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MOON'S PHASES.

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LAID A SOLDIER'S GHOST.

A Slender Thread Unraveled the Mystery of Clanking Chains.

I was a young and timid girl, but a few months married, when my husband, a marine officer, was ordered to the marine barracks at Boston. We had quite pleasant quarters and good friends around us, who would often beguile the evening hour with song and story. I had been interested in hearing of a soldier, arrested for some offense, who had put an end to his life to escape his merited but drended punishment and whose ghost was said often to haunt the barracks and rattle a chain as he passed back and forth in his rounds.

One gloomy evening toward bedtime my husband had to visit the sentinels, and I, being left alone, went to my bureau to prepare for retiring. Opening the top drawer, I took out my brush and comb, put my hair into plaits for the following day's adornment, humming a gay air in the lightness of my heart, when a curious noise—and very near me-made me start and listen. My song turned to silence. Not a sound,

Again I moved and began my preparations for the night. A rumbling, rattling sound again met my ear and made my heart almost cease to beat in my terror, for this time there could be no mistake as to the noise and its nearness. Yet the instant I stood still-perfect silence. I feared to look around. No one was within call, and the hour was late. So, trying to reason away my terror and believe the noise was outdoors, I moved a few steps away.

Louder, more prolonged, the rattling seemed to follow me as I rushed for the door, which, to my joy, at that moment opened, and I, fell into my husband's arms, almost fainting.

"The chain the soldier drags!" I cried. "I have heard it in this room.'

"Nonsense," said my lord and master. "You have become alarmed at being alone and imagined your terrors."

But as I withdrew from his arms the same fearful sound, distinct and within the room, was heard by us both.

"Sit still, my dear, and let me fathom this mystery," said my husband, placing me in an easy chair. He looked puzzled and no longer smiled at my fears.

"Do not leave me," I cried and clung closely to his arm.

"Only to search the room and dispel your dread," he answered. So, tenderly displacing my hands, he walked across to a divan and examined underneath and behind its drapery. Nothing there and perfect quiet. He again crossed the room to a large bookcase which stood in front of a closed door, and as he did. so clear and continued, the weird, strange sound disturbed the silence of the room.

"This is strange surely and must be sifted to the bottom," continued my husband, now almost as excited as I was. "But I must free my foot of this string which has caught my ankle ere I look farther." Stooping down, he unwound some thread from about his foot, the rumbling now rising, now ceasing, as he did so and seeming to come from the direction of my bureau. So to it he hastened, the thread still in his hand, and opening the top drawer discovered-what say you, my readers? A spool of thread, the end of which had caught in my hand and unknowingly braided in my hair. So every motion set the spool rolling in an almost empty drawer, and I had created my own ghost. Needless to say I also laid him, and after a good laugh slept the sleep of the unhaunted. Having unraveled the mystery, given you the thread of the story and my hairbreadth escape, I bid you farewell.—Washington Post.

Millinery at M. T. Young's at half

HARSH MANAGERS.

It Seems to Be the Custom to Humor Nagging, Profane Bosses.

"The way some men are managed is queer sometimes," the manager of a big concern remarked to an acquaintance who had dropped into the office. "I have never had any difficulty in managing men and getting the proper amount of work out of them, and I think I have some executive ability, but I doubt whether I could manage a gang of workmen on the river front, and I think that if I were a workman I would not be managed as I have seen men managed. I happened to be near one of the drydocks during the shift- yer. ing of an old propeller from the deck to the shore. It wasn't what any one would call an expert job, but if you had seen and heard the foreman of the gang of workmen you would have thought that he was moving a battleship. The propeller had been removed from the hull in the dock, and a new one was to be put in its place. Planks had been placed over the space between the dock and the shore, and all that the men had to do besides pulling was to be careful that the propeller shouldn't roll off into the water. They had strong tackle and long rollers, and after they had stretched and fastened the tackle it was an easy job. The foreman directed every movement, and the way he bossed the men was amazing, but they didn't seem to mind it. Swear! Well, you ought to have heard him, or perhaps you ought not to have heard him. If himself, swearing all the while.

"Finally they moved the mass of -Chicago Standard. iron to the ends of the planks and began to pull it up the incline. The foreman acted as if he were in hot water all the time, and it was a wonder that he didn't fall overboard. Some of the men went ashoro and hauled on the tackle, and two of them attended to the rollers. The thing was heavy, and it had to be moved slowly. 'Pull, there! What th' 'ell you doing? Going to sleep? Hold on! Now! Pull! Once more! Hold on! What's the matter with you? Hold fast, I say! Here, you, shift that roller! Not that way! Gimme that! Now! Easy! Once more!' I have left out the cuss words, but perhaps you have some notion of how he went on. I watched the men to see how they took that kind of treatment. Not one of them said a word during the half hour that I stood there. They were not foreigners, and they were not stupid. In fact, I thought any one of them was the equal of the foreman in intelligence and knowledge of his trade. They were inclined to be sullen, I thought, no matter how many times he swore at them and nagged them."-New York Herald.

His Unprofessional Advice.

Two or three lawyers were discussing the tricks of their trade.

"A big, burly fellow from the Michigan pine forests came into my office," said one of them, "and told a very mean story about a rich man here in town who was trying to cheat him out of \$2,000 or \$3,000 and who had managed to get a pretty tight clutch on the money. The backwoodsman looked and talked Record. like an honest man, and the old

to match the story, so I felt inclined to believe it. When he had finished, I looked him up and down from head to foot. He asked me what I was looking him over for. 'Well,' said I, 'I was thinking that if I were over 6 feet tall and as powerful a man as you I wouldn't hire a lawyer to help me get that money.' The man's excited face smoothed out | 1 into blank astonishment. 'What do you mean?' he said. I answered: 'I mean just what I say. You are sure, are you, that he has that money in his office?' 'He had it there last night.' 'Well, you don't need a law-

"The man turned on his heel and left without another word. In a day or two he sent me a check for \$50 and his thanks for my advice."-Chicago Times-Herald.

He Was Unfortunate.

"Ah, that was a sad case!" "What?"

"Why, poor Eilkins got in a tight place and defaulted for nearly \$200, -000. Very sad; very sad. I wonder if they won't be able to compromise the case in some way?"

"By the way, what was done with that fellow who stole a bucket of coal from your woodshed?"

"Oh, the thief went to the penitentiary. I prosecuted the case right up to the end. There should be no sympathy with thieves."-Chicago

Why They Preach.

The distinction between a good anything slipped a little bit, he preacher and a bad preacher has not swere, and if something didn't move changed much since Archbishop just right he swore. He would tell Whately declared that "a good one man to do something, and an in- preacher preached because he had stant afterward he would undo it something to say and a bad preacher because he had to say something."

Rotating Shafts. Some of the results arrived at by tests made by the government authorities at the arsenal in Watertown, Mass., may be regarded as of special importance in relation to the endurance of rotating shafts. Thus, while it has been found that great improvements in tensile strength and elastic limit have been obtained, it has not been shown whether the limit of endurance under repeated NORTH BOUND CONNECTIONS strains has been increased. In the rotating tests of cylindrical shafts alternate tensile and compressive at Greensboro with The Southern strains are successfully applied, and Railway Company, at Walnut Cove under these conditions of loading no with the Norfolk & Western Railroad steel has yet been experimented with which will endure a fiber stress of 40,000 per square inch without rup- | Weston Railroad for Roanoke and turing, and this result has been reached after a total number of repetitions of from 4,000,000 to 7,000,-000 for steel of high elastic limit the Atlantic Coast Line for all points and tensile strength .- New York South, at Maxton with Seaboard Air

Two Epochs.

In the Honeymoon—Let me sit by you, darling, while you pour the tea. I love to watch your white hands toying with the cups.

Next Season-What does the maid mean by not putting another leaf in the table? We might as well be sitting in each other's laps, etc.-Detroit Free Press.

Trifling With Science.

"What made that X rays lecturer so mad?"

"Somebody worked him with a piece of boneless codfish."-Chicago

miser's reputation was mean enough Cape Fear and Yadkin Valley Ry. JOHN GILL, Receiver.

CONDENSED SCHEDULE In effect Dec. 8, 1896.

NORTH BOUND,		
	HAR.	
eave Wilmington		m.
rrive Fayetteville		-
eave Fayetteville		"
eave Fayetteville Junction	10 57	4.
eave Sanford	12191	m
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rrive Greensboro:	2,56	
eave Greensboro	3.05	66
eave Stokesdale	3-59	64
rrive Walnut Cove	4.31	14-
eave Walnut Cove	4.38	
eave Rural Hall	5.17	6.6
arrive Mt. Airy	6.45	66
COURTEDOUND		

SOUTH BOUND.

Leave Mt. Airy	9 35 a m
Leave Rural Hall	
Arrive Walnut Cove	11.35 **
Leave Walnut Cove	11.45 "
Leave Stokesdale	1212 p m
Aarive Greensboro	12.58 "
Leave Greensboro	1.03 "
Leave Climax,	1.32 "
Leave Sanford	2.10. 44
Arrive Fayetteville Junction	4.30 "
Arrive Fayetteville	4.33 "
Leave Fayetteville	4.45 "
Arrive Wilmington	7-55 "
NORTH POUND	

No 4 DAILY	
Leave Bennettsville	8.25 a m
Arrive Maxton	9:23
Leave Maxton	9.29 "
Leave Red Springs	9.55 "
Leave Hope Mills	10.35 "
Arrive Fayetteville	10.52
SOUTH BOUND.	

NO 3 DAILY

Leave Fayetteville	4.38 p n
Leave Hope Mills	458 "
Leave Red Springs	542 "
Arrive Maxton	612 "
Leave Maxton	
Arrive Bennettsville	720 "
NORTH BOUND	

No 16 MIXED DAILY except Sunday. Leave Ramsuer..... 6.45 a m Leave Climax...... 8 35 Arrive Greensboro..... 9.20 Leave Greensboro..... 9.35. " Leave Stokesdale..... 10.50 "

Arrive Madison 11.50 " SOUTH BOUND No 15 MIXED Daily except Sunday Leave Madison..... 1225 p m Leave Stokesdale 1.28 Arrive Greensboro..... 2.35 Leave Greensboro..... 3 10 Leave Climax.... 3.55

at Fayetteville with Atlantic Coast Line for all points North and East at Sanford with the Seaboard Air Line, for Winston-Salem.

Arrive Ramseur..... 5 50

SOUTH BOUND CONNECTIONS at Walnut Cove with the Norfolk & points North and West, at Greensboro For a shave you pay a dimewith the Southern Railway Company for Raleigh, Richmond and all points North and East, at Fayetteville with Line for Charlotte, Atlanta and all points South and Southwest. W. E. KYLE W. FRY,

Gen'l Manoger. Gen' Pass. Agent

AND BRANCHES AND FLOR

TRAIN GOING SOF

DATED April 20th, 1896	No. 23, Dally.	No 85	
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Ly Goldsboro, Ly Magnolia Ar Wilmington		* ** *	

Ly Florence Ly Fayetteville.. Ar Wilson..... Ly Wilmington. Ly Magnolia Ly Goldsboro.

Lywilson.. Ar Rocky Mount. Ly Tarboro, ... 1:1: Lv. Rocky Mount. 2 17 Ar Weldon

+Daily except Monday. Daily excepts day. Train on Scotland Neck branch

7:45 p m. Returning leaves Kinsto Greenville 8:22 a m, arriving at Halif a m, Weldon 11:20 a m, daily except 8a Trains on Washington branch leave ington 8:00 a m, and 2:00 p m, arrives J 8:50 a m, and 3:40 p m, Tarboro 9.45 am turning leave Tarboro 5:30 pm. Parmele a m and 6:20 pm, arrives Washington le and 7:10 p m, daily except Sunday, Co with trains on Scotland Neck branch. Train leaves Tarboro daily, at 53 Plymouth 7:49 a m, arrive Tarboro Bik Train on Midland N. C. branch leaves G field 7:50 a m; arrive at Goldsboro 935 an Trains on Nashville branch leave Rock at 4:30 p m; Nashville 5:15 p m; Sprin 5:30 p m. Returning leaves Spring 8:00 a m. Nashville 8:35 a m., arrive Mount 9:05, daily except Sunday, Train on Clinton branch leaves

Clinton daily except Sunday, at Ill and 850 p. m. Returning leaves Train No. 78 makes close conn don for all points north daily

sai

mouth and Bay Line. Also at Roel with Norfolk and Carolina rail road folk daily, and all points north via North JOHN F. DIVINE, Gen'l Sup R. KENLY, Gen'l Manager. T. M. EMERSON Traffic Manager.

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Also the S. A. L. EXPRESS. Schedule in Effect April 5th, 1896.

No 402 No 38 SOUTHBOUND.

1				#10T0 TTTTO CT/T.	
-	Lv New York via Penn R k Philadelphia Baltimore Lv Washington Richmond	*3 ::0 pm 5 15 7 31 8.40 12 36 ā m	2 55 • 30	Lv Atlanta, via S A L, Central Time, Athens, Elberton, Abbeville,	2 05 pm 11 40 4 00 12 45 at 5 00 145
1	Lv Norfolk via S A L Portsmouth, " Lv Weldon, via S A L Ar Hendersor,	*11 30 12 01 ni't	*9 00	Greenwood, "Clinton, "Chester, "	5 50 2 15 6 25 3 13 7 39 4 43 *8 20 pm 5555
the state of the s	Ar Durham, via S A L Lv Durham Ar Raleigh, via S A L Sanford, Southern Pines, Hamlet, Wadesboro, Monroe, Ar Charlotte, via S A L Clinton, Greenwood, Abbeville, Elberton, Athens, Winder, Atlanta, S A L, (Union Depot (Cent. Time.)	†7 32 a m †5 20 p m ‡5 55 a m 7 14 8 00 8 50 9 52 *10 40 a m 11 35 a m 12 03 p m 1 20 p m 2 33 3 00 4 00 5 53	†4 09 p m †11 00 a m ‡3 34 p m 4 58 5 49 6 55 8 01 8 55 *10 20 p m 10 32 p m	Lv Monroe, via S A L Hamlet, Southern Pines, Raleigh, Ar Durham, via S A L Lv Burham Ar Weldon, via S A L Richmond,	9 15 pm 6 13 d 10 35 8 15 11 21 9 12 *1 26 am 21131 +7 32 a m *4 (91) +5 20 fm +11 (6) at *4 (5 am 23 (0)) 6 40 6 40

No 403, "The Atlanta Special," Solid Pullman Vestibule Limited Train, with Buffet Sleepers and Coaches (no extra fare,) Washington to Atlanta. "Congressional Limited." Pullman Parlor and Dining Cars, New York to Washington. Pullman Vestibuled Drawing Room Sleepers, Richmond, to Monroe, also Portsmouth to Atlanta (open to Richmond and Portsmouth 9 p. m.)

mouth 9 p. m.)

No. 41, "The S. A. L. Express," Solid Train of Pullman Sleepers and Day Coaches, Ports mouth and Weldon to Atlanta. Pullman Sleepers New York to Weldon and Cape Charles. No. 402, "The Atlanta Special," Solid Pullman Vestibuled Limited Train with Through Buffet Drawing Room Sleepers and Day Coaches (no extra fare), Atlanta to Washington. Pullman Sleepers, Atlanta to Portsmouth, also Monroe to Richmond. Pullman Parlot (ars Washington to New York.

No. 38, "The S. A. L. Express." Solid Train with Pullman Sleepers and Day Coaches, Atlanta to Weldon, Weldon to New York, Atlanta to Portsmouth, Cape Charles to New York.

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