The Morning Star.

NATURÆ PENETRALIA.

A sluggish little stream, that loiters slow
Between guarled tree trunks and thick-tangled grass
And giant reeds, in a deep, wet morass
For many a league, screened from the fiery glow
Of tropic sunlight; here and there a row
Of small red bitterns, sitting patiently,
Watch for the passing of their daisy prey.
All silent as the water's voiceless flow.
Flash, like live opals through the gloom, a pair
Of brocze-winged doves; and in the inmost heart
Of this deep wilderness, alone, apart,
With mighty limbs outstretched and half-shut eyes,
Lord of the pathless forest, dreaming lies
The dreadful tiger, in his reedy lair.

—The Spectator.

The Western N. C. Railroad.

Fayetteville Examiner.

If Mr. Best fails to come up to his contract, and it is generally conceded that he will, the remedy is in the hands of the special commissioners who can recover the road for the State by annulling the contract on the failure of Mr. Best to carry it out. Whether they should do so or not is a question committed somewhat to their discretion. The time has not come when they can legally take action in the matter.

In the meantime it is not entirely just to Mr. Best to ignore what he has done and is doing in the way of building the road. The difficulties of the route are great. Passing, as it does, through a rough mountain country, its progress has been slow. Across the State of North Carolina twenty-five years to build the road is one hundred and twenty-five miles west of Salisbury. Mr. Best, it appears from the report of Mr. Wilson, the Chief Engineer of the road, and from the reports of the Public Treasurer and the Warden of the Penitentiary, has not been idle. He has kept an average force of 364 convicts at work on the road, and has paid the State for their labor during the three quarters preceding the time of the report $36,521 22; has procured 600 tons of new iron, which has been laid on the road, has graded 21½ miles of the road, has paid the interest on the bonded debt of the company, for which the State is liable as fast as it falls due, and keeps on deposit $30,000 as security that he will continue to meet this interest and protect the State from its payment. He has also paid off the floating debt of the company amounting to $30,000. We can only, therefore, conclude that the contract with Mr. Best has been altogether without advantage to the State.

THE LAST OF THE CZAR.

Rumors of the Resignation of General Ignatieff.

London, March 27.—A dispatch from St. Petersburg gives the following additional particulars of the late Czar's funeral: The funeral of the late Czar, Alexander II., took place in the Cathedral of St. Peter and St. Paul, and was a scene of impressive splendor. Among those present were Czar Alexander III., the Empress and all of the Imperial family, the Prince and Princess of Wales, the Crown Prince of Prussia, the Duke and Duchess of Edinburgh and delegates from all parts of Russia. At the close of the service the Czar kissed his dead father. The coffin was carried to the vault in the Cathedral by the Emperor and Grand Dukes, attended by members of foreign reigning families and chief court dignitaries, and was then lowered into the grave amid a salvo of artillery. The Prince of Wales will to-morrow confer upon the Czar the order of the Garter.

POLITICAL POINTS.

— Matters begin to look very dark for Mr. Conkling. He is very far from being the prima donna of the new Administration.—*Atlanta Constitution.*

— Senator Conkling has made up his mind to find out before things go any further whether he or Garfield was elected President.—*Philad Times, Ind.*

— Does President Garfield indorse the attempt of the Republicans of the Senate to make the Senate officially confirm a disgraceful political trade with the leader of a Repudiation party? Does Secretary Blaine? Does the Cabinet?—*Wash. Post, Dem.*

— Under the present system the politics of the country are becoming more and more mercenary, and Presidential elections are becoming more and more dangerous. State elections are carried by the open use of money, and the agents of this notorious corruption are publicly feasted and feted for having successfully fought dire with fire.—*George William Curtis' Lecture.*

PERSONAL.

— The portrait of Milton, painted in 1630 and once owned by Charles Lamb, was recently sold in London for $1,775.

— It is proposed in England to celebrate the centennial of George Stevenson, the locomotive inventor, who was born June 9, 1781.

— Mr. H. J. Ramsdell, Washington correspondent of the Philadelphia *Times*, broke his leg a few months ago by falling on the slippery sidewalks, and has sued the city for $20,000 damages.

— John Lewis, the dwarf, died in Watertown, on the 21st instant. He was 34 years old, 27 inches in height, and when well weighed 19 pounds. At the time of his death it is said he weighed only 12 pounds.

THE PRESS ITEMS.

— Wm. Pitt Kellogg will be himself again, dealing out the political loaves and fishes in Louisiana.—*Boston Herald, Ind.*

— The price of seats in the New Orleans Cotton Exchange has been raised from $300 to $400, there being a great demand for them.

— Mr. John Longstreet, the son of Gen. Longstreet, was at the State Department on Wednesday to receive his instructions preparatory to starting for his post as Marshal of the United States Consular Court at Constantinople.

MISCELLANEOUS.

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when used according to the printed directions enclosing each bottle, and is perfectly safe even in the most inexperienced hands.

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Jan 29 D&Wly nrm

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No lady has the right to present a disfigured face in society when the Magnolia Balm is sold by all druggists for 75 cents.

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IN A COMFORTABLE BUGGY OR CARRIAGE during the Spring and Summer seasons is the most beneficial to mankind. We are manufacturing daily, and have in shop, a large line of the latest patterns in Top and Open Buggies, and will sell them 25 per cent lower than any manufactory in the city. Remember we turn out only first class work. Repairing, Painting and Trimming in A No. 1 Style and Cheap.

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WHOLESALE PRICES.

☞ Our quotations, it should be understood, represent the wholesale prices generally. In making up small orders higher prices have to be charged.

ARTICLES.	PRICES.
BAGGING—Gunny	10½@ 11½
Standard	10½@ 11½
BACON—North Carolina	
Hams, ℔ lb (new)	13 @ 15
Shoulders, ℔ lb	9 @ 8
Sides, N. C. choice, ℔ lb	9 @ 10
Western Smoked	
Hams	13 @ 14
Sides, ℔ lb	0 @ 9¾
Shoulders	7¾@ 8¼
Dry Salted—	
Sides ℔ lb	0 @ 9
Shoulders	9 @ 8¾
BEEF—Live weight	0 @ 4
BARRELS—Spirits Turpentine,	
Second Hand, each	1 50 @ 1 60
New New York, each	00 @ 1 85
New City, each	00 @ 1 90
BEESWAX—℔ lb	21 @ 22
BRICKS—Wilmington, ℔ M	7 50 @ 9 00
Northern	30 @ 14 00
BUTTER—North Carolina, ℔ lb	15 @ 20
Northern, ℔ lb	22 @ 23
CANDLES—Sperm, ℔ lb	18 @ 25
Tallow, ℔ lb	11¼@ 12
Adamantine, ℔ lb	0 @ 10¼
CHEESE—Northern Factory ℔ lb	14 @ 14½
Dairy, cream ℔ lb	00 @ 15
State, ℔ lb	10 @ 14
COFFEE—Java, ℔ lb	26 @ 28
Rio, ℔ lb	12½@ 16½
Laguyra, ℔ lb	15 @ 17
CORN MEAL—℔ bushel, in sacks	70 @ 72½
COTTON TIES—℔ bdle	1 75 @ 2 25
DOMESTICS—Sheeting, 4-4, ℔ yd	7 @ 7½
Yarn, ℔ bunch	1 00 @ 1 10
EGGS	11½ @ 13
FISH—Mackerel, No. 1, ℔ bbl	18 00 @ 20 00
No. 1, ℔ ½ bbl	8 50 @ 10 00
Mackerel, No. 2, ℔ bbl	8 50 @ 9 00
No. 2, ℔ ½ bbl	4 50 @ 5 00
Mackerel, No. 3, ℔ bbl	6 50 @ 7 00
Mullets, ℔ bbl	3 00 @ 3 25
do Pork bbls	6 00 @ 7 00
N. C. Herring, Roe, ℔ keg	3 00 @ 4 00
Dry Cod, ℔ lb	5 @ 9
FERTILIZERS—	
Peruvian Guano, No. 1, 1000 lbs	57 50 @ 62 50
Do. No 2, "	36 00 @ 37 00
Do. Lobos, "	00 @ 51 00
Baugh's Phosphate, "	00 00 @ 60 00
Carolina Fertiliser, "	45 00 @ 50 00
Ground Bone, "	30 00 @ 40 00
Bone Meal, "	00 00 @ 45 00
" Flour, "	00 00 @ 57 00
Navassa Guano, "	40 00 @ 45 00
Complete Manure "	00 00 @ 67 00
Whann's Phosphate "	00 00 @ 70 00
Wando Phosphate, "	00 00 @ 70 00
Berger & Bain's Phosph. "	60 00 @ 00 00
Excelsior Cotton Fertiliser	55 00 @ 60 00
FLOUR—Fine, ℔ bbl	3 00 @ 4 25
Super. Northern, ℔ bbl	5 00 @ 5 25
Extra do. ℔ bbl	5 50 @ 7 00
Family ℔ bbl	7 50 @ 9 00
City Mills—Extra, ℔ bbl	6 00 @ 6 50
Family, ℔ bbl	6 00 @ 6 25
Ex. Family, ℔ bbl	6 50 @ 6 75
GLUE—℔ lb	11 @ 18
GRAIN—Corn, in store, in sacks	69 @ 70
Corn, Cargo, ℔ bushel	64 @ 65
Corn, mixed ℔ bushel, in bags	62 @ 65
Oats, ℔ bushel	57½@ 60
Red Rust Proof	00 @ 00
Peas, Cow, ℔ bushel	1 15 @ 1 25
HIDES—Green, ℔ lb	4 @ 6½
Dry, ℔ lb	12½@ 13
HAY—Eastern, ℔ 100 lbs	00 @ 1 10
Western, ℔ 100 lbs	1 40 @ 1 50
North River, ℔ 100 lbs	1 25 @ 1 35
HOOP IRON—℔ ton	80 00 @ 85 00
LARD—Northern, ℔ lb	00 @ 11½
North Carolina, ℔ lb	00 @ 10
LIME—℔ bbl	1 10 @ 1 25
LUMBER—City Sawmill Prices—	
Ship Stuff, resawed, ℔ M ft	18 00 @ 20 00
Rough Edge Plank, ℔ M ft	15 00 @ 16 00
West India Cargoes, according to quality, ℔ M ft	13 00 @ 18 00
Dressed Flooring, seasoned	18 00 @ 23 00
Scantling and Boards, common, ℔ M ft	13 00 @ 15 00
MOLASSES—New cp Cuba, hhds	37 @ 38
New crop Cuba, bbls ℔ gal	32 @ 40
Porto Rico, hhds	00 @ 43
" bbls	00 @ 46
Sugar House, hhds, ℔ gal	35 @ 37
" bbls, ℔ gal	00 @ 29
Syrup, bbls, ℔ gal	40 @ 80
NAILS—Cut, 10d basis, ℔ keg	0 00 @ 3 50
OILS—Kerosene, ℔ gal	00 @ 14
Lard, ℔ gal	1 10 @ 1 45
Linseed, ℔ gal	00 @ 1 00
Rosin, ℔ gal	15 @ 18
Tar per gal	00 @ 30
Deck and Spar, per gal	00 @ 22
POULTRY—Chickens, native, grown	0 @ 30
Spring	0 @ 15
Turkeys	75 @ 1 25
PEANUTS—℔ bushel	40 @ 70
POTATOES—Sweet, ℔ bushel	40 @ 80
Irish, ℔ bbl	3 10 @ 3 25
PORK—Northern, City Mess	00 00 @ 18 50
Prime, ℔ bbl	00 00 @ 15 00
Rump, ℔ bbl	00 00 @ 14 00
RICE—Carolina, ℔ lb	6¼@ 6¾
Rough, ℔ bush	85 @ 1 40
RAGS—Country, ℔ lb	1¼@ 1½
City, ℔ lb	1¼@ 1½
ROPE—℔ lb	14½@ 22
SALT—Alum, ℔ bushel	00 @ 75
Liverpool, ℔ sack	00 @ 80
Lisbon, ℔ sack	00 @ 00
American, ℔ sack	00 @ 75
SUGAR—Cuba, ℔ lb	0 @ 0
Porto Rico, ℔ lb	0 @ 0
A—Coffee, ℔ lb	10 @ 10¼
B— ℔ lb	9¾@ 10
C— ℔ lb	8 @ 8¼
Ex. C— ℔ lb	9 @ 9¾
Crushed, ℔ lb	10½@ 11
SOAP—Northern, ℔ lb	6 @ 6¼
SHINGLES—Contract, ℔ M	5 00 @ 7 00
Common, ℔ M	3 00 @ 3 5
Cypress Sape ℔ M	4 50 @ 5 00
Cypress Heart ℔ M	00 @ 7 50
STAVES—W. O. Bbl., ℔ M	13 00 @ 15 00
R. O. Bbl., ℔ M	10 00 @ 00 00
TALLOW—℔ lb	5 @ 6
TIMBER—Shipping, ℔ M	12 00 @ 13 00
Extra Shipping	13 0 @ 14 50
Mill Prime, ℔ M	9 00 @ 11 00
Mill Fair, ℔ M	7 50 @ 8 00
Common Mill	5 00 @ 6 50
Inferior to Ordinary, ℔ M	4 50 @ 5 00
WHISKEY—Northern, ℔ gal	1 00 @ 5 00
North Carolina, ℔ gal	1 00 @ 2 50
WOOL—Unwashed, ℔ lb	20 @ 26
Washed, ℔ lb	30 @ 33
Berry Wool	18 @ 20

WILMINGTON MONEY MARKET.

Exchange (right) on New York	¼ disc't.
" Baltimore	¼ "
" Boston	¼ "
" Philadelphia	¼ "
" Western Cities	¾ "
Exchange 30 days 1 ℔ cent.	
Bank of New Hanover Stock	96
First National Bank	80
Navassa Guano Co.	135
N. C. Bonds—Old Ex-Coupon	22
Do. Funding 1866	12
Do. " 1868	12
Do. New 4's	80
Do. Special Tax	4
Do. to N. C. Railroad	98
W. & W. R.R. Bonds 7 ℔c (Gold Int)	116
Carolina Central R. R. Bonds, 6 ℔c	80
Wil. Col. & Aug R. R. "	106
Wilmington City Bonds, new 5 ℔c	95
" 8 ℔c	95
New Hanover County 6 ℔c	97½
W. & W. Railroad Stock	80
North Carolina R. R. "	80
Wil. Gas Light Co. "	45
Wilmington Cotton Mills	95

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Authorized Capital	$1,000,000
Cash Capital paid in	$300,000
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The Morning Star

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Notices of the Press:

The STAR is decidedly one of the best papers in the State as bright and newsy as ever. Long life to it.—*Salem Press.*

The Wilmington STAR has entered on its twelfth year—as good a paper as any people should want.—*Charlotte Democrat.*

The Wilmington STAR has entered on its twelfth year. As a daily journal of news it stands "up head."—*Concord Register.*

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The Wilmington STAR is not only one of the best edited papers in the State, but for freshness of news and typographical appearance cannot be beaten.—*Jackson Reporter.*

The Wilmington STAR is one of the very best papers in the South, in every department from typography up to editorial ability and independence.—*Petersburg (Va.) Index-Appeal.*

We like the STAR because it is thoroughly reliable, candid, fearless, and so well and ably edited, newsy, spicy, and in fact a perfect newspaper. Long may the STAR twinkle.—*Mt Airy Visitor.*

Although at the head of the press in this State in all that makes a paper valuable to the reader, still it continues to improve. It is a STAR of the first magnitude. May its lustre never wane.—*The Free Will Baptist.*

The Wilmington (N. C.) MORNING STAR is a model newspaper. Indeed, we think we do not exaggerate its merits when we say it is the *newest* (sochar) paper published in the South.—*Richmond (Va.) Religious Herald.*

The Wilmington STAR has now entered upon its thirteenth year and twenty-fifth volume. One of the best conducted and edited papers in the South, and, as a North Carolinian, we are proud of it.—*Tarboro Southerner.*

The STAR is so well and favorably known in this section of the State that we can say nothing of which its thousands of readers do not already know. It is in every respect one of the best dailies in the South.—*Robesonian.*

The Wilmington STAR has entered on its twelfth year. It is a most excellent newspaper, well edited; a compendium of all the news of the day, and an honor to its city, to North Carolina and to North Carolina journalism.—*Charlotte Observer.*

That magnificent beaming STAR has completed its twenty-second volume. It is one of the most brilliant, erudite and sparkling dailies south of the Potomac. The system in the get up of the paper surpasses them all.—*Tarboro Southerner.*

The *Times* cannot say a word too good for the Wilmington STAR. It has just reached one of its many birthdays. As a newspaper it is a favorite with the State press and is sought after by the people. Long and prosperous life to it.—*Reidsville Times.*

Why is it that all the papers with the name of *Star* are such bright little journals? The Wilmington (N. C.) STAR, the Washington *Star*, Fredericksburg *Star*, New York *Star*, for example. There must be something in a name after all.—*Richmond (Va.) State.*

The Wilmington STAR, we are pleased to notice, still continues on the high road to success. We esteem the STAR very highly, regarding it as one of the very best of our exchanges, and consider it the peer of any journal published in the South.—*Oxford Free Lance.*

The Wilmington STAR is now taking the regular midnight Associated Press reports, and has besides increased the amount of its reading matter. The STAR is an excellent paper. Its prosperity is not surprising since it is so deserving.—*Charlotte Observer.*

THE MORNING STAR, one of the best dailies we know, and as a newspaper, in our opinion, the very best, has entered upon its twelfth year. In every particular the STAR comes fully up to the mark as the principal daily in our chief commercial city. Long may it twinkle.—*Alamance Gleaner.*

The Wilmington STAR has entered upon its 12th volume, and we are pleased to notice still continues on the road to success. We esteem the STAR very highly, regarding it as one of the very best newspapers that comes to this office. Its news columns are always a little fresher than those of any other of our exchanges, and its editorial department is conducted with much ability.—*Morganton Blade.*

Humble in its beginnings as was inseparable from an enterprise begun amid the wreck of fortune that attended the collapse of the Southern Confederacy, the STAR has steadily 'waxed" until it now beams resplendent in the full glow of a constantly brightening prosperity. As a newspaper it has few equals, and no superior, for appropriate selection and judicious arrangement, and we are proud to rank it among our most acceptable exchanges.—*Hillsboro Recorder.*

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Respectfully, H. C PREMPERT,
jan 16 tf No. 9 S Front st.

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PUBLISHED AT

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—IS THE—

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Its circulation in Alexander, Wilkes, Ashe, Alleghany, Yadkin, Davie and Iredell, is larger than that of any two papers in the State combined; and is rapidly acquiring a strong foothold in Forsythe, Surry, Rowan and western Mecklenburg.

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RAILROAD LINES.

Wilmington & Weldon RAILROAD CO.

OFFICE OF GEN'L SUPERINTENDENT,
Wilmington, N. C., March 14, 1881.

Change of Schedule.

ON AND AFTER MARCH 13TH, 1881, AT 2.55 P. M., Passenger Trains on the Wilmington & Weldon Railroad will run as follows:

Day Mail and Express Trains, Daily —Nos. 47 North and 48 South.

Leave Wilmington, Front St. Depot, at	6:40 A. M.
Arrive at Weldon	12:40 P. M.
Leave Weldon	4 44 P. M.
Arrive at Wilmington, Front St. Depot	11 15 P. M.

FAST THROUGH MAIL AND PASSENGER TRAINS DAILY—NOS 43 NORTH AND 40 SOUTH.

Leave Wilmington, Front St. Depot, at	7.00 P. M.
Arrive at Weldon	1 05 A. M.
Leave Weldon	6.48 P. M.
Arrive at Wilmington, Front St. Depot,	12.30 A. M.

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

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

NIGHT PASSENGER MAIL AND EXPRESS TRAINS —NOS. 45 NORTH AND 42 SOUTH.

Leave Wilmington, Front St. Depot, at	2 55 P. M.
Arrive at Weldon	10:45 P. M.
Leave Weldon	2:05 A. M.
Arrive at Wilmington, Front St. Depot,	8.7 A. M.

Trains on Tarboro Branch Road leave Rocky Mount for Tarboro at 8 05 P. M. Daily, and Tuesday, Thursday and Saturday at 5.00 A. M. Returning, leave Tarboro at 9.50 A. M. Daily, and Monday, Wednesday and Friday at 8 30 P. M.

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 45 runs via Richmond and Washington, and makes close connection daily to Richmond, and daily except Saturday nights for all points north of Richmond. Train No. 43 runs daily and makes close connection for all points North via Richmond and Wassington.

All trains run solid between Wilmington and Washington, and have Pullman Palace sleepers attached.

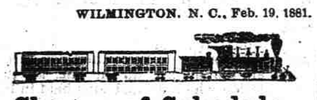
JOHN F. DIVINE,
General Sup't.

A. POPE, Gen'l Passenger Agent.
mh 13-tf

General Sup't's Office,

WILMINGTON, COLUMBIA & AUGUSTA R. R. COMPANY,

WILMINGTON, N. C., Feb. 19, 1881.



Change of Schedule.

ON AND AFTER FEBRUARY 20, 1881, at 2 35 P. M., the following Passenger Schedule will be run on this road:

DAY PASSENGER, MAIL AND EXPRESS TRAINS, DAILY —Nos. 42 WEST AND 43 EAST.

Leave Wilmington	8.35 A.M.
Arrive Florence	12:50 P. M.
Leave Florence	2:35 P. M.
Arrive at Wilmington	6:40 P. M.

NIGHT EXPRESS TRAINS (Daily)—Nos. 48 West and 47 East.

Leave Wilmington	11:35 P. M.
Leave Florence	4:20 A. M.
Arrive at C. C. & A. Junction	8:00 A. M.
Arrive at Columbia	8:15 A. M.
Leave Columbia	10.00 P. M.
Leave C. C. & A. Junction	10:30 P. M.
Leave Florence	8:00 A. M.
Arrive at Wilmington	6:20 A. M

NIGHT MAIL AND PASSENGER TRAIN, NO. 46 WEST, AND ACCOMMODATION TRAIN, NO 45 EAST.

Leave Wilmington at	12: 5 A. M.
Arrive at Florence	4:10 A. M.
Leave Florence	5:00 A. M.
Arrive at Wilmington	12.00 M.

Trains Nos 42 and 43 stop at all stations.

Trains Nos. 46 and 48 stop only at Brinkley's, Flemington, Whiteville, Fair Bluff, Marion, Florence, Timmonsville, Maysville, Sumter, Camden Junction and Easton.

No. 41 stops only at Flemington, Whiteville, Fair Bluff and Marion.

No 45 stops at all stations.

Passengers for Columbia, and all points on C. & C. R. R., C. C. & A. R. R. Stations, Aiken Junction, and all points beyond, should take No 40 or 48 Night Express.

Separate Pullman Sleepers for Charleston and for Augusta on trains 40 and 47.

All trains run solid between Charleston and Wilmington.

JOHN F. DIVINE,
Gen'l Superintendent.

A. POPE, Gen'l Passenger Agent
feb 20-tf

CAROLINA CENTRAL RAILROAD CO

OFFICE GENERAL SUPERINTENDENT
Wilmington, N. C., Dec 12, 1880.

Change of Schedule.

ON AND AFTER DEC 1, 1880, the following Sch