espoo i upset a id gone, edraw 1 10 file. Inther think, don't you?

is the shoe unti-d, and one briesch the table:
gone mad, and brocks r id toys, as they are able, mouth, I think, don't you?

the sasinucl. chairs all set back again, grand study 10 der, doe beneath the nat, se marauder. dedoa a chair, storn and wrinkled; get kicked nietry bare, at knees e. ek'd; b, and conquer d, too, blest eve ngel, elythick, don't you? san angel!

FROM ABROAD.

OF THE STEAMSHIP ISAAC BELL, May 15th, 1877. as I will chdeavor to give you a shart descriptions of my trans-Atlan-

on commencing with my trip from emouth, Va., to New York city. tel had traveled on this route before, threes, of the late war, I concluded apat the experiment, though my signistention was to proceed directly Tork by rail. Every one must whit traveling on a steamer is much epleasant than being confined within parow bounds of a close and crowded g age a hot and dusty read. They have and steamers on this line, and every Latore can desire is furnished, and representated, I have a most delightgaranon, first-rate bed, and what is enlamething, we have pleasant comans as both. We have one of the most ousing passangers with us, who keeps

trip, I have no apprehension of being atal. There been already an hour riking on deck this morning. The sight raid, beyond my description, and pastnew to me again, as I have not ien out at sea far enough to be out of sele of hand for over ten years.

The saloon is covered overhead with laging-baskets, filled with green ferns to wait upon customers. ad plants, and several eages of cauary bids make merry music all the while.

Asyon enter the subsen, there hangs on wall a pretty piece of needle-work, so the wall mottes that adorn so many our homes. It is a picture of a ship at J. a riding calmly on the waves, with a and rain-clouds in the distance. but it all are the Savior's words: "Peace, sal," How appropriate and touch-How it rebukes our fears and sinful

Researchips on this route are much war and finer than those plying beseen New York and Norfolk or Portsboth at the time I and my family took assage in the Creole in 1865.

AT SEA, NEAR THE COAST OF IRELAND, STEAMSHIP RHEIN,

May 28th, 1877. Weapived at New York all safely, and Great care is given to small jobs. all your readers are familiar with scenes this great metropolis, nothing that asperd there would be interesting to um. I had engaged passage in the seaship Rhein, a large and commodious well belonging to a German line, plying New York to Bremer-haven, Gerby. As seven friends from Wilmingwere on board the same steamer, and smal of them members of my own conregation, it made it much more pleasant fausall; like a connecting link between me and what I had left behind.

Fa steal days I had purposed to with to my home and friends, but could and on account of the heavy sea and consquest motion of the vessel. To-day it better, but it must be done if I wish a mail by a return steamer from Southspen, and we expect to enter the Englarge I still suffer much with my calmin and nervousness, although my adiion is somewhat improved,

Wen Ivan once sleep all night with-" waking at twelve or two, in the mornand possing about till daylight, I be is to feel as if my health and

Mar, our passage has been a safe one, then exceedingly unpleasant; twice mental stormy, often rainy, and most the time full of motion. Rut, thank he have had no accident yet, and wind is always in our favor, so that we made rapid progress, averaging 1 at 325 nautical miles a day. Of course legid not expect to be exempt from The my tribute to "Father Neptune." and everyone has experienced the horof sea-sickness, and for the two first and one a st ray one, I was a marrolens, volens," I was not near as most of the passengers, and at ther times was able to appear reguat the table. But at all times I was toked in the eradic of the deep" a little are than was comfortable.

the fare at the table is very good, and the you can desire; especially when one relients that the ship is almost full of pasegers-113 in the two cabins and about Do in the steerage. The poor fellows of the ship are kept busy from early mornag till late at night. The weather has hard all the time very cold. At the Bulks of Newfoundland it was almost afterward air ost ice-cold.

There have been many and various inedents, the saddest of which was a burial at sea. A poor fireman died of consump-

tion; his remains could not be kept until we landed, and the day after, at midnight, he was deposited in the deep. The passengers were kept in ignorance of the event until all was over so as to keep them free from all excitement. I knew it beforehand, hut said nothing about it, and did not witness the burial.

One morning I was called on deck to see an iceberg. It was a magnificent sight; there were three large towers upon it, and it presented the appearance of a vast marble cathedral. The Captain remarked: "There ice-cream is cheap."

I also saw two whales close together. I knew them at once by their spouting water through their nostrils-not as high as I had imagined, yet in larger quantities and more frequently.

Our passengers are all very pleasant; of many nationalties, but most of them Germans, returning on a visit to their fatherland. I think the Lutheran religion prevails, and I am delighted to find so many true believing Christians on board our ship. Among them is a Norwegian captain, who lost his vessel in the late storm near Cape Henry. He and I have had many pleasant conversations, though he speaks broken English. When I asked him what kind of weather we were having he would invariably answer each day: "First-right; he could be no better."] thought, as the waves relled up so high, and our ship was so tossed about, that it might be a great deal better. But he had a Lulh ran Visitor :- According to in mind the favorable wind and rapid mington. progress we were making.

As I have exhausted all that I can call my stock of ship news, and am anxious to have this mailed in time. I will close, promising you a second edition, as soon as set my feet on "terra firma." Yours truly, G. D. BERNHEIM.

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On and after Sunday, August 5, the follow-ing schedule will be run on this road: DAY EXPRESS AND MAIL TRAIN, (daily except Sunday.)

Leave Wilmington 12 00 M Arrive at Florence..... 5 00 P M Leave Florence...... 12 30 P M Arrive at Wilmington..... 5 20 P M NIGHT EXPRESS TRAIN (Daily). Leave Wilmington..... 6 00 P
 Leave Florence...
 9 53 P M

 Arrive at Columbia...
 1 11 A M

 Leave Columbia...
 11 30 P M
 Leave Florence..... 2 30 A M Arrive at Wilmington..... 6 30 A M

This Train will only stop at Flemington, Whiteville, Fair Bluff, Marion, Florence, Timmonsville, Sumter and Acton between Wilmington and Columbia. THROUGH FREIGHT TRAIN (Daily, ex-

cept Sundays.) Leave Wilmington..... 2 30 P M Leave Florence..... 2 35 P M Arrive at Columbia..... 10 10 A M Leave Columbia..... 5 00 P M Leave Florence..... 2 50 A M Arrive at Wilmington..... 10 20 A M Passengers for Augusta and beyond should take Night Express Train from Wil to and from Philadelphia, and Prompt

Through Sleeping Cars on night trains for Charleston and Macon. JOHN F. DIVINE, General Superintendent.

WILMINGTON WELDON RAILROAD COMPANY.

OFFICE OF GEN'L SUPERINTENDENT Wilmington, N. C., August 4, 1877.

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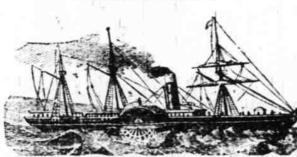
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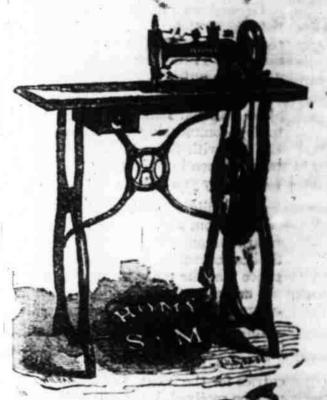
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