Castoria premotes Digestion, and

much, Diarrhoa, and Feverishness. or the child is renatered healthy and its ep natura! | Castoria contains no Warphine or other narcotic property. "Castoria is so well adapted to children that recommend it as superior to any prescription snown to me." H. A. Archek, M. P. 82 Portland Ave., Brooklyn, N. Y.

"I use Castoria in my practice, and find it scially adapted to affections of children" ALEX, Romentson, M. P. 1857 21 (2008), N. a. Vork,

THE CENTAUR CO., 77 MUTTAY St., N. Y.

WAGNETIC NERVINE. Is sold with written guarantee to cure Nervous Prostra tion, Firs, Dizze ness, Jeaduche and Neuralgia and Wake



BEFORE - AFTER som Softening for the British and Misery Insanity and Death; Barrens - Importancy, Lost Fower in eliber set; Premature Old Age, Invelinitary Lakes, entired by dversin columns, over-exercising the British Softening for the British Softeni core of Youth. It gives to Weak Organs their for any doubles the year of life; cores surface and female Weakness. A month's treation, in four a package by mail, to any address, it is a few for the first few with every \$1 order we give a few first few four factors to core or refund the money.

BONTING, V. M. C. A. Building, Jr. by JOHN H. HARDIN, by cheat Wilmington N. C.

The Advent Term Of the Fifty Third Annual Session of

St. Mary's School,

RALEIGH, N. C.

Begins Sptember 20th, 1894. Special attention paid to Physical Culture and Hygiene. Address the Rector,

REV. B. SMEDES, A. M.

THE FAMOUS CONNELLY SPRINGS.

DIRNCT: You line of W. N. C. Division of R. & passenger tains, as favorite resort is now open. Cuisine simply celled in the South, and presided over by a wellhe water has been highly endorsed by hundreds of cal profession, and has been pronounced by a at Lendon authority to be fully equal, if not or to any of the most celeb ated mineral waters Europe or A nerica It is shipped in large quanti-all over the United States, and also direct to

s. Englard. Waters roogly dirretic and tonic, as a side, barber shep, laundry, ball-room, bowling, poil and billeard table. Unrivalled scenary, dirives: full band all the season. Write for CONNELLY SPRINGS CO., Councily Springs, N.C.

ate diseases of men or women. Non-poisonou

AS A PREVENTIVE CURE to more Price by mail, postage pair, R. R. BELLAMY & CO.
Druggists and Sole Agents.
W change daily Wilmington, N. C,

word und de Bulleting DR. FLLIE LE BRUN'S

STEEL AND PENNYROYAL PILLS

ROB'T R. BELLAMY & CO., Druggists and Sole Agents, the left change daily W Wilmington, N. C.

Positions Guaranteed, Under Reasonable Conditions,

this FREE 120-page catalogue will explain why we conford a Send for it now. Address

Droughton's Practical Business College, Nashville, Tenn.

Book keeping, Short-hand, Penmanship and Telegraphy. We spend more money in the in crest of our temployment Department than half the Business Colleges take in as tuition. 4 weeks by our method teaching be as keeping is equal to 12 weeks by the old plan.

11 teachers, 600 Students last year, no vacation, enter an time. Cheap Board, We have recently prepared books specially adapted to HOME STUDY.

Sent on visy days' trial. Write us and explain "yous sents." N. B.—We pay \$5 cash for all vacancies ar look keepers, steeographies, teachers, clerks, etc., reported in a constant of the first payment in a second of the fill.

Suits to Order,

From \$15.00 Up.

FIT GUARANTEED.

hall and Winter Samples now ready. Will give you a call shortly, or if convenient call on us.

Yours for business.

J. H. REHDER & CO,,

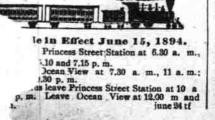
Fourth Street Bridge, Car fare paid on all purchases over \$2,

Cape Fear Academy.

OPENS SEPT. 17. Prepares for BUSINESS or COLLEGE. EXPERIENCED TEACHERS.

A HOME SCHOOL, offering advantages of leading See Catalogues in Book-stores. WASHINGTON CATLETT,

120 North Fifth street. SEACOAST RAILROAD.



The Moraning Stax.

PERILS OF THE SEA.

GO DOWN TOGETHER. A Noble Ship Driven on the Virginia Coast Lost All Hands When Safety Appeared Within Grasp-True Tales From the Life

Savers' Logbooks, [Copyright, 1894, by American Press Association. Book rights reserved.]

AN takes glory to himself for getting the better of elements thinking that progress in the arts will in some way enable him to disarm the might of the tempest and rob the ocean of its terror,

but now and ther nature gets on the rampage, giving his egotism a

thumping black eye. No finer craft ever left the ports of Maine or the yards of the Clyde than the ship Elizabeth, built in America and transferred to the German flag during the war. For a quarter of a century she outrode the storms of the Atlantic and bore among scafaring men a reputation for luck. Her skipper had celebrated the anniversary of his one hun-dredth voyage across the wild ocean shortly before the disastrous trip of which I write, and the large crew of 21 sailors were, as will be shown, like their master. well disciplined and cool headed; but nelther skill nor craft nor strength in captain, crew or vessel could avail against old Neptune when he decreed that the Elizabeth and all on board, together with the daring souls who would attempt rescue, must become the plaything of his angry mood.

Bound for Baltimore, with several hundred tons of marine salt for ballast and a clumsy cargo of 5,000 empty petroleum barrels, the Elizabeth made land off the dangerous coast of Cape Henry late on Jan. 7, 1887. About dusk a blinding snowstorm set in, driven by a 28 mile gale from the northeast, which beat upon the sands of the cape, raising a turbulent and dan-gerous sea. How and when the vessel struck no one lived to tell, but she lay imbedded in the sand parallel to the beach, with an anchor trending to the northeast, or offshore, showing that she might have east anchor in deep water and dragged it before the resistless gale, fetching up helpless on the bar.

Trouble was discovered soon after midnight by the life saving patrols of two sta-tions, the Dam Neck Mills and Little Island, whose beats met half a mile north of the wreck. They saw the flare of Coston signals on the outer edge of the bar and horried off to the station houses, one making a 23/2 mile and the other a four mile run through drifted snow. The first covered the distance in less than an hour, the second in less than 11/2. The wreck lay in the precinct of Little Island station, and the keeper, Abel Belanga, brother of the patrol who carried the news, routed out his crew and started with his beach apparatus for the scene. Keeper Barco of Dam Neck Mills, marshaled his crew empty handed, and having the wind at their backs the men made good speed to the wreck. Finding that Belanga had not arrived, they kent on down the beach. and meeting the Little island crew gave a hand at hauling the mortar cart through the heavy snow. Half past 4 found the morning still dark, for heavy snowclouds veiled the full moon. At that hour all was wreck, which could just be made out about 350 yards from shore. The gun was placed at the water's edge and fired across the vessel's bow. The shot fell short, and the line drifted away in the current. A second line also fell short. The first line was again brought into play, but it had frozen stiff on being hauled out of the water and broke close to the shot. A fourth shot failed, and there were but two charges of powder left in the box. Keeper Belanga determined to wait for daylight before risking his last shots, and all hands set to work to thaw out the lines. Daybreak revealed a large ship, with the sea breaking



over her decks from end to end, and along-

FIRING THE LINE GUN. ed the ship in the hope of escaping the danger of falling masts, which were four in number and weighted down with the ice covered rigging. The wind was still

at a gale and the seas furious. When the life savers made the discovery that the sailors were in a frail boat at the mercy of the breakers, their hearts sank for an instant, but the appalling situation only spurred them to renewed efforts at rescue. A fifth shot went speeding from the line gun toward the wreck, but it fell short. A sixth lodged on the head stays of the ship and then dropped off into the wa-Keeper Belanga then started to his station to fetch the surfboat and a fresh supply of powder. After dispatching the boat by two surfmen, the keeper ran to his house near by to snatch a hasty breakfast. While he stood by the table, hurriedly swallowing a cup of coffee, his wife asked

him what he hoped to do with the surfboat in the heavy sea. He answered that in case the life lines failed again he would wait for low tide and then board the wreck. Kissing her as he passed out of the door he added prophetically: "The worst has not come yet. I would give money if these men were out of that boat." Arriving at the wreck ahead of the surf boat, the brave keeper again resorted to

line throwing. A dry line was used for the seventh shot, but it broke close to the slug. The eighth fell short, and the surf-boat having come up Belanga decided to risk it in the breakers without a moment's delay, for it was nearing 11 o'clock and the situation of the wrecked mariners becoming desperate in the extreme. Six stout oarsmen, the pick of the two crews, manned the boat, and Belanga took the rudder. In the party were the keeper's brother—one of the patrolmen who sighted the wreck, and two brothers-in-law. The tide had fallen somewhat, but the sea still ran high. However, the boat got off in handsome style and headed to the windward in order to stem the violent shore current. At every pull the keeper urged his men with the cheery cry, "Drive her, boys! Drive her!" and the ship was reached without a check or mishap. Not a word was spoken as the two crews met after that breathless suspense until Belanga called out, "How many men are you?" "Twenty-two," the captain replied. The surfboat already carried seven, and the keeper called for seven sailors to join them for the first trip back to shore. There was no rush, as might be expected among men

worn out with anxiety and perishing with cold, but the seven men, including the captain, were quietly transferred to the surfloat and supplied with life preservers. While the spectators on the beach were anxiously watching to see the lifeboat turn with its human freight toward the shore an appalling sight met their eyes. An imnse wave, which had not been noticed by the men in the boats, swept around the stern of the wreck and swamped both boats, turning them bottom up and throwing all hands into the icy sea. The ship's boat was held by a painter, but the surfboat drifted rapidly with the current down the shore. Some of the sailors were instantly drowned, but those with life pre servers on, and the surfmen managed to get upon the bottom of the surfboat. A few of the sailors climbed upon the bottom of the ship's boat, but one by one they were swept off by the lashing sea, their chilled limbs being useless in the battle

with the breakers. The temperature was

below freezing, and before the excitement caused by the calamity was over half of the luckless Germans had perished. All eyes were centered upon the surfboat and the men in life preservers drifting and swimming near it with the course of the current. Keeper Belanga, his brother-in-WRECKED MARINERS AND SURFMEN law, Tedford, and Surfmen Land and Eth-



RESCUING IN THE SURP.

eridge were the only ones of the crew to reach shore alive. Etheridge was the youngest man in the party. He struck out with Belanga to swim ashore, but finding his long rubber boots an impediment to swimming he removed them with the aid of the keeper. Belanga couldn't remove his own because they were strapped over his shoulders by cords running underneath his oil suit and life preserver. Etheridge was the first man landed, and he was pulled out of the surf more dead than alive by a band of his comrades, who followed down the beach, and taking hold of hands walked out to grasp the struggling men. Surfman Land swam almost within reach of help, then fainted. The surfmen in the line grasped his body and dragged it ashore, but it was too late. He was dead. Surf-man Tedford alone of those who clung to the overturned surfboat escaped. He held on until he felt that to do so longer was to perish of cold, then let loose and struck out for shore, swimming toward the line of rescuers. He was seized by them after he had lost the power of speech and after some treatment started alone toward the station house. He fell prostrate in the snow before reaching there, but fortunately his wife was on the way to the scene of the wreck and discovered him in time to

save his life. Young Etheridge became unconscious as soon as he landed, but was finally brought around and told his mates where to look for Keeper Belonga, with whom he had parted after the boot incident in the surf. The brave fellow was found a long distance south of the wreck, his eyes fixed and bloodshot, his breathing short and la bored. The life belt was torn from his body and restoratives applied, but he died in a few minutes, the last victim to leave the water with a semblance of life remaining. Four of the gallant fellows he had selected to make that perilous trip joined him in eternity. Of the 22 ill'starred German sailors not one lived to tell of their struggles, but they were seen by those on shore to yield before the power of the surf like men already exhausted when cast into the sea. The ship's hull never stirred from her firm bed in the sand, but, with her masts towering above the bar, remained a suggestive memento of that startling catastrophe. GEORGE L. KILMER

A Curious Will

A man named Zalesky, who died in Poland in 1889 left a peculiar will. The envelope which contained the will said: "To be opened after my death." When the envelope was torn off, another one was found underneath, with the

"To be opened six weeks after the first The next envelope bore the inscription: To be opened in a year. After waiting a year the envelope was opened and found to contain still another.

"To be opened in two years." And when the will was finally reached was found that he had bequeathed 100,000 rubles, or one-half his fortune, to his relatives having the largest number of invested for 100 years, at the end of which time the principal and interest were to be divided among his relatives.—New York Tribune.

A Fable. A certain monarch of violent and hasty temper became offended at an injudicious remark of his court fool, and drawing his sword cut off the unhappy fellow's right

The next day, having given the matter thought, the monarch approached the couch where lay the fool in much pain and apologized sincerely for his conduct, expressing great sorrow.

'Your sorrow is beautiful to see," complained the fool, "but it does not restore "The loss of your ear cuts no ice," re-plied the monarch. "It is enough that I have expressed my sorrow and put my ...,

at peace with my own conscience in Moral-And that is what apole amount to, as a general thing .- Ind

spolis Journal. Baths and Beer In Germany.

Baths are an unknown quantity in Germany, except the weekly scrub in the public bathhouse, as bathrooms in private houses are very seldom seen, and when they do exist the primitive, not to say the clumsy, arrangements for heating the water and filling the tub are astounding to English and Americans. An invariable direction from a German physician when first called to a foreign patient is, "Don't take a bath again until I see you," whereas the patient would often like to reply, "I hope I shan't see you again until you've had one." They think the daily bath a kind of madness, and it is only too evident, even among ladies and gentlemen, that they are not guilty of it.

If you recommend a bath to a servant, you will hear in reply: "Oh, it doesn't agree with me. I took one once, and it made me ill." And yet, as a rule, Germans are healthy and even tough in their constitutions. So it must be beer that does it, for they begin to imbibe it in infancy. Look at the third class passengers in a railway station. In a family group the parents will give each child in turn a drink from their beer glass, which they take to as naturally as one would expect them to drink milk. And yet to see intoxication is rare. Men seldom, women never.—Boston Tran-

When You've Lost Your Corkscrew. I have often been on a fishing expedition and found myself without a corkscrew, with a bottle of wine or ale securely corked. The primitive plan of breaking off the neck with a piece of rock is very dangerous and sometimes cracks the entire bottle and wastes the precious fluid. The other day I saw a number of bricklayers trying to open a bottle of ale at the dinner hour. After they had scooped at the cork with their jackknives one of them took a piece of twine, wound it around the neck twice, and then for two or three minutes sawed the bottle with it. Some water was then thrown on the heated glass, and it cracked instantly, enabling the expert to break off the neck with his hand in the most artistic manner.—St. Louis Globe-Democrat



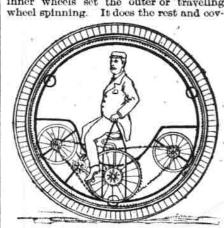
Mrs. L.-And so you went to that horrid, vulgar burlesque first? Mr. L. - Yes, dear, but I-Mrs. L.-That's all right. I only want to know if you saw any good ideasfor my new bathing costumes. -Life.



A RIVAL TO THE SAFETY.

A Unleyele Which, the Inventor Claims, Can Beat All Wheel Records. A novelty in the cycling line which is attracting considerable attention is described by the New York Sun. It is a uniquele most ingeniously contrived to run along by its own momentum after it has been fairly set going by the usual pedaling method. A forward inclination of the rider's body keeps the wheel revolving, and it is said it can be as easily stopped by leaning backward. The same simple law of gravitation causes it to spin unerringly round any curve toward which the rider leans on either side.

The machine has no steering gear and s said to require none beyond the tendency given to its direction by the poise of the rider's body. The motion is generated as in a safety bicycle until the small inner wheels set the outer or traveling



THE UNICYCLE.

ers so much ground at each revolution as would enable an average rider to compass a mile well under two minutes. The inventor thinks a record of half that time within the possibilities with an expert in the saddle and is at present engaged on improvements which he claims will obtain universal recognition for the contriv-

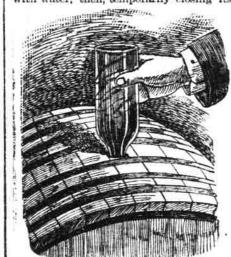
As the wheel now stands it measures 6 feet in diameter and weighs 185 pounds. It cost, all told, about \$600. The more modern types which the inventor is preparing to produce will be built on a much lighter scale. In fact, he thinks he can get the weight down to 50 pounds and re-

duce the cost of output to \$200. The unicycle is not so difficult to mount as appears at a first glance. In fact, the same graceful method which secures a seat on a lady's safety helps the rider to take control and set the pedals going. The seat is a capacious affair, protected by handles on either side, which afford a secure grip when the rider is mounted. A curious visitor mastered the requisite preliminaries in a few moments, and then took a jount around the block, to the ec-static surprise of the local small boys.

That Bullet Proof Cuirass. Mr. Hiram Maxim, the Yankee gun inventor, has been exhibiting to English naval and military authorities of high degree a "bullet proof" affair which he claims is quite equal to that of Herr Dowe, the little German tailor whose marvelous bullet proof cloth has been one of the sensations of the day. This cuirass weighs less than Herr Dowe's and stands equally severe tests, but Mr. Maxim frankly states that it is nothing more nor less than a metal plate covered with leather, and he emphatically affirms that ferr Dowe's entrace is indebted for its of ficiency to a similar piece of hard metallic armor plate. Clever Mr. Maxim received the usual reward of those who open the eyes of deluded victims, and it will prob-ably be some time before he is forgiven for robbing the dignitaries aforesaid of

it seems pretty evident that he has done. A Problem Solved. The problem is, with a barrelful of wine, bung upward, and a common wine bottle, how to fill the bottle with wine through the bunghole without the aid of any other apparatus save the bottle. Here is the solution: Your barrel being completely full of wine, you fill the bottle with water; then, temporarily closing its

the greatly desired bullet proof cloth, as



neck with your thumb, you plunge it quickly upside down into the bunghole quitting at once your control of its con tents. Now you leave the bottle in the position of the illustration, and in a few minutes you will actually behold the wine, which is lighter than water, mounting of its own accord into the bottle. The water subsides meanwhile in the barrel. At the close of the experiment the bottle, at first full of clear water, will be full of

Scientific Brevities Professor Dewar states that under the pressure of 30 to 40 tons to the square inchice behaves like a viscous solid and may be forced through a narrow orifice in the form of a fine wire.

Exactly why the business end of a common serewdriver is made wedge shaped we do not know. We have never been able to find one of the proper shape with parallel faces. Thus made they hold on to the most stubborn screw, where the wedge shaped end slips upon slight provocation, remarks The Engineer. The Campania, now the longest steam-ship in service, is 601 feet long, says The

Industrial World. A self oiling box has been invented by a Pawtucket mechanic. According to the description, the device prevents the oil from running out on the shaft, and in this feature presents a valuable advantage in weaving mills where the dropping oil is liable to spoil the goods.

In the Dark.

Bobbie Bingo (at his mother's dinner party)—This is the first dinner mamina would let me sit at the table with the

One of the Guests-Then you are ra very well acquainted here, are you, Bobbie-No, sir. I don't even know who all this silver belongs to. -Brooklyn Life.

James D. Nutt

Compounds Medicines intelligently and carefully from the purest Drugs that money will buy.



SUMMER HEAT.

The Warmest Part of the Day and the Cold-The first cause of the summer heat is the verticality of the sun's rays, which, being distributed on a smaller space than when more oblique, cause a more intense heat. The second cause is the longer day of summer. When the sun is above and below the horizon for an equal time the same amount of heat is received and radiated, and the temperature is little changed. When the sun is more than 12 hours above the horizon more heat is received than is radiated, and the general temperature rises. The maximum of heat, however, is not the greatest at the summer solstice. To be sure, the sun's rays are then the most direct, the daily increase of heat is the largest, the nightly loss least, and the net increase for one day is the greatest, but on succeeding days the net increase of heat, though not as great, is still greater than the expenditure, and therefore the aggregate increases. This increase in accumulated heat will continue until the maximum is reached, when the loss at night equals the gain by day and begins to exceed it. The maximum of heat is gained when the sun's declination is 12 degrees north, about Aug. 20; the maximum of cold when it is 12 degrees south, Feb. 10.
For similar reasons the warmest part of the day is about 2 o'clock p. m., and the coldest part of the night shortly before sunrise. The reasoning thus briefly stated by Thorne is of course reversed when ap-

tain ranges, etc. Modern French Novelists.

plied to the southern hemisphere and does

not in any case take account of the modi-

fying influences of bodies of water, moun-

Some interesting statistics are given in The Figare as to the sale of the works of modern French novelists. Emile Zola heads the list with an average of 90,000 copies, and Alphonse Daudet runs him close with 80,000. Then comes a great gap, Octave Feuillet's 50,000 making a bad third. Pierre Loti and Georges Ohnet are bracketed equal with 45,000 each. Ludovic Haleyy's figure is 40,000, Guy de Maupas sant falling 5,000 below that total and Paul Bourget dropping to 30,000. Ed-mond de Goncourt is the last of the five figured men, his average being 25,000. There is a long interval between him and the group composed of Gyp, Anatole France Catulle Mendes, Marcel Prevost, Andre Theuriet and Francois Coppee, whose sales do not exceed 8,000 čach. The last batch, little known to English readers, includes Rene Maizeroy, Oscar Metenier, H. Ra-busson, Edouard Rod and Armand Silvester, who are set down at 6,500. Zola and Ohnet have both of them far exceeded their averages on special occasions, for of "Nana," "La Debaele" and "Le Mattre de Forges" 150,000 copies were absorbed by the public.

The Temperature of Trees. The internal temperature of trees has been observed for some time past by M. Prinz of Uccle, in Belgium, who finds their mean annual temperature at the heart of the trunk the same as that of the air, but the mean monthly temperature of the trees sometimes differs from the latter by two or three degrees C. On certain days the difference in question may be as much as 10 degrees C. In very cold weather the internal temperature falls to a few tenths of a degree below the freezing point and then remains stationary. In very hot weather the temperature of the tree stays at 15 degrees C. or thereabouts. A large tree is therefore cooler in hot weather and warmer in cold weather than the air.

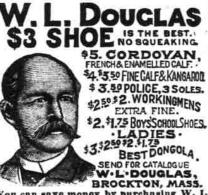
The Oldest Tune In the World. What is the oldest tune in the world? An English journal maintains that it is the tune which is now wedded to the words, "We won't go home till morning." Napoleon's soldiers played it in the shadow of the pyramids in 1799, and the Bedouin who heard it wept for joy. It was found among the children of the desert by the crusaders. No doubt it was howled by Chaldean chappies when they were merry with wine. It is, according to experts, the elemental, protoplasmic tune. And when you come to whistle it to yourself it is

How Tortoise Shell Is Worked. The soldering of two pieces together is effected by means of hot pinchers, which while they compress, soften the opposed dge of each piece and amalgamate them into one. Even the raspings and powder produced by the file, mixed with small ragments, are put into molds and subjected to the action of boiling water and thus made into plates of the desired thickness or into various articles which appear to have been cut out of a solid block.

Where the Word "Book" Comes From. Before paper came into general use our Teutonic forefathers, as we read in chronicles concerning ancient times, wrote letters, accounts and calendars on wood, the fairest and best to be found, the boc, or beech tree, having preference, as it was close grained and abundant in northern Europe, and so it came about that the word book came into use.

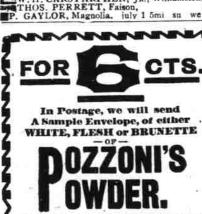
Scrofula Miss Della Stevens, of Boston, Mass., writes: I have always suffered from hereditary Scrofula, for which I tried various remedies, and many reliable physicians, but none relieved me. After taking six bottles of I am now well. I am very grateful to you as I feel that it saved me from a life of untold agony, and shall take pleasure in speaking only words of praise for the wonderful medicine, and

in recommending it to all. Treatise on Blood and 5kin Diseases mailed free SWIFT SPECIFIC CO., ATLANTA, GA.



You can save money by purchasing W. L. Douglas Shoes.

Bocause, we are the largest manufacturers of advertised shoes in the world, and guarantee the value by stamping the name and price on the bottom, which protects you against high prices and the middleman's profits. Our shoes equal custom work in style, easy fitting and wearing qualities. We have them sold everywhere at lower prices for the value given than any other make. Take no substitute. If your dealer cannot supply you, we can. Sold by W. H. CARSTARPHEN, JR., Williamston, THOS. PERRETT, Faison, P. GAYLOR, Magnolia. july 1 5mi su we fr



POZZONI'S

esides being an acknowledged beautifier efreshing uses. It prevents c m, wind-tan, lessens perspiral litis a most delicate and desir .A. POZZONI CO. St. Louis, Mo.

FAMOUS Paintings of the World.

SCADUARU AIR LINE.

CONDENSED SCHEDULE.

WESTBOUND TRAINS.

EASTBOUND TRAINS.

Schedule between Wilmington

and Atlanta.

Leave Wilmington 7 30 p m

Arrive Atlanta 5 00 p m

Arrive Wilmington 7 50 a m

Nos. 3 and 2 local freight with coach attached, connects at Hamlet with Nos. 41 and 38 to and f. om
Charlotte and points between.

Nos. 23 and 24 connect at Monroe with Nos. 403 &
40 to and from all points West of Monroe, for Atlanta
and all points South and Southwest.

Nos. 403 and 402, "Atlanta Special," fast vestibule,
daily for all points North, South and West.
Sleepers on 23 and 24 between Wilmington and
Monroe.

Connections made at Lincolnton for Western N. C.
points.

Close connection made at Monroe by No. 23 for

Augusta.

Junction Points—At Maxton with C F & Y V; at Wadesboro with Cheraw & Salisbury R R; at Hamlet with R & A, C S & N, and Palmetto Railway, at Monroe with G C & N; at Charlotte with R & D system; at Lincolnton with C & L. Narrowgage, and at Shelby and Rutherfordton with the Three C's.

Ever information as to rates, schedules, &c, apply to

Ruther fordron with the Three C's.
For information as to rates, schedules, &c, apply to THOS, D. MEARES, Agent S.A. L., Wilmington, N.C., WM, MONCURE, Superintennent.
J. H. WINDER, Gen'l Mrg.
T. J. ANDERSON, Gen'l Pass, Agt. july 9 tf

Cape Fear & Yadkin Valley Railway Co.

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

IN EPPECT JUNE 24, 1893.

Lv Greensboro,
Ar Greensboro
Lv Stokesdale,
Lv Walnut Cove,
Ar Walnut Cove
Lv Rural Hall
Lv Mt Airy

Ar. Bennettsville. Lv Lv. Maxton. Lv Lv. Red Springs. Lv Lv. Hope Mills. Lv

Factory and Mudison

Lv Climax Lv Greensboro.

NORTH BOUND.

SOUTH BOUND,

No 3.

7 20 p in 6 27 ... 5 53 ... 5 05 ... 4 42 ...

Daily except Sunday.

No. 15.

MIXED.

MAIN LINE.

DAILY EX SUE

Daily No.24 No.38 No.02

A. M. P M. A. M. P. M

8 00 5 30 7 55 9 35 6 10 8 45 10 30 6 30 9 95 11 50 7 25 9 48 A M. 8 30 2 15 10 35 3 21 P. M. 4 45 7 50

Leave Wadesboro Arrive Monroe Leave Monroe Arrive Charlotte

Leave Shelby Leave Lincolnton Arrive Charlotte

Leave Charlotte

Leave Mouroe Leave Wadesboro

Arrive Hamler

Leave Hamlet Leave Maxton

Arrive Wilmington

Parts 1 to 20 (inclusive) Now Ready

The Work Complete.

A COLLECTION OF

Photographic Reproductions Great Modern Masterpieces Embracing 320 of the finest specimens of American, French, English, German, Austrian, Italian, Scandinavian and Russian Art,

from the Principal Public Galle-

ries, Famous Private Collections

and Studios of Eminent Artists

The Largest and Best Plates, The Heaviest Paper The Brightest Descriptions.

There are

Twenty Portfolios, Each Containing Sixteen Beautiful Reproductions.

The Whole Work Now Ready Twelve Cents for each part, but only one Coupon required for any

snom	"Famous Paintings" Coupon.	oupon.
e of these Coupons	Cut out One of these Coupons from the STAR, and bring or send to us, with 12 Cents in Money	with 12 Cents in Money
Postage Stamps, to pay for maili	r, wrapping, advertising, &c. Fill out fol	lowing Blank:
Postoffice—		
County-		
PART No dress all orders to "THE STAR	PART No dress all orders to "THE STAR" Ccupon Department, Wilmington, N. C.	

5 CAUTION.—Place your stamps loosely in letter. D. not wet them, as they will adhere to the paper. Be sure to write your name, postoffice address and State plainly, so as to avold error.

As we have to send orders to the publishers, several days—possibly two weeks—may elapse before the Photographs are received by subscribers.

Sample copies may be seen at the STAR Office.
It is absolutely necessary that you designate on the Coupon the Nos. of the Parts wanted. See "Part No. ," at bottom of Coupon, and fill it up.

When no number is designated, Part I will be sent. No. 1. 7 55 p. m. Ar. Wilmington Lve 4 45 "Lv. Fayetteville Ar 4 31 "Ar. Fayetteville Lv 4 28 "Ar Fayetteville June Lv 3 17 "Lv. Sanford Ar 1 30 "Lv. Chmax Lv When no number is designated, Part I will be set

THE STAR, COUPON DEPARTMENT, WILMINGTON, N. C.

Welcome Golden Fall.

The fa mer welcomes as well as we;
The harvest snow promise to be great.
That will help them to enrich their estate.
We too are of the kind
That aims to be in it every time.
The long Summer days have passed and gone.
Each day's work now shows for itself.
We are well satisfied, and so are they.
So let us join our voices together and have our s

We are well satisfied, and so are they.

So let us join our voices together and have our say.

There is only a few more days now that we can expect to sell Summer Goods in, and we say here the price is no object. We want to sell our Crepon what is left; Shallies, Lawns and Summer Calacoes, and will give every purchaser a discount of 25 per cent, on the price of these goods; a'so, Slippers and low cut Shoes, I hese goods were very cheap before, but 25c makes them out of sight in price. Our buyer is in New York attending the auction sales daily, looking for hard cash bargains. Money talks you know and that Is why we lead in low prices at all time. We are making big preparations for the Fall and Winter trade, and having our store enlarged by remoddeling it on the inside by putting a gallery around, which makes almost twice the room. We have made large preparations to the Fall trade in the wholesale business, and respectfully ask all merchants to come and give a look and see if we cannot help them and on bargains. We are the largest jobbers in the State on all classes of Millinery. We buy our goods in this line atrock bottom prices in large quantities, and can save the retail trade from 25 to 50 per cent. on their purchases from regular Millinery houses, and the wholesale we have thousands of bargains that we can saye them a handsome profit on the cost trice.

Our stock of Fall Hats that we have on hand to-day is between three and four hundred dozen.

One hundred and fifty dozen bunches of black and fancy tips Bird's Wings at auction prices. These goods are nice and new. About 5,000 rolls of Ribbon, anything at any price one may desire from 10 cents a roll to \$5,00 a roll. Good Sattin and Morie Ribbon one inch wide at 40, 45 and 50 cents per roll. nice Nickle Ribbon for trimming Dresses and Hats, 2 inches wide for the cost price. We have a profit to \$5,00 a roll. Good Sattin and Morie Ribbon one inch wide at 40, 45 and 50 cents per roll. ince Nickle Ribbon one inch wide at 90 per cent. Cheapest that regular goods,

specialty in low prices; such as Pants C'oth, Checke homespun, Gingham, Bleached and Unbleached Shirt

homespun, Gingham, Bleached and Unbleached Shirting.

We have just received a nice line of Men and Boys' Clothing, as the public knows the price has been reduced by the tariff reform. Our stock is new and very cheap. Boy's Jersey knit wove Snits for Boys \$1.00, \$1.50 and \$2. Cotton Suits from 40c,35c and \$1 a Suit. Satinets from 4 to 14 years \$1, \$1.25 and \$1.50. All-Wool Worsted from 4 to 14 years \$1.25, \$1.50, \$1.75 up to \$5.50. Men's Cotton Suits nicely made at \$2.26, \$3.00 and \$3.50. Men's Satinet Suits from \$3 to \$6 a Suit. Men's Worsted, all wool, from \$4.50 to \$10 a Suit. In our Dress Goods Department we have made large purchases and greater efforts to meet the Fall trade in this line than ever before. Our aim is to give every one big value, honest goods and meet the Fall trade in this line than ever better. On aim is to give every one big value, honest goods and honest dealing thereby making every Man, Womas and Child our friends and customers that will favor us with their trade we will do all in our power to serve them faithfully. We are on Frontstreet, opposite the Market House,

of Wilmington's Hig Racket Store,

BRADDY & GAYLORD, Prop's

SPARKLING Catawba Springs. For 30 years the Favorite Resort of the People of the Cape Fear Section.

These justly celebrated Springs of North Carolina are beautifully located in the shade of the Blue Ridgeclimate delightful, waters eminently curative for

Dyspepsia, Liver Disease, Vertigo, Spinal Affections, Neuralgia, Rheumatism, Scrofula, Gravel, Diabetes, Kidney Affections, Chronic Cough, Asthma, Insomnia, Debility and Skin Diseases. Hotel refitted and in good order. Vrite for terms.

Dr. E. O. Elliott & Son, Sparkling Catawba Springs, N. C.

Foreclosure Sale.

DY VIRTUE AND IN PURSUANCE OF A decré of the Superior Court of New Hanover Courty, made and entered at the April term, A, D. 1894. in an action therein pending wherein John H. Gore was plaintiff and C. P. Lockey was defendant, the undersigned Commissioner, duly appointed by said decree, will expose for sale by public auction, for cash, to the highest bidder, at the Court-house door in the city of Wilmington, on Monday, the 24th day of September, 1894, the following described tract or parcel of land, to-wit: Situate in the city of Wilmington, and beginning at a point in the eastern line of Seventh street 198 feet south of the southeastern Intersection of Seventh and Dawson streets, and running thence street 198 feet south of the southeastern intersection of Seventh and Dawson streets, and running thence castwardly parallel with Dawson street 186 feet, thence northwardly parallel with Seventh street 198 feetto the southern line of Dawson street 38 feet, thence southwardly parallel with Seventh street 66 feet, thence westwardly parallel with Dawson street 66 feet, thence westwardly parallel with Dawson street 66 feet, thence westwardly parallel with Dawson street 66 feet to the eastern line of Seventh street 66 feet to the eastern line of Seventh street 66 feet to the beginning, the same being parts of the western halves of lots one and two, and all of the western halves of lots one and two, and all of the western half of lot three in Block No. 37 according to the official plan of the city of Wilmington.

But BRYAN, and St. Commissioner. Old newspapers, when taken in large lots, will be sold at ten cents per hundred in order to work off an accumulation of "exchanges," A at STAR office

To Take Effect on July 15, 1894 MOVING NORTH. No. 2-PASSENGER AND FREIGHT.

Gen'l Passenger Agent.

Gen'l Manager.

PALMETTO RAILROAD CO.

MOVING SOUTH.

No. 1-PASSENGER AND FREIGHT.

WM MONCURE, Supt. july 17 tf

THE ATLANTIC, Cor. Front and Red Cross Sts.

European Plan. Our Restaurant lately refitted and entirely separate from Cafe and Billiard Hall.

Meals from 6 a. m. till 10 p. m.

Lunches at any time.

GIESCHEN BROS., Proprietors.

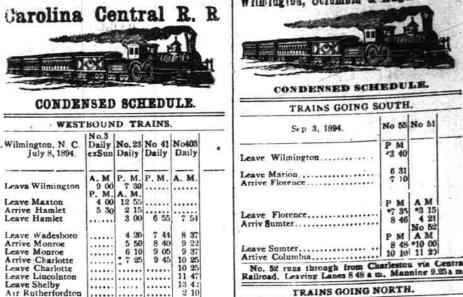


The Great Farm, Industrial and Stock Journal of the South. ONE YEAR FOR \$1. Sample copies and premium list wfil be mailed free

THE CULTIVATOR PUBLISHING CO., Box 415, Atlanta, Go.

D. O'Connor, REAL ESTATE AGENT, WIL

ATLANTIC COAST LINE. Wilmington, Calambia & Augusta A.



TRAINS GOING NORTH. No 56 No 58 A M P M

J. R. KENLY, Gen't Manager.
T. M. EMERSON, Traffic Manager.

ATLANTA LUASI LINE. Wilminglook wellce R. R. and Branch:



RAINS GOING SOUTH Daily. Daily Daily Leave Weidon ... 11 52 9 27 Arr. Rocky Mount 1 02 10 20 Arrive Tarboro ... 2 40 Leave Tarboro .. 12 25

Lv Rocky Mount 1 02 10 20 Leave Wilson 2 08 11 01 Leave Selma 2 58 Lv Fayetteville 4 35 12 51 Arrive Florence 7 25 3 00 TRAINS GOING NORTH. Dated July 8, '93 No.78 No. - No.32 No.40 Daily Dai y Daily

No. 2. 7 00 A, in 10 10 10 27 10 30 ... 11 48 ... Lv Florence.... Lv Fayetteville.. DAILY ex Sun Bennetsville Division. DAILY ex Sun No. 4. 7 15 a. m. 8 13 " 8 50 " 9 28 " NORTH BOUND Arrive Wilson Daily except Sunday. No.78 Daily No. 16.

> Levve Wilson ... Ar Rocky Mt. Ar Tarboro Lv Tarboro ****** ****** Trains on Scotland Noek Brauch Road teave Weldon 3.40 pm, Hali ax 4.00 pm, arrive Scotland Neck 4.55 pm, Greenville 6.37 pm, Kinston 7.35 pm, Returning, leaves Kinston 7.30 am, Greenville 8.22 am, Arriving Halifax at 11 00am, Weldon 11.30 am, daily except Sunday.

turing, leaves Kinston 7:30 a m., Greenville 8.22 a m., Arriving Halifax at 11:00a m., Weldon 11:30 a m., daily except Sunday.

Trains on Washington Branch leave Washington 7:00 a. m., arrive Parmele 8.40 a. m., Tarboro 9:50; rereturning leaves Tarboro 4:50 p. m., Parmele 6.16 p. m., arrives Washington 7:35 p. m. Daily except Sunday. Councets with trains on Scotland Neck Branch.

Train leaves Tarboro, N.C., dailyexcept Sunday, at 5.00 p. m.; Sunday 3:00 p. m.; arrive Plyumouth 9:00 p. m., 5:20 p. m. Returning, leave Plymouth daily except Sunday 6:00 a m., Sunday 9:30 a. m.; Arrive Tarboro 10:25 a m. and 14:50 a. m.,

Train on Midland N.C. Branch leaves Goldsboro, N.C., daily except Sunday, 6:00 a m.; arrive Goldsboro, N.C., 9:30 a. m.

Train on Nashville Branch leaves Rocky Mount at 4:30 p.m., arrive Sushville 8:36 p.m., Spring Hope 5:36 p.m. Returning, leaves Spring Hope 8:36 m.; Arrive Rocky Mount 9:05 a.m., daily except Sunday. NORTH BOUND CONNECTORS.

Trains Nos. 2 and 4 make close connection at Fayetteville Junction with the Atlantic Cuast Line for all points North and East. Train No. 2 connects at Sanford with the Seaboard Air Line, North and Southbound, and at Greensbord with the Richmond & Dan, ville Railrood, North and Southbound, and at Walnut Cove with the Nortolk & Western R, R, for Winston Salem Train No 16 connects at Madison with Nortolk & Western Railroad for Roanoke and all points North and West. North and West.

SOUTH-BOUND CONNECTIONS.

Train No. I makes close connection at Walnut Cove with the Norfolk & Western Kailroad for Roanoke and all points North and West.; and at Greensboro with the Richmond & Danville Railroad, North and Southbound, and at Sanford with the Seaboard Air Line for all Points North and South, and at Fayetteville Junction with Atlantic Coast Line for Charleston. Jacksonville, and all Florida points. Train No. 3 connects at Maxton with the Seaboard Air Line for Charlotte, Atlanta and all points South.

W. E. KYLE,

W., N. & N. Railway.

In Effect Monday, Aug. 20, 1894. SOUTH

1 | 3 PM M AMPM

NOTICE

IS HEREBY GIVEN THAT THE PARTNERship lately subsisting between Ludwig Hansen & Andrew Smith, all of the City of Wilmington, N. C., under the firm name of Hansen & Smith, was dissolved

by mutual consent on the 4th day of September, 1894.
All debts owing to the said partnership are to be received by Ludwig Hansen, and all demands on the said partnership are to be received by Ludwig Hansen, and all demands on the said partnership shall be presented to the said Ludwig Hansen for payment. The said Hansen is allowed to use the name of the firm in liquidation of all debts due to and from the firm.

Wilmington, N. C., September 4th, 1894.

L. HANSEN,
A. SMITH

On retiring I bespeak for Mr. L. Hansen the con-tinued patronage of all my friends, sep 5 3t

A. SMITH,

White Fish.

except Sunday.

Trains on Latta Branch Florenc Railroad leaves
Latta 6.50 p m, arrive at Dunbar 8.00 p m; returning
leave Dunbar 6.30 a m, arrive Latta 8 a m, daily except Sunday.

Train on Clinton Branch leave Warsaw for Clinton
Daily except Sunday at 4.10 pm; returning leave Clinton at 7.20 am,, connecting at Warsaw with main line trains.

Train No. 78 makes close connection at Weldon for all points North daily. All rail via Richmond, and daily except Sunday via Portsmouth and Bay Line, also at Rocky Mount with Norfolk and Carolina Railroad for Norfolk daily and all points north via Norfolk daily except Sunday.

JOHN F. DIVINE, Gen'l Supt.

J. R. KENLY, Gen'l Manager.

T. M. EMERSON, Traffic Manager. Trains 1 and 4 make close connection with trains on A. & N. C. R. R. for Morehead City and Beaufort.

Steamers on New River leave Marines at 6 a m, arriving Jacksonville 8,30 a m. Returning leave Jacksonville at 4,30 p m., arriving at Marines at 7 p m, making connections with all trains.

H. A. WHITING, General Manager

Mullets for sale low." A full line of staple groceries and provisions. We invite correspondence in regard to bagging and ties.

HALL & PEARSALL, Wholesale Grocers and Commission Merchants, 2 tf D&W Nutt and Mulberry sts.