

of the plan and style of the STAR. They say, "We can find at once what we want and boiled down."

The general features of the STAR will no doubt be long maintained. They are the results of experience, reflection and familiarity with public journals.

WILMINGTON AND NORFOLK. We regret the error that attributed the authorship of the Fayetteville Observer article to Col. Green.

We are often so pressed with labor that we do not get an opportunity of going through the editorial departments of half our State exchanges.

We do this when time allows, but there are more than a hundred we handle. We saw the article credited in the Greensboro Patriot to Col. Green, and not having noticed it in the Observer we naturally supposed that the article bore his signature.

We were surprised, but did not for a moment doubt the fact. We knew he had written about the railroads centering at Fayetteville, and we supposed that the article we commented upon was supplementary.

We hope Wilmington will bestir itself and see to it that the views of the Observer do not become the views of the public at large.

We must make a correction lest we be misunderstood. We said yesterday that ships of 5,000 tons burden come to our wharves. We ought to have written, and there would have been no chance for misapprehension, that ships come to our wharves easily carrying 5,000 or 6,000 tons of freight.

The following from the shipping list of the STAR shows what is done: "British steamship Nicosian, 875 tons, Jones, Murrell, England, C. F. Mearns, with 6,840 tons steel rails for C. F. & Y. V. R. L."

Here is a steamer of but 875 tons transporting 6,840 tons of steel rails. The largest steamer that comes is registered about 2,000 tons, but it will take out 6,000 bales of cotton or 8,000 tons of sugar.

While on this subject let us refer again to an absurd idea in the Observer article, to which we called attention in our first comment. It wishes to force Wilmington to ship produce sent here all the way to Norfolk. Why this, when Wilmington is really a better market for all North Carolina products than Norfolk is?

Why ship from Sanford all the way to Morehead just to obtain the privilege of shipping to Norfolk to find a market, there being none or but little at Morehead or New Bern, when Wilmington itself offers a market?

But farther: if Norfolk is to be the objective point for all North Carolina products (which is the old, destructive North Carolina idea of being eternally tributary) why go the round about way by Morehead when you can take the far quicker and more direct way by the Augusta Air Line and Raleigh & Gaston, &c., to Norfolk?

Wilmington is the right terminus for a North Carolina system and not Norfolk, in the State of Virginia. We hope the friends of the Cape Fear & Yadkin Valley Railroad will see this. Richmond, Petersburg and Norfolk have been draining North Carolina all through this century. Have North Carolinians no State pride?

WE STAR REPLIED TO. We publish to-day