

"EINSTEIN'S BAZAAR!"

1886. SUMMER. 1886.

GENTS' DEPARTMENT.

CLOTHING
STRAIGHT-CUT.
3 and 4 BUTTON CUTAWAYS
NORFOLK'S
SEERSUCKERS
IN COATS AND VESTS.
LION BRAND
COLLARS AND CUFFS.
"FAVORITE SHIRTS."
SHOES,
IN LOW OR HIGH
QUARTERS.
TIES AND SCARFS
HANDSOME AND CHEAP
HEMSTITCHED
HANDKERCHIEFS.
TRUNKS AND VALISES.
HATS, HATS,
IN STRAW, WOOL, FUR,
CLOTH, DRAB-PEARL,
BLUE, BLACK, & BROWN.
ALPACA COATS,
SUSPENDERS, HOSE
AND UMBRELLAS.

BY PROMPTNESS WE PRODUCE

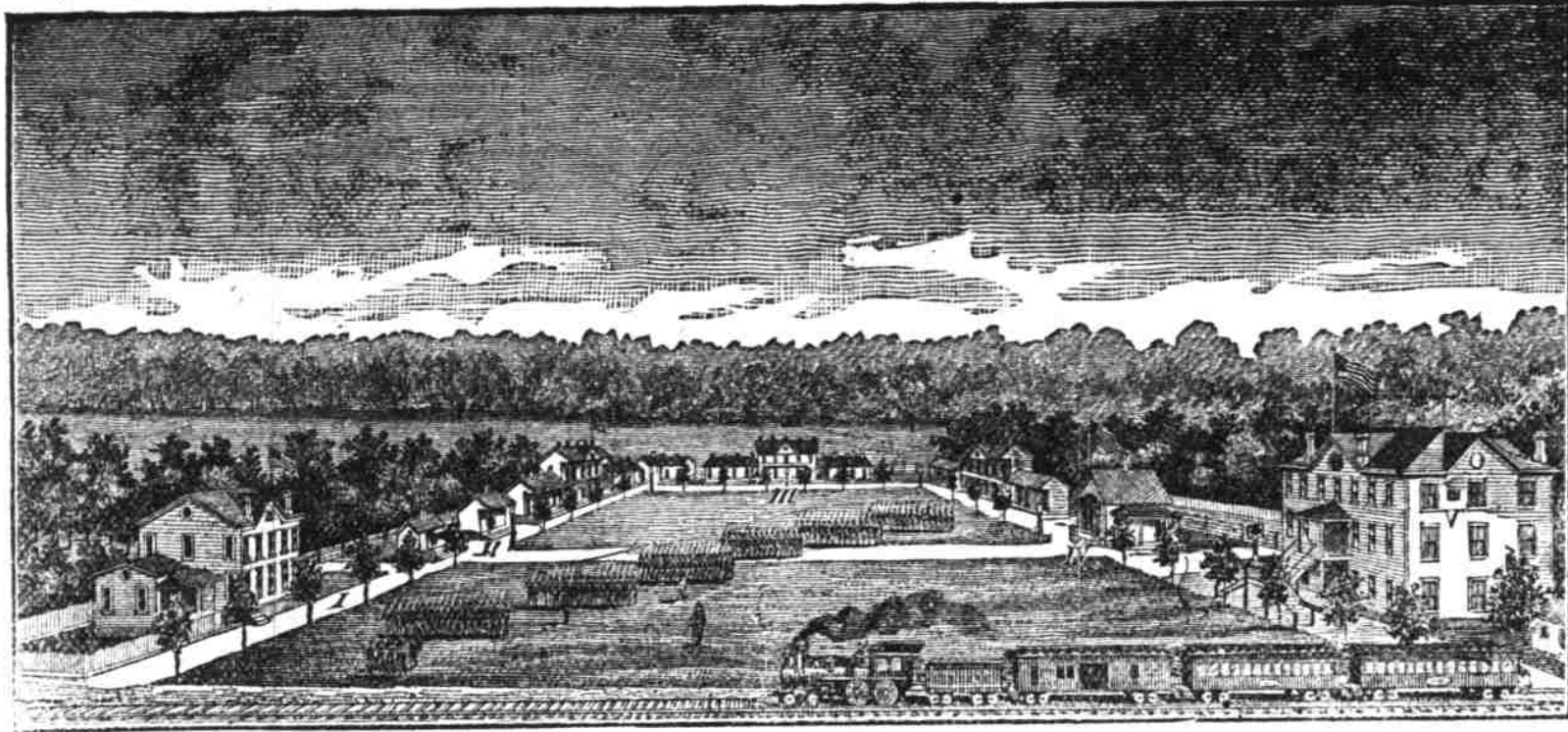
SOLE AGENTS & CO.

DRY GOODS,
Clothing,
& GENTS'
FURNISHING
GOODS.

LADIES' DEPARTMENT.

DRESS GOODS,
SEERSUCKERS,
BOUCLE AND LAWNS.
GINGHAMS AND CALICOES
INDIAN LINEN,
PERSIAN LAWNS,
ALBATROSS,
SUMMER SILKS,
PARASOLS (in all Colors).
FANS, FANS, FANS,
HAND SATCHELS.
MULL, in Pink Cream and White.
Blue, Black, Brown, Green
and Garnet **CASHMERES**.
SILK and LISLE GLOVES.
All Colors in **LADIES'** and
CHILDREN'S HOSE.
LACES in all Widths, also in Colors.
WOOL LACE.
Dress Fronts,
LARGE AND SMALL
BUTTONS TO MATCH.

One of the Largest Military Boarding Schools in the South.



DAVIS SCHOOL.

LA GRANGE, LENOIR CO., N. C.
III. Barracks. I. V. Commandant's Office
I. Superintendent's Residence) A Military Boarding School. II. Business Office. COL. A. C. DAVIS, Superintendent.
II. Mess Hall. III. Main Building

Healthy Location. Never a Death in School. Excellent New Buildings. Fine Society Halls. Cadet Cornet Band.

Resident Physician. In case of sickness no charge for Medical attention.

Full Course of Study. Cadets complete their education here, or a thorough preparation is given for any college or University or Government Schools at Annapolis and West Point

Practical Business Department. Book-Keeping, Banking, &c. This Department offers as good advantages as any Northern Business College.

Special Course in Penmanship under a Professional Penman.

First Class Department of Art, Drawing, Architectural Drafting, Oil Painting and Water Colors. No Extra Charge.

Full Course in Telegraphy and in Short Hand.

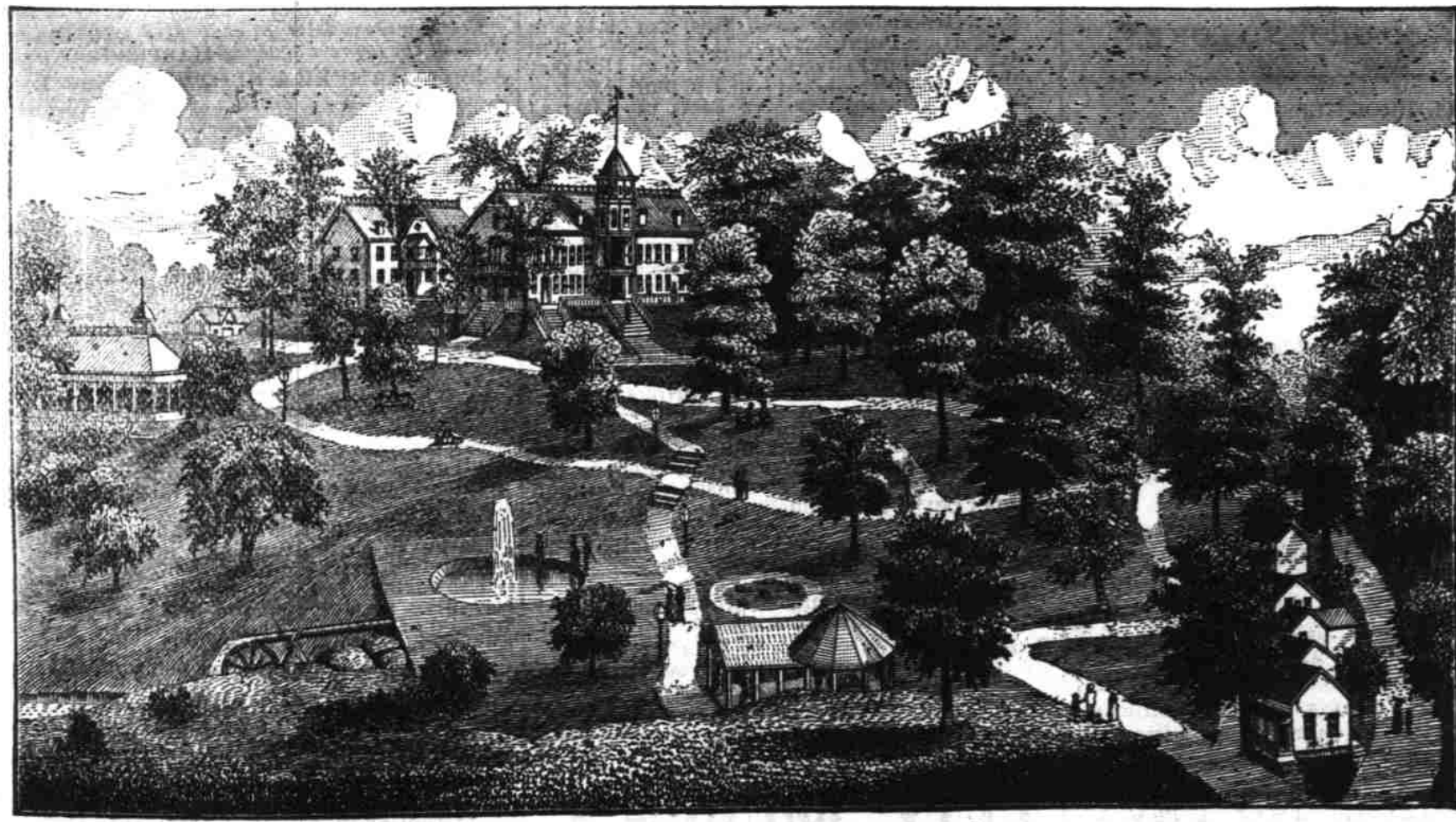
Our Rates are very Low, and we have "no Extras."

Session always begins first Thursday in September For Register containing full particulars, address

COL. A. C. DAVIS, Supt.

ALL-HEALING MINERAL SPRINGS

Health and Pleasure Resort!



MOUNTAIN VIEW HOTEL

33 MILES WEST OF CHARLOTTE ON THE ATLANTA & CHARLOTTE AIR LINE R. R.

The above Resort was newly built last Season, is beautifully located and elegantly furnished. Has an open fire place in every room. New Bath House and Bath Rooms. New Dancing Pavilion. The Table supplied at all times with the best market affords. Terms Reasonable. For further information address

COZZENS & THOMAS,
S. B. BOWNE, Master of Trans.
L. T. MYERS, Superintendent Trans.

RAILROADS.

WILMINGTON & WELDON R. R. CO.
CONDENSED SCHEDULE.
TRAINS GOING SOUTH.

DATED	No. 48, Daily.	No. 49, Daily.
June 20, 1886.		
Lv. Weldon	2 15 P.M.	5 38 P.M.
Ar. Rocky Mount	3 33 "	"
Ar. Tarboro	4 50 P.M.	"
Lv. Tarboro	11 30 "	"
Lv. Weldon	4 05 P.M.	6 58 P.M.
Lv. Goldsboro	4 54 "	7 40 "
Lv. Warsaw	10 30 "	10 57 "
Ar. Wilmington	7 00 "	9 52 P.M.
Ar. Wilmington	7 50 "	9 55 P.M.

TRAINS GOING NORTH.

No. 47, Daily.	No. 48, Daily.	
Lv. Wilmington	8 40 A.M.	9 50 P.M.
Lv. Warsaw	9 30 "	9 50 "
Lv. Goldsboro	10 30 "	10 57 "
Lv. Wilson	12 25 P.M.	12 32 A.M.
Ar. Rocky Mount	12 59 "	1 26 "
Ar. Tarboro	4 50 P.M.	"
Lv. Tarboro	11 30 A.M.	"
Ar. Weldon	2 15 P.M.	2 45 A.M.

Train on Scotland Neck Branch Road leaves Halifax for Scotland Neck at 9:00 P. M. Returning leaves Scotland Neck at 9:30 A. M. daily except Sunday.

PIEDMONT AIR-LINE ROUTE!

Richmond and Danville Rail Road.
R. & D. AND N. C. DIVISIONS.
CONDENSED SCHEDULE
Trains Run by 75° Meridian Time.

TRAINS GOING NORTH.		
No. 51, Daily.	No. 52, Daily.	
July 4th, 1886.		
Arrive Charlotte	4:40 a.m.	6:25 p.m.
" Concord	5:25 "	7:25 "
" Salisbury	6:10 "	8:01 "
" High Point	7:25 "	9:08 "
" Greensboro	7:50 "	9:43 P.M.
" Durham	12:25 p.m.	4:40 a.m.
" Raleigh	1:35 p.m.	"
Arrive Goldsboro	4:40 p.m.	"

TRAINS GOING SOUTH.

No. 50, Daily.	No. 53, Daily.	
July 4th, 1886.		
Leave Goldsboro	11:50 a.m.	5:00 p.m.
" Raleigh	5:00 p.m.	10:30 a.m.
" Durham	6:05 p.m.	1:15 p.m.
" Greensboro	7:30 p.m.	3:45 p.m.
" High Point	11:33 a.m.	10:16 p.m.
" Salisbury	12:57 a.m.	11:25 p.m.
" Concord	1:46 p.m.	11:59 p.m.
" Charlotte	3:00 p.m.	1:00 p.m.

SALEM BRANCH.
Train leaves Greensboro, daily, at 9:45 p.m., arriving at Salem at 12:30 p.m., and leaving Salem at 6:30 p.m., arriving at Greensboro at 9:45 p.m.

SLEEPING CAR SERVICE.
On trains 50 and 51 Pullman Buffet Sleepers between Atlanta and New York, Pullman Sleeper between Washington and New York, Pullman Sleeper between Washington and Baltimore, Pullman Sleeper between Richmond and Greensboro, Pullman Sleeper between Greensboro and Salisbury.

Through Tickets on sale at principal stations, to all points.

*For rates and information apply to any agent of the Company, or to
E. B. THOMAS, C. W. CHEARS,
Gen'l Manager, N. C. & P. A.
RICHMOND, VA.
July 22—1886-tf

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD.

TWO TRAINS IN EACH DIRECTION.
Pullman Palace Sleepers and Parlor Cars run through, avoiding all transfers.

Short line to BALTIMORE, WILMINGTON, PHILADELPHIA, NEW YORK and BOSTON.

TIME SCHEDULE NEW YORK, PHILADELPHIA AND NORFOLK R. R.

No. 10, No. 41, No. 42	STATIONS.	No. 43, No. 44
Lv. 5:50 P. M.	Portsmouth	Ar. 5:20 P. M.
" 7:30 "	Norfolk	" 6:45 "
" 9:00 "	Old Point	" 8:15 "
Ar. 4:00 A. M.	Wilmington	Lv. 8:15 "
" 6:45 "	Baltimore	" 10:45 "
" 7:50 "	Philadelphia	" 12:25 "
" 9:30 "	New York	" 12:00 ngt

Pullman Sleeping Cars between New York and Philadelphia and Cape Charles, and Buffet Parlor Car between Philadelphia and Cape Charles.

*Tickets on sale at Company's office, on wharf, on steamer, and WALKER'S Agency under Atlantic Hotel.

H. W. DUNNE, Superintendent.
R. B. COOKE, General Passenger and Freight Agent.

SEABOARD AND ROANOKE RAILROAD COMPANY.

Change of Schedule.
Commencing Sunday, May 16, 1886, at 3:30 p. m.

Trains carrying passengers on this road will run as follows:

SOUTH BOUND LEAVES PORTSMOUTH:
4:10 A. M.—Franklin Accommodation starts from the Shops daily, except Sundays. Stops at all stations between Portsmouth and Franklin.
5:30 A. M.—Way, starts from the Shops Mondays, Wednesdays and Fridays. Stops at all stations.
10:00 A. M.—Mall, starts from foot of High street, daily, except Sunday. Stops at all stations. On Mondays, Wednesdays and Fridays connects with steamer *Chowan* at Franklin for Plymouth, Edenton and landings on the river. On Tuesdays, Thursdays and Saturdays connects with steamer *Lote* at Franklin for Murfreesboro. Connects at Raleigh with Wilmington and Weldon Road for Wilmington and all points South. Runs through to Raleigh without change of cars. Makes close connection at Raleigh for Charlotte.

7:00 P. M.—Raleigh Express starts from foot of High street daily, except Saturday. Stops at all stations. Has sleepers attached. Runs through to Raleigh without change of cars. On Saturdays a passenger train will leave foot of High street at 7:00 P. M., stopping at all stations between Portsmouth and Weldon.

NORTH BOUND, ARRIVES AT PORTSMOUTH:
8:30 A. M.—Raleigh Express daily except Mondays.
1:20 P. M.—Way, Tuesdays, Thursdays and Saturdays.
2:15 P. M.—Franklin Accommodation daily except Saturdays.
5:50 P. M.—Mall, daily, except Sundays. Stops at all stations for passengers.
8:00 P. M.—Way, Wednesdays and Saturdays on sale at office, No. 32 Main street, Norfolk. Telephone, No. 106.
S. B. BOWNE, Master of Trans.
L. T. MYERS, Superintendent Trans.

RAILROAD STATISTICS.

The most complete and interesting information concerning the whole system of railroads in the country is furnished in *Poore's Railway Manual* of a late date. A knowledge of such statistics and of their value for comparison is essential to any proper understanding of the many vexed questions relating to the railroad system, and though the magnitude of the figures seem almost to defy intelligent thought nevertheless they will be of value to our readers:

A summary of the tabular statements given shows that the number of miles of railroad constructed in the United States in 1886 was 3,131, the aggregate for the whole country completed at the close of the year being 128,967; the rate of increase during the year being 2.4 per cent. The mileage, not including elevated railroads, from which returns of earnings and traffic operations for the past year were received, equaled 123,110 miles, against 113,173 miles for 1884. The share returns of all the railroads making returns, including the electric railroads, equaled \$3,817,697,831 against \$3,762,616,686 for 1884; their funded debts, \$3,765,727,066, against \$3,669,125,772 for 1883; their unfunded debt, \$259,108,281, against \$233,666,595 for 1884. The amount of share capital for 1885 equaled \$7,842,532,179, against \$7,076,369,064 for 1884, the increase equalling \$766,163,115, the rate of increase being 10.8 per cent. The earnings of all the roads making returns, including elevated roads, equaled \$772,568,833, against \$770,684,908 for 1884, the increase equalling \$1,883,925, the rate of increase being 0.24 per cent.

The earnings from freight equaled \$319,690,692; from passengers, \$200,833,911; from miscellaneous, \$31,993,920. The operations and expenses of all the roads for the year equaled \$503,074,902, the net earnings being \$269,493,931. The gross earnings upon the entire capital invested equaled very nearly 10 per cent.; the net nearly 3.5 per cent. The amount of interest paid the past year equaled \$189,426,035, against \$176,684,302 for 1884; of dividends, \$77,672,105, against \$93,244,835 for 1884. The percentage of interest paid on the funded debts of the companies in the past year equaled 4.77 per cent., against 4.06 per cent. for 1884. The percentage of dividends paid to the whole share capital equaled 2.02 per cent., against 2.48 per cent. for 1884. The earning per mile of lines operated last year equaled \$6,265, against \$6,663 per mile for 1884, the decrease per mile equalling \$398, the rate of decrease per mile being 5.8 per cent. In the meantime the tonnage moved by the railroads has increased about 10 per cent., being 437,040,069 tons in 1885, against 399,074,749 tons in 1884. The movement of tonnage by rail is steadily increasing, there being at the same time a slight falling off in rates, the charge for moving a ton of merchandise one mile in 1885 being 1.057 cents, against 1.124 cents in 1884.

According to these figures, the cost per mile is about \$64,000, which includes terminal facilities, as a rule, and the machinery for transacting business. As a rule, excluding Chicago, Boston and New York, the railroad accommodations in the cities are altogether inadequate, and, as the cities grow, these terminal facilities will be more costly and more necessary. It is an item of expense which must in the next few years greatly increase. It is to be noticed that the average cost per ton per mile has fallen to a point slightly over one cent, being 1.057 for 1885, while the business has greatly increased. The natural growth of the country will add greatly to the amount of business each year, and the laws of competition will at the same time reduce the cost of transportation. The tariff is a greater tax on the railroads than any other industry. The tariff on steel rails alone costs \$1,500 per mile. On operating expenses, renewal of locomotives, cars tracks and bridges the tax is equally oppressive. The chief obstacle to any marked reduction of rates is the interference of the government by its tax on iron and steel.

Iron That Will Not Rust.

The liability of iron to rust is a great drawback to its use for many purposes, and the practical value of a process which will protect it, at a slight expense, is self-evident. That the process is successful in accomplishing this object seems no longer a matter of doubt, and at less cost than galvanizing or lining. The color on cast and wrought iron is a bluish-gray, which to some may be objectionable, but as the coating takes part far better than untreated iron, this objection is easily overcome, and with the assurance that the paint will remain, and not soon be thrown off as it generally is. For polished work the color is a lustrous blue-black, adding greatly to the beauty of the article treated. This process seems peculiarly well adapted for gas and water pipes. Any one who has had occasion to use water which has passed through a new iron pipe, or one that has not been used for some time, knows how full of rust it is, and that only a few months of constant use does it become clear again. With pipe coated with the magnetic oxide by the Bower-Barff process, no trouble of the kind can occur. The water runs pure from the first day, and if for any reason the pipes are emptied, and left so, there is no danger of their becoming coated with rust. Another important fact is, that the water coming through one of these rustless pipes is just as pure as when it entered, for the water can dissolve none of the coating of oxide, as it always does with lead or galvanized pipes. It is a well-known fact that water running through lead pipes is very apt to contain lead in solution, and the continued use of such water causes lead-poisoning, for, although the amount (of lead) dissolved may be very small, still it accumulates in the system, and finally causes sickness and disease.—Mr. James S. C. Wells, in *Popular Science Monthly*.

Mushrooms Made of Dough.

"You notice on the bill of fare that your turtle soup is but 10 cents more per plate than mock turtle soup," said a stranger in a great dining-house. "Calipash and calipee—green fat—a historic delicacy, famed in the history of the world's metropolis as the acme of epicurean delight, for 10 cents more than a fried meat ball. But the age likes to think it is eating turtle soup. It sounds rich, therefore the veal counterfeit. I am going to eat a Spanish omelet," continued the stranger, changing the subject. The stranger gave his order to a colored waiter, who vanished and twisted his mustache, and the omelet was brought. The stranger investigated the ingredients of the savory morsel with his fork, and on the end of the utensil produced a mushroom. "Look at this," he said. Then he picked at the appetizing vegetable with his knife, scraped off the covering of sauce, and began paring the stem. It crumpled under the operation in a decidedly unvegetable way. The reporter's eyes popped out on his cheeks. "What is it?" he asked. "It is an old trick. Mushrooms are scarce and high. Still, the patrons like to have the sensation of ordering mushrooms in that composition. If prices were put up to the mushroom market they would abandon the restaurant. So they use dough. It is harmless. I would advise the proprietor to stick to dough, and not indulge in toaststools which might work injury."—N. Y. Mail and Express.

ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If you send at once and get a bottle of Mrs. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING, its value is incalculable. It soothes the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures colic, wind, flatulency, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste, and is the prescription of one of the best female nurses and physicians in the United States, and is sold for sale by druggists throughout the world. Price 25 cents a bottle. feb25-lyt

Miscellaneous.

Fraud on the Stage.
"He's perfectly lovely," said a young lady at the Baldwin one night when Lord Jura was asking Sophie Eyre if she loved Corzeze. "He must feel that, mustn't he? His very heart seems to be in his eyes." "Yes, my sweet girl, yes. His heart is in his eyes. Perhaps he's thinking of the next line or wondering how he'll get a recall on the scene. Perhaps his suspender button has turned over and is sticking in the small of his back. Perhaps Sophie Eyre is wondering if he'll remember to take her hand and put her arm around her waist at the cue 'love,' but I don't know. The fact is, everything is a fraud on the stage. Ellie Wilton once told me how Edwin Booth, when he was bringing tears into all eyes over the death of Cordelia, was pulling on the rope around her neck to worry her, out of mischief. It's all very well to listen to the impassioned heroine pouring out her agonized wail in poetry. I knew an actress once who had but little regard for poetry and was not at all particular as long as she expressed the idea. In one play she had to say, 'If you don't grant me the aid I long for to-morrow you will find me glad and lifeless on the threshold of your palace.' She forgot the lines, but she had the idea clear in her head, and she closed the scene with the emphatic observation: 'If you don't help me, to-morrow morning you'll find me dead on the doormat.'

A Wonderful Milk-White Snake.
A milk white snake, six feet long, was captured near Jewell postoffice, writes a Darnald, Md., correspondent, where it is now kept in a box. It has a shield like a black snake, with bright, glistening eyes, a slim, tapering neck, the body about an inch in diameter in the largest part. It does not seem to be much frightened by persons around it, but shows some anxiety at times to make its escape by raising its head to the opening in the slats on the top of the box. It does not show a vicious disposition, as it only moves about when touched by a switch and puts out its tongue. It has been known to be in the neighborhood for some years, and last summer a party went out to capture it, but it made its escape by hiding under the roots of trees, where they could not get at it.

LADIES!—Now is your time for cheap Gossmers. Childrens at 95 cents, worth \$1.25. Ladies \$1.25, worth \$1.75. Call at once on Mrs. E. W. Moore.

Miscellaneous.

L. S. S.
CAPITAL PRIZE \$150,000.
We do hereby certify that we supervise the arrangements for all the Monthly and Quarterly Drawings of the Louisiana State Lottery Company, and I personally manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and good faith toward all parties, and we authorize the Company to use this certificate, with facsimile of our signatures attached, in its advertisements.

Commissioners.
We the undersigned Banks and Bankers will pay all Prizes drawn on the Louisiana State Lottery which may be presented at our counter.
J. H. OGLESBY,
Pres. Louisiana National Bank.
J. W. KILBRETH,
Pres. State National Bank.
A. BALDWIN,
Pres. New Orleans National Bank.

UNPRECEDENTED ATTRACTION!

Over Half a Million Distributed.
Louisiana State Lottery Company.
Incorporated in 1868 for 20 years by the Legislature for Educational and Charitable purposes with a capital of \$1,500,000—to which a reserve fund of over \$500,000 has since been added. By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 30, A. D. 1878.

Its Grand Single Number Drawings will take place monthly. It never scales or postpones. Look at the following Distribution:
1878 Grand Monthly Drawing.
EXTRAORDINARY QUARTERLY DRAWING.
In the Academy of Music New Orleans, Tuesday, September 14, 1886.
Under the personal supervision and management of
Gen. G. T. BEAUREGARD, of Louisiana, & Gen. JUBAL A. EARLY, of Virginia.
Capital Prize, \$150,000.
*Notice—Tickets are Ten Dollars only. Halves, \$5. Prizes, \$1.
LIST OF PRIZES.
1 CAPITAL PRIZE OF \$150,000 \$150,000
1 GRAND PRIZE OF 50,000 50,000
1 GRAND PRIZE OF 20,000 20,000
4 LARGE PRIZES OF 10,000 40,000
4 LARGE PRIZES OF 5,000 20,000
30 PRIZES OF 1,000 30,000
50 " " 500 25,000
100 " " 200 20,000
200 " " 100 20,000
500 " " 50 25,000
1,000 " " 25 25,000
APPROXIMATION PRIZES.
100 Approximation Prizes of 100 \$20,000
100 " " 50 5,000
100 " " 25 2,500
1279 Prizes, amounting to \$422,500
Application for rates to clubs should be made only to the office of the Company in New Orleans.
For further information write clearly, giving full address, POSTAL NOTES, Express Money Orders, or New York Exchange in ordinary letter. Currency by Express (at our expense) addressed
M. A. DAUPHIN,
New Orleans, La.
or M. A. DAUPHIN, Washington, D. C.

Make P. O. Money Orders Payable and address Registered Letters to
NEW ORLEANS NATIONAL BANK
New Orleans, La.

Cape Fear & Yadkin Valley Railway

CONDENSED TIME TABLE NO. 13.
MONDAY, NOVEMBER 23, 1885.

MAIL AND PASSENGER TRAINS NORTH BOUND.
Leave Bennettsville, S. C., 8:30 A. M.
" Shoe Heel, N. C., 9:50
" Fayetteville, " 12:25 P. M.
" Sanford, " 2:35
" Liberty, " 4:40
Arrive Greensboro, " 6:00
*Dinner at Fayetteville.

MAIL AND PASSENGER TRAINS SOUTH BOUND.
Leave Greensboro, N. C., 9:50 A. M.
" Liberty, " 11:00
" Ore Hill, " 12:00 P. M.
" Sanford, " 1:45 P. M.
" Fayetteville, " 4:50
" Shoe Heel, " 6:15
Arrive Bennettsville, " 7:30
*Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:30 p. m., and Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 6:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m.

Freight and Passenger Train North leaves Fayetteville daily at 7 a. m., connecting at Sanford with Freight and Passenger Trains to Raleigh, leaves Sanford at 11:30 a. m., and arrives at Greensboro at 5:40 p. m.

Leaves Greensboro daily at 6 a. m., leaves Sanford at 11:15 a. m., and arrives at Fayetteville at 2:40 p. m.

J. W. FRY, Gen'l Supt.
JNO. M. ROSE, Gen'l Pass. Ag't.

Atlantic & N. C. Railroad

TIME TABLE NO. 27.
In effect 4:40 A. M., Wednesday, July 7, 1886.

EAST.		WEST.	
No. 51* Passenger.	STATIONS.	No. 50* Passenger.	
Ar. L'v.		Ar. L'v.	
P. M.	P. M.	A. M.	A. M.
5 45	5 49	10 41	10 43
6 18	6 23	10 04	10 06
7 47		9 38	9 39
*Daily except Sunday.			

EAST.

No. 1* Mixed Frgt. & Pass. Train.	STATIONS.	No. 2* Mixed Frgt. & Pass. Train.
Ar. L'v.		Ar. L'v.
P. M.	P. M.	A. M.
4 46	4 51	7 21
4 59	5 03	7 08
5 27	5 32	6 39
6 04	6 14	5 57
6 28	6 30	5 40
6 38	6 40	5 45
7 00	7 10	5 57
7 25		5 40

Tuesday, Thursday and Saturday.
*Monday, Wednesday and Friday.

Train 50 connects with Wilmington & Weldon Train bound North, leaving Goldsboro 11:35 a. m., and with Richmond & Danville Train West, leaving Goldsboro 1:30 a. m., and Wilmington & Weldon Train South at 4:54 p. m.

Train 51 connects with Richmond & Danville Train, arriving at Goldsboro 4:40 a. m., and with Wilmington & Weldon Train from the North at 4:54 p. m.

Train 2 connects with W. & W. Train bound south, leaving Goldsboro at 7:38 a. m., with W. & W. Train bound North, leaving Goldsboro at 4:54 P. M., and with R. & D. Train leaving Goldsboro at 6:15 P. M.

A Mixed Freight and Passenger Train leaves New Bern every Monday, Wednesday and Friday at 10:00 a. m., arriving at Goldsboro at 3:00 p. m., returning leaves Goldsboro every Tuesday, Thursday and Saturday at 7:40 a. m., arriving at New Bern at 12:15 p. m.

PARKER'S HAIR BALM.
The popular favorite for dressing the hair, restoring color when faded, and preventing dandruff. It cleanses the scalp, stops the hair falling, and is sure to please. 50c. and \$1 size at Druggists.

CLINTON HOTEL

CLINTON, N. C.
The present Proprietor has rented this property with the purpose of making it a comfortable and pleasant resort for his friends and the traveling public, and it has accordingly been thoroughly renovated and made in every way desirable, and the charges will conform to the stringency of the times.
My motto is: *Find the highway, rest the weary and make the demanded a reality.* Rooms are always ready for the railroad and for all points in the country.
WILLIAM E. BASS, Proprietor.

Attention Truckers!