The Morning Star.

The Lease of the Air Line.
Charlotte Observer.

The news of the lease of the Air Line was not unexpected. The owners, who are the bondholders, were not indentified with any particular railroad interest; they were not in the business; their possession of the property being accidental—merely to protect themselves. They knew, however, that it was an important link in the great through-line system, and they have sought to bring the property to such a condition as to make it desirable. Having no particular interest to serve, and being untrammelled, it is natural to suppose that they would lease to the highest or safest bidder.

Its most striking effect, so far as Charlotte and certain contiguous sections of the State are concerned, will no doubt be the suspension and perhaps total abandonment of the scheme to build the projected Midland connection from Danville to Charlotte, or some point on the Air Line Railroad. Without the control of the Air Line road the connection would not be at all valuable to the Virginia Midland Railroad or to its backers, the Baltimore & Ohio Railroad Company. Charlotte and certain towns and sections of country near by had expected benefits from such a line through the advantage which would accrue from competition. These benefits will, we feel quite sure, never be realized, but at the same time we do not share in the alarm which certain of our merchants and business people appear to appreciate as a result of the lease. Neither do we wholly agree with the argument, which others bring forward, that simply because the Richmond & Danville once controlled or owned the Air Line and Charlotte suffered no ill effects, therefore nothing but good may be expected now. The conditions have changed entirely since the last combination existed. The Richmond & Danville Railroad has formed new alliances and identified itself with other interests since that time. These completely change its attitude, and constitute no guarantee whatever as to what its conduct will be in the future.

But it may be said in support of this position when the road was first projected the county of Mecklenburg subscribed $200,000 to aid the enterprise. We could not expect to control it with that comparatively small sum, and the subscription eventually turned out to be a gift. It is useless now to inquire why this is so. The Richmond & Danville road aided liberally to complete the Air-Line as a feeder, and the stockholders even went so far as to make Col. Buford, who was President of the Richmond & Danville, President of the new road. No alarm was then felt by the citizens of Charlotte, and therefore there is no use of crying "wolf" before the wolf really appears.

So far as the effect on Charlotte is considered, we are disposed to look at the matter from a hopeful standpoint, but not for the reasons above referred to. Successful competition in freights is certainly a thing to be desired for any place, but injuries often arise rather than benefits from a one-sided and unhealthful contest for business. There is such a thing as a competition which not only does not compete, but places the competitors in a hostile attitude towards a conservative and steady upbuilding of a city. In times of war there is no opportunity for railroad companies to undertake to carry out a policy which looks to benefits they may expect to derive from the growth and development of the country. It may be that in the past railroad companies have been so busy trying to get the fruits of Charlotte's trade, that they could not if they so desired lend their help towards digging about the tree. The Richmond & Danville Railroad has certainly had a hard fight, and now that it is practically in command of the situation, may we not expect that it will endeavor to fortify itself by helping to build us up? Charlotte occupies a central and altogether important position in the system of railroads the Richmond & Danville Railroad now controls. All three of its important lines meet here. This city will certainly be its grand transfer depot. Isn't it natural to suppose that the company would exert itself to build us up? It may be secondary to Richmond, true, but it has been playing that part generally for some time, so that there will not be much of a change in this respect. In any event, we are not disposed even to base a prediction as to its future conduct upon its past policy, for it now has opportunities which it never possessed before, of enlarging and liberalizing that policy. Let's see if they do not intend to do it. Our interests and theirs are in a measure common; whatever injures the one must in the long run injure the other, and if one is benefited, the other will enjoy the fruits of its growth and development.

Delight of the Public,

WONDERS NEVER CEASE—ARE THE EXpressions of the public as they gaze with delight upon our beautiful and stylish Suits. Sayings like these fall from their lips:

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"Your styles are perfect."

"What lovely children's suits."

And others too numerous to mention.

A. DAVID.

mh 1 f Wholesale and Retail Clothier.

Notice,

CERTIFICATE NO. 181 FOR 50 SHARES OF the capital stock of The Bank of New Hanover, in the name of Sol. Bear & Bros., having been lost, application will be made to said Bank for a duplicate of same at the expiration of 30 days from date hereof. mh 6 30d SOL. BEAR & BROS.

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ARTICLES.	PRICES.
BAGGING—Gunny	10¾@ 11¼
Standard	10½@ 11¼
BACON—North Carolina	
Hams, ⅌ lb (new)	13 @ 15
Shoulders, ⅌ lb	9 @ 8
Sides, N. C. Clear, ⅌ lb	9 @ 10
Western, Smoked—	
Hams	13 @ 14
Sides, ⅌ lb	9 @ 9¾
Shoulders	7¾@ 7¾
Dry Salted—	
Sides, ⅌ lb	9 @ 9
Shoulders	8 @ 8¾
BEEF—Live weight	3 @ 4
BARRELS—Spirits Turpentine,	
Second Hand, each	1 50 @ 1 50
New New York, each	1 80 @ 1 85
New City, each	1 60 @ 1 90
BREWAX—⅌ lb	21 @ 22
BRICKS—Wilmington, ⅌ M	7 50 @ 9 00
Northern	10 00 @ 14 00
BUTTER—North Carolina, ⅌ lb	15 @ 30
Northern, ⅌ lb	22 @ 32
CANDLES—Sperm, ⅌ lb	15 @ 25
Tallow, ⅌ lb	11¼@ 12
Adamantine, ⅌ lb	9 @ 10¾
CHEESE—Northern Factory ⅌ lb	14 @ 14½
Dairy, cream ⅌ lb	10 @ 15
State, ⅌ lb	10 @ 14
COFFEE—Java, ⅌ lb	26 @ 28
Rio, ⅌ lb	12¼@ 16½
Laguayra, ⅌ lb	10 @ 12
CORN—Bulk, ⅌ bushel, in sacks	70 @ 75¾
COTTON TIES—⅌ bdle	1 75 @ 2 25
DOMESTICS—Sheeting, 4-4, ⅌ yd	7 @ 7¾
Yarn, ⅌ bunch	1 00 @ 1 10
EGGS	12½@ 13
FISH—Mackerel, No. 1, ⅌ bbl	16 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 ⅌ half bbl	1 25 @ 1 00
N. C. Herring, Roe, ⅌ keg	3 00 @ 4 00
Dry Cod, ⅌ lb	5 @ 9
FERTILIZERS—	
Peruvian Guano, No 1, 2000 lbs	57 50 @ 62 50
Do. No 2, "	35 00 @ 37 00
Do. Lobos, "	00 @ 51 00
Baugh's Phosphate, "	00 00 @ 60 00
Carolina Fertilizer, "	45 00 @ 50 00
Ground Bone, "	00 00 @ 40 00
Bone Meal, "	00 00 @ 45 00
" Flour, "	00 00 @ 57 00
Navassa Guano, "	40 00 @ 45 00
Complete Manure "	00 00 @ 57 00
Whann's Phosphate "	00 00 @ 70 00
Wando Phosphate "	00 00 @ 70 00
Berger & Bulow's Phosph. "	00 00 @ 00 00
Excelsior Cotton Fertilizer "	35 00 @ 40 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
1st Family, ⅌ bbl	6 50 @ 6 75
GLUE—⅌ lb	11 @ 13
GRAIN—Corn, in store, in cars,	69 @ 70
Corn, Cargo, ⅌ bushel	64 @ 65
Corn, mixed ⅌ bushel, in bags	65 @ 65
Oats, ⅌ bushel	51¾@ 60
Red Rust Proof	00 @ 00
Peas, Cow, ⅌ bushel	1 15 @ 1 25
HIDES—Green, ⅌ lb	4 @ 6¾
Dry, ⅌ lb	13¾@ 15
HAY—Eastern, ⅌ 100 lbs	00 @ 1 50
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 @ 11¼
North Carolina, ⅌ lb	00 @ 10
LIME—⅌ bbl	1 10 @ 1 35
LUMBER—City Sawed—	
Ship Stuff, rosewood, ⅌ 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, rosewood	18 00 @ 22 00
Scantling and Boards, common, ⅌ M ft	13 00 @ 15 00
MOLASSES—New cp Cuba, hhds	37 @ 38
New crop Cuba, bbls ⅌ gal	39 @ 40
Porto Rico, hhds	00 @ 41
" bbls	00 @ 46
Sugar House, hhds, ⅌ gal	25 @ 27
" bbls, ⅌ gal	00 @ 29
Syrup, bbls ⅌ gal	40 @ 30
NAILS—Cut, 10d basis, ⅌ keg	2 00 @ 2 50
OILS—Kerosene, ⅌ gal	00 @ 14
Lard, ⅌ gal	1 10 @ 1 45
Linseed, ⅌ gal	90 @ 1 00
Rosin, ⅌ gal	15 @ 18
Tar, per gal	00 @ 30
Deck and Spar, per gal	00 @ 32
POULTRY—Chickens, live, grown	25 @ 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, ⅌ bushel	85 @ 1 40
RAGS—Country, ⅌ lb	1¼@ 1¾
City, ⅌ lb	1¼@ 1¾
ROPE—	14¾@ 22
SALT—Alum, ⅌ bushel	00 @ 75
Liverpool, ⅌ sack	00 @ 80
Lisbon, ⅌ sack	00 @ 00
American, ⅌ sack	00 @ 75
SUGAR—Cuba, ⅌ lb	0 @
Porto Rico, ⅌ lb	0 @
A—Coffee, ⅌ lb	10 @ 10¾
C— " ⅌ lb	9¾@ 10
C— ⅌ lb	8 @ 8¾
Ex. C— ⅌ lb	9 @ 9¾
Crushed, ⅌ lb	10¾@ 11
SOAP—Northern, ⅌ lb	5 @ 6¾
SHINGLES—Contract, ⅌ M	5 00 @ 7 00
Common, ⅌ M	3 00 @ 3 25
Cypress Sape ⅌ M	4 50 @ 5 00
Cypress Hearts ⅌ M	00 @ 7 50
STAVES—W. O. Bbl., ⅌ M	12 00 @ 15 00
R. O Hhd., ⅌ M	10 00 @ 00 00
TALLOW—⅌ lb	5 @ 6
TIMBER—Shipping, ⅌ M	12 00 @ 13 00
Extra Shipping	13 00 @ 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 @ 3 00
North Carolina, ⅌ gal	1 00 @ 2 50
WOOL—Unwashed, ⅌ lb	20 @ 26
Washed, ⅌ lb	30 @ 32
Burry Wool	18 @ 20

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Exchange (sight) on New York,	¼ disc't.
Baltimore,	¼ "
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Bank of New Hanover Stock	96
First National Bank	80
Savannah Grand Div.	125
N. C. Bonds—Old Ex-Coupon	33
Do. Funding 1866	12
Do. " 1868	12
Do. New 6's	80
Do. Special Tax	4
Do. to R. C. Railroad	98
W. & W. R.R. Bonds 7 ⅌c (Gold Int)	116
Carolina Central R. R. Bonds, 6 ⅌c	80
Wil. Col. & Ang. R. R. "	106
Wilmington City Bonds, new 6 ⅌c	95
" 6 ⅌c	98
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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MISCELLANEOUS.

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.*

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The Wilmington STAR has entered its twenty-fifth volume. There is no better paper published in the State.—*Lenoir Topic.*

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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 *neatest* (neat ular) 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.*

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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 fuller than those of any other of our exchanges, and its editorial department is conducted with much ability.—*Morganton Blade.*

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MISCELLANEOUS.

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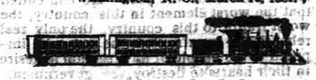
RAILROAD LINES.

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, 12.05 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 TRAIN —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 3:05 A. M
Arrive at Wilmington, Front St. Depot, 8.17 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 3 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.

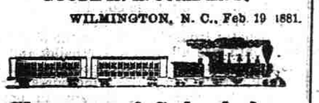
Train No. 45 runs via Richmond and Washington, and makes close connection daily to Richmond, and daily except Saturday nights for all points north of Richmond. Train No. 43 runs daily and makes close connection for all points North via Richmond and Washington

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'ts Office,
WILMINGTON, COLUMBIA & AUGUSTA R. R. COMPANY,
WILMINGTON, N. C., Feb 19 1881.



Change of Schedule.

ON AND AFTER FEBRUARY 20, 1881, at 2 55 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 11:55 P. M.
Leave Florence 4:40 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 10:20 P. M
Leave Florence 2:00 A. M.
Arrive at Wilmington 6:20 A. M.

NIGHT MAIL AND PASSENGER TRAIN, NO. 40 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. 47 and 48 stop only at Brinkley's, Flemington, Whiteville, Fair Bluff, Marion, Florence, Timmonsville, Maysville, Sumter, Camden Junction and Easton.

No. 40 stops only at Flemington, Whiteville, Fair Bluff and Marion.

No. 45 stops at all stations.

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

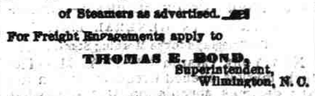
Separate Pullman Sleepers for Charleston and for Augusta on trains 40 and 47.

All trains run solid between Charleston and Wilmington.

JOHN F. DIVINE,
Gen'l Sup't.

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. 12, 1880, the following Schedule will be operated on this Railroad:

ASSENGER AND EXPRESS TRAIN:
Daily except Sundays

No. 1. Leave Wilmington at 9:10 A. M. / Arrive at Charlotte at 6:10 P. M.
No. 2. Leave Charlotte at 6:27 A. M. / Arrive at Wilmington at 3:20 P. M.

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

PASSENGER, MAIL AND FREIGHT

No. 5. Leave Wilmington at 5:20 P. M. / Arrive at Hamlet at 1:45 A. M. / " Charlotte at 8:15 A. M.
No. 6. Leave Charlotte at 7:20 P. M. / Arrive at Hamlet at 1:35 A. M. / " Wilmington at 9:45 A. M.

No. 5 Train is Daily except Sunday,