Oysters brought to this market, which are served in any style desired. Families supplied.

Jan 17

BROWN'S

IRON

A TRUE TONIC

A PERFECT STRENGTHENER. A SURE REVIVER.

IRON BITTERS are highly recommended for all diseases requiring a certain and efficient tonic; especially Indigestion, Dyspepsia, Intermittent Fevers, Want of Appetite, Loss of Strength, Lack of Energy, &c. Enriches the blood, strengthens the muscles, and gives new life to the nerves. They act like a charm on the digestive organs, removing all dyspeptic symptoms, such as Treating the Food, Belching, Heat in the Stomach, Heartburn, &c. The only Iron Preparation that will not blacken the teeth or give headache. Sold by all druggists. Write for the A. B. C. Book (32 pp. of useful and amusing reading)—sent free. BROWN CHEMICAL CO., Baltimore, Md. See that all Iron Bitters are made by BROWN CHEMICAL CO. and have crossed red lines on wrapper. BEWARE OF IMITATIONS.

CAROLINA CENTRAL RAILROAD COMPANY.

Office General Superintendent, Wilmington, N. C., Dec. 30, 1881.

CHANGE OF SCHEDULE.

ON AND AFTER Jan. 1, 1882, the following Schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN, DAILY.

No 1 Leave Wilmington.....8:30 P M
Arrive at Charlotte at.....6:50 A M
No 2 Leave Charlotte at.....10:10 P M
Arrive at Wilmington at.....7:30 A M

Trains Nos 1 and 2 stop at regular stations only, at points designated in the Company's Time Table.

PASSENGER AND FREIGHT.

Daily except Sundays.

No 3 Leave Wilmington at.....5:40 A M
Arrive at Charlotte at.....7:55 P M
No 4 Leave Charlotte at.....4:15 A M
Arrive at Wilmington at.....6:55 P M

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

Leave Charlotte at.....8:00 A M
Arrive at Shelby at.....12:00 M
Leave Shelby at.....1:00 P M
Arrive at Charlotte at.....5:00 P M

Trains Nos 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh, and at Charlotte with Shelby Division Train.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte. Train No. 1 makes connection at Charlotte with A., T. & O. R. R. for Statesville, connecting there with W. N. C. R. R. for all points on said road.

Trains Nos 1 and 2 make connection at Charlotte with A. & N. O. R. R. for Spartanburg, Greenville, Athens, Atlanta and all points beyond.

Train No. 3 makes close connection at Wilmington with W. & B. R. for points North. Train No. 2 makes close connection with W., C. & A. R. R.

Y. Q. JOHNSON, General Superintendent

dec 31

THE SUN BALTIMORE

Published Daily, Except Sunday.

"Renowned as the Freshest and Most Satisfactory of all Newspapers."

Low in Price—Compact in Form.

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The career of THE SUN, from its earliest beginning, has been characterized by a progressive spirit and an original and effective enterprise. To these characteristics it steadfastly adheres.

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THE SUN expresses its opinions on current events as they arise and on subjects of public interest, with the view only of arriving at right results and conserving the general welfare. Its consistent integrity is thoroughly known and understood.

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THE MARKET AND STOCK REPORTS of THE SUN are collected and compiled with the utmost care, and may be taken as safe guides by all who desire to obtain the latest and most trustworthy information on these important topics.

In short, THE SUN will continue to maintain the high reputation it has acquired as an enterprising, accurate and well-edited newspaper, always ready to add to its facilities for collecting news whenever necessary to meet the increasing demands of the time and to maintain the high confidence of which its large and steadily increasing circulation gives evidence.

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San Iron Building,
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feb 16

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25,000 PINE CROSS-TIES, 6x8, 8 feet long. For further particulars enquire of

COLVILLE & CO.,

Jan 20-4t

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WIL. COL. & AUGUSTA

Railroad Co.

Office of General Supt., Wilmington, N. C., Jan. 23, 1882.

CHANGE OF SCHEDULE.

ON AND AFTER January 23, 1882, at 10:15 P. M., the following Passenger Schedule will be run on this road—

NIGHT EXPRESS TRAINS (Daily).

Nos. 48 West and 47 East.

Leave Wilmington.....10 15 P M
Leave Florence.....2 30 A M
Arrive at O. & A. Junction.....6 10 A M
Arrive at Columbia.....6 10 A M
Leave Columbia.....10 00 P M
Leave O. & A. Junction.....10 30 P M
Arrive Florence.....1 35 A M
Arrive Wilmington.....6 20 A M

NIGHT MAIL AND PASSENGER TRAIN, DAILY, No. 40 West, and Day Mail and Passenger Train, No. 43 East.

Leave Wilmington at.....11 05 P M
Arrive at Florence.....2 47 A M
Leave Florence.....1 25 P M
Arrive at Wilmington.....5 55 P M

MAIL AND PASSENGER DAILY, 42 West, 45 East.

Leave Wilmington.....7:20 A M
Arrive at Florence.....11:40 P M
Leave Florence.....6:45 A M
Arrive at Wilmington.....12:00 M

Nos. 48 and 47 stop only at Brickley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, Timmonsville, Sumter, Camden Junction and Eastover.

Passengers for Columbia, and all points on G. & C. R. R., O. C. & A. R. R. Stations, Aiken, Junction, and all points beyond, should take 48 Night Express.

Separate Pullman Sleepers for Charleston and for Augusta on train 47.

All trains run solid between Charleston and Wilmington.

JOHN F. DIVINE, General Supt.
A. POPP, Gen'l Pass. Agent.
nov 28

WILMINGTON & WELDON

RAILROAD COMPANY.

Office of Gen'l Superintendent, Wilmington, N. C., Jan. 23, 1882.

CHANGE OF SCHEDULE.

ON AND AFTER January 23, 1882, at 6:40 A. M. Passenger Trains on the Wilmington & Weldon Railroad will run as follows—

DAILY MAIL AND EXPRESS TRAIN, daily

Nos. 47 North and 48 South.

Leave Wilmington, Front St. Depot

at.....6 40 A M
Arrive at Weldon at.....12 50 P M
Leave Weldon.....3 37 P M
Arrive at Wilmington, Front St. Depot

at.....9 55 P M

Fast Through Mail and Passenger Train, Daily—Nos. 43 North and 40 South.

Leave Wilmington, Front St. Depot

at.....6 15 P M
Arrive at Weldon.....1 15 A M
Leave Weldon.....6 15 P M
Arrive at Wilmington, Front St. Depot

at.....10 50 P M

Day Mail and Passenger, Daily, No. 45 North and 43 South.

Leave Wilmington Front St. Depot

at.....1 00 P M
Arrive at Weldon at.....9 00 P M
Leave Weldon at.....1 20 A M
Arrive at Wilmington.....7 00 A M

Train No. 43 North will stop only at Rocky Point, Burgaw, Magnolia, Warsaw, Mount Olive, Dudley, Goldsboro, Wilson, Rocky Mount, Raleigh and Halifax.

Train No. 40 South will stop only at Rocky Mount, Wilson, Goldsboro and Magnolia.

Train No. 47 makes close connection at Weldon for all points North daily. All rail via Richmond, and daily except Sunday via Bay Line.

Train No. 48 runs daily and makes close connection for all points North via Richmond and Washington.

Train No. 46 runs via Richmond and Washington, and makes close connection daily to Richmond, and except Saturday nights for all points north of Richmond.

All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers Attached.

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WHOLESALE PRICES.

The following quotations represent wholesale prices generally. In making up small orders higher prices have to be charged.

SAGGING—

Standard.....13 1/2 @ 13
No 1.....11 1/2 @ 11
No 2.....11 @ 11

BACON—North Carolina.

Rams, 5 D.....10 @ 10
Shoulders, 5 D.....10 @ 10
Sides, 5 D.....12 @ 12

Western Smoked—

Rams.....14 @ 14
Shoulders.....12 @ 12
Sides.....12 @ 12

DRY SALTED—

Sides, 5 D.....10 1/2 @ 10 1/2
Shoulders, 5 D.....8 @ 8
Sides, 5 D.....8 @ 8

BEEF—Live weight.

Barrels—Spiced Sausage.....3 1/2 @ 3 1/2

Second Hand, each—

New York, each, new.....1 30 @ 1 30
NEWARK.....20 @ 20
BAKERS—Wilmington, 7 M.....20 @ 20
Northern.....20 @ 20
BUTTER—North Carolina.....25 @ 25
Northern, 7 D.....30 @ 30
CANDLES—Spirits.....25 @ 25
Tallow.....10 @ 10
Adamantine, 5 set.....11 @ 11

QUEENS—

Northern Factory, 5 D.....14 @ 14
Dairy cream, 5 D.....14 @ 14
State, 5 D.....13 @ 13
COFFEE—Java, 5 D.....25 @ 25
Rio, 5 D.....9 @ 9
Laguaira, 5 D.....14 @ 14
CORN MEAL—5 bushel.....1 0 @ 1 0
COTTON TIES (New) 50 lb.....1 75 @ 1 75
Cotton Ties (Placed) 1 25 @ 1 50

DOMESTIC—

Shedding, 4-4 yard.....1 1/2 @ 1 1/2
Yarn, 5 bushel.....1 00 @ 1 00
FLOUR—Fine, 50 lb.....0 00 @ 0 00
Super, Northern, 50 lb.....0 35 @ 0 35
Extra do.....0 60 @ 0 60
Family.....7 50 @ 7 50
City Mills, Super 50 lb.....7 00 @ 7 00
Family 50 lb.....7 00 @ 7 00
Ex. Family 50 lb.....8 00 @ 8 00

FINE—

MacKerel, No. 1, 50 lb.....35 00 @ 35 00
No. 1, 50 lb.....35 00 @ 35 00
MacKerel, No. 2, 50 lb.....30 00 @ 30 00
No. 2, 50 lb.....30 00 @ 30 00
MacKerel, No. 3, 50 lb.....25 00 @ 25 00
Mackerel, No. 3, 50 lb.....25 00 @ 25 00
No. 3, 50 lb.....25 00 @ 25 00
Dry Cod, 50 lb.....7 00 @ 7 00

FERTILIZERS—

Peruvian Guano, 5000 lbs.....0 70 @ 0 70
Carolina Fertilizer.....0 00 @ 0 00
Navassa Guano.....0 00 @ 0 00
Complete Manure.....0 00 @ 0 00
Wholesale Phosphate.....0 00 @ 0 00
Wando Phosphate.....0 00 @ 0 00
Wilcox, Gibb & Co., manipulated Guano.....0 00 @ 0 00

GLUE—

GRAIN—Corn, 50 lbs.....11 @ 11
Corn, cargo, 50 lbs.....85 @ 85
Corn, yellow, 50 bushel.....00 @ 00
Oats, 50 bushel.....68 @ 68
Peas, 50 bushel.....30 @ 30
Sides—Green, 5 D.....4 @ 4
Dry, 5 D.....10 @ 10
HAY—Eastern, 100 lbs.....1 00 @ 1 00
North River, 100 lbs.....1 10 @ 1 10
HOOP IRON—50 ton.....85 00 @ 85 00
LARD—Northern 5 D.....11 1/2 @ 11 1/2
Lard—Carolina 5 D.....12 1/2 @ 12 1/2
Lard—City Mills 5 D.....1 10 @ 1 10

LUMBER—City Mills—

Ship stuff, reawed, 3 1/2 ft. 18 in.....21 00 @ 21 00
West edge plank, 3 1/2 ft. 16 in.....19 00 @ 19 00
Hough in edge, as order.....

Ing to quality, 3 1/2 ft. 18 in.....16 00 @ 16 00
Dressed flooring, seasoned, 15 in.....25 00 @ 25 00
Boarding and boards, common, 3 1/2 ft. 18 in.....14 00 @ 14 00
MOLASSES—Cuba, 50 gal.....40 @ 40
Cuba, 50 gal.....40 @ 40
Sugar house, 50 gal.....27 @ 27
" 50 gal.....30 @ 30
Orleans Choice 50 gal.....30 @ 30
ZAILS—Cut, 300000, 2 1/2 in. 3 in.....3 75 @ 3 75
OILS—Kerosene, 5 gal.....12 @ 12
Lard, 5 gal.....20 @ 20
Lard, 5 gal.....1 00 @ 1 00
Rosin, 5 gal.....25 @ 25
PEANUTS—5 bushel.....1 25 @ 1 25
POTATOES—Sweet, 50 bushel.....00 @ 00
Irish, Northern, 50 lb.....4 00 @ 4 00
POKE—Northern, city mess, 25 in.....00 00 @ 00 00
Thin, 50 lb. (extra).....00 00 @ 00 00
Prime, 50 lb. (extra).....00 00 @ 00 00
Rump, 50 lb.....00 00 @ 00 00
RICE—Carolina, 5 D.....00 @ 00
Rough, 50 bushel.....1 00 @ 1 00
RAGS—Country, 5 D.....1 1/2 @ 1 1/2
City, 5 D.....1 1/2 @ 1 1/2

SOAP—

Ramp.....13 1/2 @ 13 1/2
Mantle.....14 1/2 @ 14 1/2
SUGAR—Cuba.....10 @ 10
Porto Rico, 5 D.....10 1/2 @ 10 1/2
A—Coffee, 5 D.....10 @ 10
B.....9 1/2 @ 9 1/2
C.....9 1/2 @ 9 1/2
D.....9 1/2 @ 9 1/2
E.....9 1/2 @ 9 1/2
F.....9 1/2 @ 9 1/2
G.....9 1/2 @ 9 1/2
H.....9 1/2 @ 9 1/2
I.....9 1/2 @ 9 1/2
J.....9 1/2 @ 9 1/2
K.....9 1/2 @ 9 1/2
L.....9 1/2 @ 9 1/2
M.....9 1/2 @ 9 1/2
N.....9 1/2 @ 9 1/2
O.....9 1/2 @ 9 1/2
P.....9 1/2 @ 9 1/2
Q.....9 1/2 @ 9 1/2
R.....9 1/2 @ 9 1/2
S.....9 1/2 @ 9 1/2
T.....9 1/2 @ 9 1/2
U.....9 1/2 @ 9 1/2
V.....9 1/2 @ 9 1/2
W.....9 1/2 @ 9 1/2
X.....9 1/2 @ 9 1/2
Y.....9 1/2 @ 9 1/2
Z.....9 1/2 @ 9 1/2

WILMINGTON & WELDON

RAILROAD COMPANY.

Office of Gen'l Superintendent, Wilmington, N. C., Jan. 23, 1882.

CHANGE OF SCHEDULE.

ON AND AFTER January 23, 1882, at 6:40 A. M. Passenger Trains on the Wilmington & Weldon Railroad will run as follows—

DAILY MAIL AND EXPRESS TRAIN, daily

Nos. 47 North and 48 South.

Leave Wilmington, Front St. Depot

at.....6 40 A M
Arrive at Weldon at.....12 50 P M
Leave Weldon.....3 37 P M
Arrive at Wilmington, Front St. Depot

at.....9 55 P M

Fast Through Mail and Passenger Train, Daily—Nos. 43 North and 40 South.

Leave Wilmington, Front St. Depot

at.....6 15 P M
Arrive at Weldon.....1 15 A M
Leave Weldon.....6 15 P M
Arrive at Wilmington, Front St. Depot

at.....10 50 P M

Day Mail and Passenger, Daily, No. 45 North and 43 South.

Leave Wilmington Front St. Depot

at.....1 00 P M
Arrive at Weldon at.....9 00 P M
Leave Weldon at.....1 20 A M
Arrive at Wilmington.....7 00 A M

Train No. 43 North will stop only at Rocky Point, Burgaw, Magnolia, Warsaw, Mount Olive, Dudley, Goldsboro, Wilson, Rocky Mount, Raleigh and Halifax.

Train No. 40 South will stop only at Rocky Mount, Wilson, Goldsboro and Magnolia.

Train No. 47 makes close connection at Weldon for all points North daily. All rail via Richmond, and daily except Sunday via Bay Line.

Train No. 48 runs daily and makes close connection for all points North via Richmond and Washington.

Train No. 46 runs via Richmond and Washington, and makes close connection daily to Richmond, and except Saturday nights for all points north of Richmond.

All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers Attached.

JOHN F. DIVINE, General Supt.
A. POPP, Gen'l Pass. Agent.
dec 1

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