se better, gain too late; intens in the load, helper-on the road; enk, at derief is strong. il days, o long, so long; his I learn to know -utely as I go. all the good and all aws are ordered still, Not as I will."

the sound grows sweet his the words repeat. the darkness feets han light when this though

red voice to calm and bless and 'all loneliness." because the One as first and best has gone the road, and still all His love fulfill, Not as we will.

> News & Counter The 'Shenandoah.'

The Contederacy itself was annihilated. The beautiful valley consecrated by the blood of Ashby, desolated by for years of war and rapine, was mounting in sackcoth and ashes the less of aberty and hope. The summer tall thone on no ripering crops or talful orchards, and the proud flags and grey soldiers who had given life to the desolated fields were scattered prognout the stricken Southland. Exthousands of miles away in the far y thern Ocean, the Starry Cross yet eted over another Shenaudoah, and ge boufice. Is flected from glittering cherge told of the fate of the Ameria whalers which had taken in her p in. Above the dicks of the Shendoub the Confiderate flig floated take last time as the symbol of instendence and power, and the news at the gallant ship has met the fate ripose other famous coursers, the time and the Florida, and now ands beheath the waves she once so proud y rode, c.u-ed a throb of emeu. met va Southern heart. The Alabema, the Sum er. 11

in Talinhassee, the Chickamauga and the Shemando th bade defiance to American commerce, The Shenany dish was one of the latest built and one of the most destructive of the Confeder te cruisers. Her career was but but brilliant, a dying flicker of Confederate glory. Built in Glasgow in 1863, under the name of the Sea King, for a Bon.boy Company, she was and oved until September, 1864, in the East India trade. She was a long rakish vessel of 700 tons register, fullrg ed, 220 feet in let gth and 35 feet beam, and carried royal studding sails, but she had an auxiliary engine w th which she was capable of steam ing at the rate of ten knots an hour, but she had been known with sail and steam to make 320 miles in twentyfour hours, thereby demonstrating matshe was one of the fastest vessels

The Sea King was sold on September 20, 1864, to Mr Richard Wright, of Liverpool, the father in-law of Mr house of Fraser, Trenholm & Co, of that city. She cleared from Glasgow for Bombay, October 8, 1864, but proceeded to the harbor of Funchal, Msdeira, where she was transferred to the Confederate service and placed under command of Capt James Iredell Waddell. Her name was now changed to the Shenandoah, and she was here fully armed, coaled and provis oned from stores that had been brought from Liverpool on the steamer Laurel, on which latter vessel had come also a number of the officers and crews of the Alabama, Sumter and Georgia. With an entirely insufficiout crew she set out on her famous cruise, which lasted thirteen months, and only ended in August, 1865, long after the war was over. A narrative of this cruise has been published by one of the officers, and it constitute one of the most exciting books of adventure in the English lan guage. The Shenandoah carried the Confederate flag on every ocean except the Antaretic, sailed 58,000 miles, a fourth of the time among icebergs, and captured thirty-eight vessels and destroyed \$6,000,000 worth of property. The nuessiness caused by her to the American officers at Funchal and Melbourne is the subject of one of the most entertaining chapters in the case prepared by the Government of the United States for the Geneva Tribunal of Arbitration. Despite all hostile effort the little crew that left Maderia was gradually tilled up by enlistments from the crews of captured vessels, and at Melbourne, and when she entered the Arctic Ocean, the Shenandoah had her full complement of men and officers How actively they were employed has already been shown.

It seems a fitting end to such a career that the historic yessel should not fall to pieces from decay at the pler of a great comme cal city, but should go to bottom in a far Eastern ccean while in the service of so out. andish a sovereign as the Sultan of Zanzibar. The romance of the sa is fit y ended.

It remains but to add one word to regard to the gallant officer under who e command the Shenar dosh wo: all her fame. Capt Waddell, after the restoration of peace, rutered the service of the Pacific Mail StramsLip C mpany, and his noble conduct on the occasion of the sicking of his Vessel, about a year ago, caused his teme (gain to ring in the public car. A noble man, may he live long as a Princess Street, in Basement of the worthy ex mple of the heroes who despite overwhelming odds, made hame and fame for the Confederate

Chicago Inter Ocean. The New Telegraph Line.

in this locality of the Baltimore and Ohio and American Union Telegraph Companies' lines, will start to lay poles and wires in Chicago to-day. The American Union has leased part of the Merchants' Building, Washington and LeSalle streets, and will commence P. L. BRIDGERS & CO. or erations here about the first of January. By that time the new company will have connection with every prominent point in the United States and Canada, and will have altogether 37,000 miles of wire in working order. Mr D H Bates, President of the American Union, has made exclusive arrangements with the new French Cable Company, who completed the final splice of their cable at North Eastham, Mass., on Monday last This action has already had the effect of inducing the Auglo-American Company to contemplate a reduction of cable rates from seventy five cents to twelve cents per word. Other benefits

Miscellaneous.

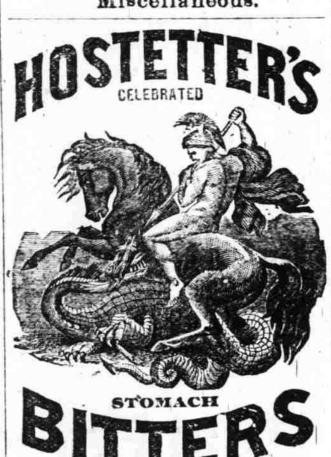
will undoubtedly accrue to the public

since Jay Gould, who is the leading

stockholder of the new company, is

said to be determined to break tele-

graphing rates all round.



let your first attack of indigestion be the Namville, the Florida, the Georgia, last Kouse the dormant energies of the stomach with the Bitters. The tone tous imparted will remain. Thi is a fact established by thousands of witnesses, whose testithe American havy and obliterated mony is simply a statement of their own experiences. Those sill dted with general debility of every chase will find this medicine an unfailing agent in building up and renewing their strength. For sale by all Druggists and respectable DEV 3-d&W Dealers generally.

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And Filling Orders.

And other Choice

Brands of Flour.

We are selling at Low Pices with ut regard to the advance. Supply yourselves at once and save \$1 ; er barrel.

Cream Ate and Sweet Cider by the Callon. Fruits as d Fator Gards. The Largest Stock is the State to select

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A fine assertment of Coffins and Caskets constantly on hand. Furniture Repaired, Mr Barnard, the gentleman who has Cleaned and Varnished. Orders by telecharge of the construction department graph or mail promptly filled.

New Advertisements.

Medel Lectures. BY

Grocers.

Drawn from the actual experience of P. L. B. in keeping house.

No 1, TO HOUSEKEEPERS Housekeepers as a class are either acive or passive. The latter take charge, but give the keys to Betsy, Sarah Ann or Jim They leave the front door and windows open to Tramps and Speak Thieves and then go gadding about among the neighbors. Those are they who make

ii, chap. 2, v 13. The active are described in the same chapter, next verse. They are young and teachable, stay at home and economize They are a crown unto their husbands, and, like a prudent wife, are a blessing from the Lord .- Prov. chap. 19, Court House

v 15.

even Saints mad .- St. Paul to Timothy

Speaking etymologically as P. L. B. loes, Good Housekeepers are always of the feminine gender, singular number and second person, agreeing in all things with heir Hushands, except as to housekeepng, and making him attend to his own business when he dares offer advice about that. A man who is his own housekeepe is a fool, L. P. B says. He who carries his own pantry keys, opens a door to the devil, L. P. B. says. He is fit only for shavings and whitewash, L. P. B. says He needs no dealer but the undertaker, L. P. B. says, and deserves no board but a coffin. He ought to trade at P. L. ness the Bridger & Co.'s, where are posted the folowine standing rules:

Sunday reading and Grocery information for the Customers of

P. L. BRIDGERS & CO. The first rule for good hou ekeeping, L. P. B. says, is Never keep on hand more than three days' supply; L. P. B. says, Groceries will melt and wither away like smiles and flowers. Meat and Sugar, Whiskey and Cigars, Butter, Lard and Sausages, Irish and Sweet Potatoes bought On North Front Street.

P. L. BRIDGERS & CO.S MAMMOTH GROCERY STORE, last longer when brought home fresh day by day; and L. P. B. says the smaller the lot the longer it keeps and the farther it goes (proportionately), and servants, L. P. B. says, have their friends. The hospitality of the kitchen, L. P. B. says, is like that of the Bedouins, who lavish on strangers what they pillage in the Desert. Your alley and back window boarders, L. P B. says, eat more than the houses. What is "Hav and Neigh" in the stable, is "Here and Near in the will go. Kitchen; and L P. B. says, Waste is a short spelling of more than enough, like the tallow candle, whose drip is bigger than the stem. An unsnuffed lamp, L. light, and had better be acquainted with, although cut by the scissors. Nevertheless, L. P. B. says, it is wise to have something over in the locker for the poor, and a plate on the table for the stranger, who may come unawares.

2. Keep everything under lock and key, and the key at the girdle. L. P. says an open cupboard is a rat's delight and the devil's hiding; it is, he says, the parlor of the roaches and a constant temptation to your weak brother. It leaks, L. P. B. says, like a ship at sea; it is like pumps for bilge water and gutters for cisterns. A small bucket costs but a quarter, but if kept full on the spot it will save more money, L. P. B. says, than a fire engine in the garden.

3. Don't buy your coal or wood in August, or your ice in December. L. P. B. says, fuel put away gets seasoned, but it must be kept from the Sons of Osiris. This heathenish divinity was the brother of Isis and the father of Horus, and L. P. B says has a host of relations among us,

with cold shins, who are fire-worshippers. 4. Lastly, watch closly, and love fried chicken; live well and throw nothing away; eat what you now have, and then go to

and buy a fresh supply, and L.P. B. says, if you promise not to give it away he will inform you that both quality and prices will suit, as he himself hath tried it. nov. 24th.

Dental Card.

AM MAKING Artificial dentures to fit perfectly and as pretty as the natural teeth, but it is better to save the natural teeth if possible. So my patrons will please call without delay and be seated in the most comfortable chair in use.

Kespectfully, JAS. E. [KEA, 34 Market st. Wilmington, N. C., Nov. 8, 1879.

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SECOND DOOR WEST of the Garrison. Best Wines, Liquors, Cigars, etc. Finest aloon in the town. Patronage of traveling A. A. CATLETT, Fmithville, N. C. public solicited. oct 24-1 m

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For Debility, Loss of Memory, Indisposition to Exertion or Business, Shortness of Breath, Troubled with thoughts of L ease, Dimness of Vision, Pain in the Dark. Ches', and Had. Rish of Blood to the Head. Pale on tenance and Dry Skin,

If these symptoms are allowed to go on, very frequently Epileptic Fits and Consumption follow. When the constitution becomes affected it requires the aid of an Leave Wilmington 9 33 A M invigorating medicine to strengthen and Arrive at Florence...... 2 00 P M tone up the system-which

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Does in Every Case,

IS UNEQUALLED By any remedy known. It is prescribed by the most eminent physician all over that

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> Dyspepsia, Indigestion, Constipation,

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RAILROAD COMPANY

OFFICE OF GEN'L SUPERINTANDENT Wilmington, N. C., Nov 22d, 1879.]

CHANGE OF SCHEDULF. On and after Sunday, Nov. 231, 1879. don Railroad will run as follows: DAY MAIL AND EXPRESS TRAIN, C Leave Witmington, Front St. Depor

at..... Arrive at Weldon at 1 50 Leave Weldon..... Arrive at Wilmington, Front St. Depot at 9 53 P h

NIGHT MAIL AND EXPRESS TRAIN, DAILY. Leave Wilmington, Front St. Depot at...... 8 47 P M Arrive at Weldon at..... 3 50 A M Leave Weldon, 2 13 A M

Depot at 9 11 } Trains on Tarboro Branch Road les Rocky Mount for Tarboro at 5.10 P M Cas and Tuesday, Thursday and dature as at ... A M. Returning, leave Tarbor A M daily, and Monday, V Ay Friday at 8:30 P M.

Arrive at Wilmington, Front St.

The Day Train makes clies Weldon for all points North in by wife. daily, (except Sunday) and daily, via hickmond and all rail route . Night train makes close connection, at

Weldon for all points north via Richmon 1. Sleeping Cars attached to all Night Trains. JOHN F. DIVINE, General Supt. 2

Cen'l Sup'ts Office.

WILMINGTON, COLUMNIA AND AL CINTA PARLIGAD CO

Wilmington, N. C., Nov 22, 1878. CHANGE OF SCHEDULES On and after Sunday, Nov. 23, the following schedule will be run on this road. DAY EXPRESS AND MAIL TRAIN, Cally.

Leave Florence..... 3 50 P h Arrive at Wilmington 8 20 P M

NIGHT EXPRESS TRAIN (Daily). Leave Wilmington...... 10 13 P M Leave Florence...... 2 2) A M Arrive at Columbia...... 9 00 A M Leave Columbia..... 5 (0 P M Leave Florence...... 2 30 A M Arrive at Wilmington..... 6 50 A M This Train stops only at Flemington Whiteville, Fair Blus, and Marlon.

Passengers for Columbia, and all points on G. & C. R. K. and in Western North Chroline, via Columbia and Spartanburg, should take Night Express Train from Wilmington. Passengers for Augusta should take Night Express Train, which connects closely via Florence and Charleston Junction.

Through Sleeping Cars on all night traus for Charleston, Savannah, Augusta (via Charleston Jucction), and for Comm-



CAROLINA CENTRAL RAILWAY CO OFFICE GENERAL SUPERINTENDENT,

Wilmington, N. C., May 18, 1879. CHANGE OF SCHEDULE? ON, AND AFTER THIS date, the follow-ing Schedule will be operated on this

Passenger, Mail and Express Train. Leave Wilmington at 7:09 P M Arrive at Hamlet at..... 2:27 A M
at Charlotte at.... 8:20 A M No. 2. Leave Charlotte at........8:25 P Marrive at Handetat....... 1:33 A M at Wilmington at 9:50 A M Close connection stade at Hamlet with trains of Raleigh & Augusta Air Line Kail-Shelby Division Mail, Freight & Pastenge and Express.

No.10. | Leave St. 15 ... 5:05 P M General Buserintencent.

Secretary's Office.

Wilmington & Weldon R. R. Ce.,

Wi mington, N. C., Nov. 1st, 1879.

DIVIDEND OF THREE PER CENT., on the Capital Stock of the Wilmington & Weldon Rail Road Company, has been declared, payable to the Stockholders on and

after the 22d inst,

J. W. THOMPSON. nov 1-tf Secretary. THE

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