

A LAKE OF MOLTEN FIRE.

It is the Center of the Largest Volcano in the World.

The following remarkable account has been culled from the writings of Jouquin Miller, and has reference to the volcano Mauna Loa, in the Sandwich Islands: After visiting the American consul at Honolulu, we started for the volcano, and after a hard, hot climb, reached the edge of a precipice overhanging a lake of molten fire, 10 miles in circumference and 100 feet below us. This is called by the natives Kilianea, or god of fire. It is the largest active volcano in the world, and is 6,000 feet above the sea level. This molten mass went dashing against the cliffs on the opposite side with a noise like the deep and mighty surges of a stormy ocean. Waves of blood red fiery liquid lava hurled their flows on the ironbound headland and then rushed up the face of the cliff to see their gory spray high in the air. This restless, heaving lake of fire boiled and bubbled, never remaining silent for a single instant. There is an island on the side of this lake which the fiery waves attack unceasingly, and with relentless fury, as if bent on hurling it from its base.

On the other side there was a large cavity into which this burning mass rushed with a loud roar, breaking down its impetuous, headlong career the gigantic stalactites that overhung the mouth of this cavern, and flinging up the liquid material for the formation of new ones. It is terribly grand, magnificently sublime; but no words can adequately describe such a scene, and no power but that of Omnipotence produce it.

Rich Men's Wives.

I was speaking a few days ago to the wife of one of our rich men, of her social duties, and she said with a sigh that she wondered that she was not completely exhausted. "We go to our country place on Long Island," she said, "in the middle of May, and for a month before that time look forward to our departure exactly as my boys look forward to vacation season. Look at my card receiver; there are 100 cards, at least, and every one of those calls I must return within a week. "Sometimes I start out in my carriage at 1 o'clock and come back at 6, having made I do not know how many allied calls, and I am perfectly exhausted. The calls are absurdities. It is simply 'How do you do?' 'What miserable weather!' A brief chat for perhaps three or four moments, and then leaving with the experience repeated at the next place, and so on throughout the afternoon."

"I feel sorry for my husband, who comes home tired from business, and who desires to see his family in good spirits, because I am too tired to entertain him as he should be entertained. Then there is the trouble with the children. My oldest daughter, when she came out of boarding school and made her debut, as they call it, considered a notion that she was thereafter to be the head of the house; but I could not permit that, and I made up my mind that my younger children should get no such silly notions into their heads.

"So I have trained them to remain quiet, and I tell you it is no easy task to do that with the examples which they see about them with their nannies. I do not see, however, any relief from this, unless we stay in the country all the year around, and that would be dismal. Moreover, among my acquaintances are many very charming women who feel, as I do, the artificiality and perfunctoriness of the social customs of this city.

"The wife of a wealthy man who tries to maintain on his behalf any sort of position in society here has a hard time of it. I assure you, and I wonder that so many stand the strain and keep their good looks as they do. It would be impossible not to break down if we had to undertake any of the cares of housekeeping in addition, and it is my theory that the first essential for getting through a social season with success is the presence of a competent housekeeper who will relieve the wife of every bit of responsibility."—[N. Y. Correspondent Philadelphia Press.

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W. B. TILLERY,
 Weldon, N. C.
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THE KUM HABIT OVERCOME.

"I read something the other day," said a jovial fellow, who is classed among the "good fellows," "about breaking off the drinking habit. I have been a drinking man for a number of years, drinking as much for the good fellowship of the thing as for anything else. And this kind of drinking, I want you to understand, is the worst way to drink. My wife is the most sensible woman in the world. She never tried to get me to give up the rum habit, but what she did say to me was this: 'Now, Frank, you are very likely to injure your health if you keep up this drinking habit. Why don't you limit yourself to so many drinks a day? Of course if you were to break off entirely you would feel disgusted with yourself when you really wanted to drink. But allow yourself so many a day, to go on and use those up as you see fit.' Of course my wife is always right in everything she advises, so I tried it. I allowed myself six drinks a day. Now here's the funny part of it. I was so afraid I would exhaust my six and then find that I wanted one that I hoarded them up until late in the day. The result was that I frequently came home with some of my drinks to my credit. 'Jen,' I said to my wife, 'your scheme works beautifully; only I find that my limit is too high. I seldom reach it now.' 'Well,' she said, 'try five then.' 'No,' I answered, 'I'll try four.' I tried four and generally had something coming to me, so I cut it down to two. Sometimes I do not take a drink at all. Meanwhile my wife smiles and tells me that I am a sensible man, and I begin to believe that I am."—[New York Tribune.

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On improved farm lands in sums of \$300 and upwards. Terms repayable in small annual instalments through a period of 5 years, thus enabling the borrower to pay off his indebtedness without exhausting his crop in any year. Apply to
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H. C. SPIERS, Manager.

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A foreign watchmaker has patented a device by which an hour or two before a clock runs down the word "wind" will appear at an opening in the dial.

NEW ADVERTISEMENTS.

ATLANTIC COAST LINE.
W. & W. R. R. BRANCHES.
 Condensed Schedule.

TRAINS GOING SOUTH.

Dated Jan. 19th 1891.	No. 23 Daily	No. 27 Sat mail Daily	No. 41 daily ex Sun
Leave Weldon.....	12:30 PM	3:45 PM	6:00 AM
At Rocky Mount.....	1:40 "	4:55 "	7:10 "
At Tarboro.....	2:17 "	5:32 "	7:47 "
Leave Tarboro.....	10:45 AM		
Arrive Wilson.....	2:18 PM	7:00 "	7:53 "
Leave Wilson.....	2:30 "		
Arrive Selma.....	3:30 "		
Arrive Fayetteville.....	5:20 "		
Leave Goldsboro.....	3:25 "	7:40 "	8:40 "
Leave Warsaw.....	4:10 "	8:40 "	9:34 "
Leave Magnolia.....	4:24 "	8:40 "	9:49 "
Arrive Wilmington.....	5:50 "	9:55 "	11:20 "

TRAINS GOING NORTH

No. 14 daily	No. 78 daily	No. 40 daily ex Sunday
Leave Wilmington.....	12:35 AM	9:15 AM
Leave Magnolia.....	2:05 "	10:57 "
Leave Warsaw.....	3:11 "	11:11 "
Arrive Goldsboro.....	3:05 "	12:05 "
Leave Fayetteville.....	4:20 "	12:20 "
Arrive Selma.....	5:15 "	1:15 "
Arrive Wilson.....	6:45 "	2:45 "
Leave Wilson.....	8:45 "	4:45 PM
Arrive Rocky Mount.....	9:15 "	5:15 "
Leave Tarboro.....	10:45 AM	
Arrive Weldon.....	3:00 PM	4:50 PM

Train on Scotland Neck Branch Road leaves Weldon at 4:10 p. m. Halifax 5:32, arrive Scotland Neck at 4:15 p. m. Greenville 6:42 p. m. Clinton 7:10 p. m. Returning leaves Clinton 7:00 a. m. Greenville 8:10 a. m. Arriving at Halifax 10:45 a. m. Weldon 11:05 a. m. daily except Sunday.

Train leaves Tarboro S. C. via Albemarle and Raleigh R. R. Daily except Sunday 4:05 p. m. Sunday 3:00 p. m. arrive Williamston N. C. 6:30 p. m. 4:00 p. m. Plymouth 7:00 p. m. 5:20 p. m. Returning leaves Plymouth daily except Sunday 6:15 a. m. Sunday 5:00 a. m. Williamston N. C. 7:40 a. m. 2:55 a. m. arrive Tarboro 10:05 a. m. 11:20 a. m.

Train on Midland N. C. Branch leaves Goldsboro N. C. daily except Sunday 7:00 a. m. arrive Smithfield N. C. 8:30 a. m. Returning leaves Smithfield N. C. 9:00 a. m. arrive Goldsboro N. C. 10:30 p. m.

Train on Nashville Branch leaves Rocky Mount at 3:00 p. m. arrives at Nashville 3:40 p. m. Spring Hope 4:15 p. m. Returning leaves Spring Hope 10:00 a. m. Nashville 10:35 a. m. at Rocky Mount 11:15 a. m. daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday at 6:00 p. m. and 11:15 a. m. Returning leave Clinton at 8:30 a. m. and 3:10 p. m. connecting at Warsaw with Nos. 40, 41, 23 and 78.

Southern train on Wilson and Fayetteville Branch is No. 41. Northbound is No. 40. Daily except Sunday.

Train No. 27 which only stop at Wilson Goldsboro and Magnolia.

Train No. 28 makes close connection at Weldon for all points North daily. All rail via Richmond daily except Sunday via Bay Line.

Trains make close connection for all points North via Richmond and Washington.

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

J. R. KENLY, Ship's Trans. J. F. DIVINE, General sup't.
 T. M. EMERSON, Gen'l Passenger Agent.

ATLANTIC COAST LINE.
PETERSBURG & WELDON R. R.

Condensed Schedule.

TRAINS GOING SOUTH.

Dated May 3rd, 1891.	No. 23 Daily	No. 27 Daily
Leave Petersburg.....	10:10 am	3:45 pm
Leave Stony Creek.....	10:53 am	4:18 pm
Leave Jarratts.....	11:11 am	
Leave Belfield.....	11:30 am	4:49 pm
Arrive Weldon.....	12:10 pm	5:23 pm

TRAINS GOING NORTH.

No. 14 Daily	No. 78 Daily	
Leave Weldon.....	5:10 a. m.	3:15 p. m.
Le Belfield.....	5:45 a. m.	3:52 p. m.
Le Jarratts.....	6:00 a. m.	4:09 p. m.
Le Stony Creek.....	6:19 a. m.	4:23 p. m.
Arrive Petersburg.....	6:51 a. m.	5:12 p. m.

All trains run solid Weldon to Washington.

E. T. D. MYERS, T. M. EMERSON,
 Gen'l Superintendent, Gen'l Passenger Agent

TO THE PATRONS
 —OF THE—
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On and after Monday, December 17th, and until further notice, the Steamer CHOWAN, Captain Withy, will LEAVE FRANKLIN on Mondays, Wednesdays and Fridays for EDENTON, PLYMOUTH and all intermediate points on arrival of mail train from Portsmouth, say 10:15 A. M.

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Respectfully,
J. H. BOGART
 Franklin, Va., Dec. 15, 1888. Sept

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