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The Morning Stax.

SHE'LL MARRY ME. Ah, life looks very bright to me Since I have heard her say,

With sweet becoming modesty, She'll marry me some day. If I will give up smoking: If I cut the club and leave My best friends in the lurch: If I will never stay out late, But hasten home at 9-

If I will move to Kensington And never touch a card; If I will buckle down to work And labor long and hard To buy her stylish bonnets And gowns and lots of gloves, Then I may be that happy man, The lucky man she loves.

If I will let her have her way-

She's promised to be mine

If I'll be always pleasant And never never scold, And never make her nurse me And not grow cross and old. And always stay good looking-She can't stand ugly men-

If I come up to her ideal, Why, we'll be married then! That's why I am so happy And why I often seem Inconscious and abstracted— I'm living in a dream! She is so sweet and pretty.

I wonder how I won her love-I can't believe it's true! -London Sporting Post.

MY FIANCEE.

I had been telegraphic operator at "B station" some six or eight months and had held communication of a purely business character only with the operator at "D" when there came a change. Death silently removed the old man who had been in charge there for so long, and a new operator was installed.

A message spun along the line one February morning in this wise: "Good morning, B." I responded: "Good morning, D." Then came the

information, "The old man died last night, and I have taken his place." "What is your name?" I asked. "Nellie Merton. What is yours?" A

spirit of deviltry prompted my reply: "Ned Clayborn." "Thank you," was the concise re-

sponse. Then a message in real exnest came along the lines, and we were obliged to attend to business. Every day I bade my unseen acquaintance "Good morning" and never closed up at night without a farewell message. A twinge of conscience racked me at times, and a 'still, small voice' whispered its warning, but the temptation was too great, and it was not long before I was sending sly messages, containing a good deal "atween the lines," to the unseen Nellie. The replies to these messages were guarded, but hopeful, and I grew bold-

er. It was no end of fun. She told me her history. She had run away from home because her parents insisted upon marrying her to a man she detested (and the last word came clicking viciously from my end of the line). She would never marry himnever. I advised her not to and hinted at an affection deeper and truer than any the presuming "detested could offer.

Well, the outcome of it was that I asked the unseen Nellie to be my wife and even described the little home that was lonesomely awaiting her coming. I was floundering in deep water and could but trust to a kind Providence to pull me out. My "fun" was becoming dead earnest. How I wished the wires stretching between us were telephonic, instead of telegraphic, that I could perchance hear some exclamation or gain some token of how my message was received. But this was not to be, and I had to possess my soul in patience. That virtue was almost exhausted when the well known call fell upon my ears. I flew to the instrument. It was concise and not very complimentary, "Rather than marry that brute I will risk it."

I was in for it now and must perforce flounder still deeper by sending rapturous messages over the wires. I, Delia Brown, was engaged to be married to a young lady I had never seen. This was forcing the question of woman's rights. I carried the "fun" on for over three months, and every day it grew decidedly less "funny," until I began to brood over the predicament into which I had giddily led my feet. The time was rap-

idly approaching when I would have to claim the bride I had won in this novel and romantic manner, and my blood ran cold at the thought of how easy it would be for her to learn of my perfidy, and from all I had seen of her temper I felt sure she would not deal lightly with any one who would dare to play tricks upon her.

At last I could bear it no longer, and one day, just three weeks before I was to travel to "D" and claim my bride, I boarded the train with altogether another motive. It was to "kiss and make up" after I had begged her with tears to forgive me, etc.

I found a little house, with a little sign in blue and white swinging in the breeze, similar to the little house and the little sign at "B." It was occupied at the time by a young man reading a paper. I looked at him without speak-

ing, and he returned the compliment in kind. "I wish to see Miss Nellie Merton, I said, and as he did not speak I went on to explain. "I am the operator at 'B' and have an important message, which must be delivered to her at once. A moment's delay means"- I paused for a word, and he spoke for the first

"So you are the operator at 'B' and desire to see Miss Merton? I am sorry to disappoint you; but, you see, Miss Merton is at home at the present time while I take her place. The fact is she is going to be married and is preparing for the great event. She cannot be seen personally, but if you will intrust the message to me I will deliver it immediately if you will be kind enough to take my place while I

run around to her house.' His coolness nearly distracted me. "I must see her!" I exclaimed excit-

edly. "But you cannot," he said coolly. "I have strict orders not to let any one know her whereabouts for a day or two until these extensive preparations are well under way."

I was on the verge of tears, and with a choke in my voice I cried out, sinking into a chair and holding up my hands deprecatingly:

'Don't say another word. You will set me wild. If you will not tell me where to find Nellie," I went on in desperation, "will you please tell her this -I have been a bad, wicked girl, andand-and-there is no such person as Ned Clayborn? It started in fun, andand-and-please let me go to her. She will understand me so much better than

you can explain it." "No such person as Ned Clayborn! My dear young lady, I must beg leave to differ with you. That is the name of the young man who in three short weeks is to marry Miss Merton. Surely he is not dead?" he added in consternation. was all a joke at first, I thought it

"Oh, will you not understand? It would be great fun, and so I-well, I am Ned Clayborn, and after a time we became engaged—all in fun, too." Here I laughed hysterically. 'I tried to stop, but I was so wicked I could not, and now poor Nellie will break her heart,

and-and-and"- And I broke down

and began to cry in a miserable way. Unlike most men, my companion was not in the least disconcerted at sight of my tears, but simply laughed, loud and

Presently the laughter ceased. Then I heard uneasy movements in the chair occupied by my companion. Then he got up and paced about restlessly. Pretty soon a light touch fell upon my arm, and his voice, very gentle and kind, said, "Nellie is here to receive your confession and forgiveness." I dried my eyes and looked up, but saw no one but the tall young man, who was looking at me very earnestly.

"Where is she?" I asked, ready to cry again. "Here," he said, holding out his hand. Instinctively I put mine into it,

and it closed over it firmly. "I also have a confession to make," he said earnestly. "I thought you were another young fellow like myself, and wishing to relieve the tedium of these long monotonous days struck up a flirtation. I intended some day to meet the young man and have it out with him, when you came with your strange confession. In short," he ended abruptly, "I am Nellie Merton. And you are Ned Clayborn? Come, dry your eyes, Ned. Your Nellie is not heartbroken at the turn about of affairs."

After staring at him in silent amazement for the space of five seconds the truth of the whole matter began to dawn upon my confused brain. My face grew hot with indignation. I snatched my hand from his and sprang to my

"You are a contemptible fellow!" I cried. He did not reply, but stood looking down at me from his superior height. "It was a hundred times meaner in ou because your object was a woman. I will never forgive you if I live to be a thousand '

"Isn't that rather paradoxical, considering the fact that you thought I was a woman and you were enacting the role of the sterner sex?" he asked. "You might have known," I answered severely.

"But I did not," he replied. "Here is my train," I said shortly. "Goodby," he replied, assisting me on to the train despite my independence and lifting his hat as it pulled out. I traveled back to "B" a sadder but

wiser woman. "You are a fool," said I to my reflection in the little mirror as I removed my hat. A year rolled by. I had entirely re-

covered from my chagrin, and buried in the darkest chamber of my memory was every thought of the tall young operator at "D station." One morning I was arranging and copying some night messages when a long shadow fell across my papers. A glance upward told who it was. The

door of that secret and darkened chamber of my memory flew open, and 1 knew that the tall young man at "D station" was not as yet quite consigned to oblivion. Standing with hat in hand and without any preface of any kind he said: "Over a year ago you asked me to

marry you, and I consented. I have come to ask: Will you come? Or shall I enter suit for breach of promise?" What could I do? And, after all, perhaps he would not have made me a better husband had I met him in the old conventional way and waited for him to propose to me. -Ella Terre in Short Stories.

Steam Gauges. A writer in Machinery points out the fact, as ascertained by examination, that but very few steam gauges are correct throughout the whole range of the scale and remarks that in testing a gauge it is desirable to make the pressure at which steam is usually carried the most important point to be determined. A gauge may be correct at low pressure and not so at higher pressures, and the reverse may also be found, especially with gauges that have been in use some time. By many it is not considered advisable to use a gauge for recording pressures as high as that shown on the dial, as few springs will stand such an extension without becoming permanently set, to a certain extent, this being especially the case with the cheaper gauges. It is, according to this writer, not a difficult matter to devise means for comparing with a test gauge any kind of force pump serving the purpose, or the boiler feed pump may be utilized. Again, gauges can be tested by fitting them to a piece of lead pipe, a gauge at either end, the pipe being bent to bring the gauges vertically.

KYRLE BELLEW'S VANITY.

How It Was Once Sadly Disconcerted by an American Girl. There had been lively discussions some years ago over a then seemingly important question theatrically, and indeed socially, "Was or was not Kyrle Bellew possessed of great vanity?"

I believe the matter has never been definitely settled, though in an individnal instance I recall it would seem there was valid ground for a decision in the affirmative. The occasion was an informal "even-

ing" at Mrs. Lester Wallack's, and gathered about one of the tables were two or three young ladies, Mr. Bellew and other men. Bellew had some bits of paper in his hands, from which he was idly fashioning little boats. "I hear," he drawled, addressing no one in particular, "that your American navy is badly in need of ships. I propose to remedy the trouble by presenting you with a few. " One girl spoke up quickly in slightly sarcastic vein, "I am sure we all render sincere thanks in the

name of the American navy." The actor favored her by an especially comprehensive glance, and finishing his boat penciled a few lines on it and rather patronizingly tossed it over to

The girl picked the boat up slowly (this was the first occasion she had met Mr. Bellew) and read: "My love to you. Kyrle Bellew." A rather vivid flush overspread her face, but looking the young man steadily in the eyes she said in tones sufficiently clear for comprehension. "The sentiment inscribed here (indicating the paper boat) is surely too much of an honor for any one woman to aspire to; so, with your permission. Mr. Bellew, I will take it home, raffle it and-send you the proceeds." She then rose, bowed and left the table, at the same time leaving Mr. Bellew sufficiently disconcerted to bite his lips and permit his brow the shadow of a frown.

-New York Herald. A Unique Affidavit. The following affidavit was filed in court of common pleas in Dublin in 1822: "And this deponent further saith that, on arriving at the house of the said defendant, situate in the county of Galway aforesaid, for the purpose of personally serving him with the said writ, he, the said deponent, knocked there several times at the outer, commonly called the hall door, but could not obtain admittance, whereupon this | call her saint? Here is that woman, at fourth time, when a man, to this deponent unknown, holding in his hands a musket, or blunderbuss, loaded with balls or slugs, as this deponent has since heard and verily believes, appeared at one of the upper windows of the said house, and presenting said musket, or blunderbuss, at this deponent, threatened 'that if said deponent did not instantly retire he would send his (the deponent's) soul to hell,' which this deponent verily believes he would have done had not this deponent precipitately escaped. "-San Francisco Argonaut.

JOHNSON COULD NOT SINK.

Was of Buoyant Disposition and Bibulous Habits For Particulars Inquire Below. Louis Zeidt is the proprietor of a floating saloon where a life preserver is given away with every glass of beer. When the patron of the saloon reaches shore, the life pre-server must be returned, but the saloonist considerately allows the beer to be kept by the purchaser. Zeidt's floating ginmill is anchored in the Mississippi river off the tough suburb of St. Louis, Little Oklahoma, and to that journal of civilization, the bright and enterprising St. Louis Republic, we are indebted for a description of it. It is averred by this eminent authority that in the good old days, when times were

flush and there were no pennies or nickels except a few brought from what was then the effete east. Zeldt collected all the pennies and nickels he could find in that part of town and tied them in a sack. Then he took it out and sunk it in the river. He did this so that his customers could not pay him with the small coins. On every asant day since the advent of the hard times era he has been out fishing for that sack of small coins. Zeidt's houseboat is a miniature arsenal.

There are firearms of every description back of the counter, but shotgans are the favorite weapons. Behind the lar there are at least two dezen guns. Some of them are out of repair and some in good order, but none of them is more dangerous than the liquor he sells. One drink is dangerous, and two are fatal. The great difficulty with which the proprietor of the saloon has to contend is to

get bartenders. There are men enough, but only a few of them are willing to wear life preservers while on duty, and this is required because they will drink and fall overboard. The proprietor of a prosperous saloon cannot afford to have a bartender drowned during business hours.

Zeidt used to have a bartender named

ohnson. He was a treasure. He was a whole sortled fellow, of a jovial temperament, and was usually gloriously drunk. Zeidt did not care for that, however, as Johnson got so full that his hide was stretched so tight that he could not sink. He drank so much that there was no room for the water to get into him. No matter how often he fell overboard, he floated like a cork. He was strictly waterproof. The first time he fell overboard his employer thought Johnson was going to drown, but he lay quietly on the bosom of the river and floated down the stream until the steamer picked him up and brought him back. As time were on Johnson got drunk much oftener than before. The thought that he might get sober and fall overboard seemed to prey upon his mind.

He used to go and fill up and then fall verboard purposely to find out whether was drunk or sober. That was all right at first, for he seldom got more than a mile down the river before he was picked up. At last the steamers got tired of pick-



SCENE IN THE FLOATING SALOON. ing him up two or three times a day and let him float down to Carondelet, where the police usually pulled him out. Johnwould lie on the shore until his clothes dried and then take a street car back, after which he would go to work again. His employer seldom said anything beyond a mild remonstrance, for Johnson was a good bartender, and they could not drown Upon these occasions when he returned he was very careful not to fall overboard until he had filled up again. At last the people at Carondelet would not rescue Johnson any more, and he had

to float down to Ste. Genevieve before he could get any one to pick him up. Johnson did not mind the trip so much, but he hated to have the fishermen call him names as he passed by. His employer did not like to pay his fare back from places so far. Johnson was also afraid that the people of Ste. Genevieve would get tired pulling him out and let him float down into the gulf of Mexico some day. These fears induced him to swear off, and that was the mistake of his life. The same day he fell overboard, and he went to the bottom like a lump of lead. No one was ever positively certain why Johnson floated, but he was a man of exceedingly buoyant disposition anyway. The fatal mistake he made when he quit drinking

cost him his life. The next bartender was a man named Sam Hunter. Like his predecessor, he was a good fellow. He did not drink to excess and seldom fell overboard, but his employer made him wear the life preserver just

as a precaution. Sam is dead now too. He met an untimely death in a remarkable manner. One day when he went up town he forgot to take off the life preserver. He got into a fight with a cowboy from the territory. The fellow shot poor Sam fully 50 times, but every time the bullets lodged in the life preserver, and Sam had no idea he had been hit. After the fight was over Sam went back home. He never thought about examining his life preserver. About 5 o'clock in the evening he made a misstep and fell overboard. He did not cry for help because he relied on his life preserver helping him out, but it had been filled so full of lead by the cowboy that it sunk to the bottom and carried poor Sam with it in spite of his desperate efforts to swim. Zeidt makes all his bartenders examine their life preservers twice a day, now and he is getting so careful that he does not have more than two or three men drowned

during the business part of the week. A Law Against Gossiping In Washington The jury system of the District of Columbia is peculiar and has been unchang-ed since the time of Lord Baltimore and Queen Elizabeth. The old colonial laws Maryland obtain, under which the court can even now punish a woman for gossiping, or telling tales to her neighbor, failing to keep her house neat and clean. The law prohibits planters from feeding their workmen terrapin and can vasback duck and requires that housekeepers shall give their servants whole some food. People can be fined so many pounds of tobacco for swearing on the streets or for not attending church.

St. Murphy.

There is in one of the departments in Washington an old maid whom I call St. Murphy, not because she is so saintlike in appearance, for my saint has a jolly face, and in that woman, whose hair is sprinkled with gray and upon whose cheeks the roses of youth have ceased to bloom, I see a beauty that leaves nothing to be desired.

She comes into the dining room accompanied by a little girl and boy. My woman's eye soon detects something a little out of the usual. The children look too young to be hers, so I make inquiries and find that they are hers by adoption. She found these children with a dying mother, whom she made happy by promising to care for them. How faithfully she is keeping her promise! She has taken them to her heart. They show, as children always do, that they have not only food and clothes, but love, and plenty of it. Do you wonder that I deponent was proceeding to knock a | the age when women soonest tire, going daily to her work, no matter what the weather, cold or rain, denying herself that she may make these children comfortable. When I see her in the evening, weary from her day's work, but her dear old face beaming with love, I say to myself, "There is a woman who has won heaven, and I am glad to have known her," and I murmur, "God bless" you, Miss Murphy!"-Harriette P. Crabbe in Minneapolis Housekeeper.

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

HOW TO DO DRY CLEANING. A Good Deal of Money Can Often Be Saved

by Home Work. Dry cleaning is for the most part no drier than the immersion in a tub of liquid will permit. The soap the cleaners use is made of palm oil. If the article to be cleaned cannot be put in water, it is dipped in a vat of benzine. Which is used depends upon the material, a piece of which is experimented with beforehand. Other garments not too complex are laid on a marble slab and scrubbed with palm oil soap. Many garments restored to natural color in laundries. supposedly by cleaning, are in reality dyed over. The dye is dissolved in a tub of water and the garment floated in and left to stand awhile.

Wool and silk garments in all fast colors, such as brown, blue, etc., and black are washed in soap bark, which takes out all the grease and seems to give a new body to the material. Soap bark restores black, however rusty or green. The secret of its use is to have it very strong. The laundries put two tablespoonfuls in nearly two quarts of water and boil it down to one quart, which they put in a bucket and add warm water. Sometimes in a bad case this strength is doubled.

If there is only one grease spot to be taken out, the part is covered with prepared chalk and laid between flannels with a warm iron on it. For rust cover the spot with salt and lemon juice poured through it, and after that warm water. This only applies to cotton. Lace is washed in borax, soap and

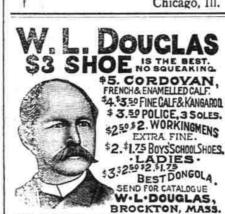
water, stiffened, if desired, with borax and pinned between flannels and pressed. Flannels are washed in borax, soap and tepid water and pulled the way of the warp and of the weft four or five times while drying. It is easy enough to wash a madeup

dress. The trouble is to iron it. The dyeing establishments are supplied with irons of endless variety, of all sizes and shape, down to the most minute. The problem is to iron a garment so that the ironing will not be suspected, and naturally this requires skill and care.

How to Play a Neat Trick. Place a reel of white cotton in the inside pocket of your coat, and then, having threaded a needle with the beginning of the cotton, pass the needle through the front of the coat. Unthread the needle and leave about two inches of the cotton hanging, as if it were only a stray piece. The first person you meet will be sure to pick it off, and his astonishment, when he finds there is no end to it, will give plenty of innocent amusement.

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son. Leading physicians prescribed medicine after medicine, which I took without any relief. I also tried mercurial and potash remedies, with unsuccessful results, but which brought on an attack of mercurial rheumatism that made my life one of agony. RHEUMATISM four years I gave up all remedies and began using S. S. S. After taking several bottles I was entirely cured and able to resume work.

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> Schedule in Effect Oct. 1, 1894. Leave Hammocks at 7.30 a m and 4.30 p, m, Leave Wilmington at 2.00 p m and 5.30 p m, Sunday trains leave Hammocks 10 a m & 5.30 p m, Leave Wilmington at 2.30 and 6.30 p m, Ten o'clock train every Saturday, sep 29 tf

SEACOAST RAILROAD.

Cape Fear & Yadkin Valley Railway Co.



CONDENSED SCHEDULE.

No. 1.	MAIN LINE.	NORTH BOUND
		No. 2.
7 55 p. m. 4 45 4 34 4 38 4 28 3 17 1 30 1 20 12 55 12 57 11 42 a.m. 11 35 11 36 9 45	Ar. Wilmington Lve Lv. Fayetteville Ar Ar Fayetteville Lv Ar Fayetteville Junc Lv Lv. Sanford Ar Lv. Climax Lv Lv. Greensboro. Ar Ar. Greensboro. Lv Lv. Stokesdale. Av Lv. Walnut Cove. Lv Ar Ar Walnut Cove. Lv Lv. Bural Hall Lv Lv. Bural Hall Lv Lv. Mt Airy. Ar	7 00 a. n 10 10 10 27 10 30 11 48 2 16 p. m 2 16 2 55 3 48 4 20 4 33 5 01 6 25
SOUTH BOUND DAILY	Bennetsville Division.	DAILY
No. 8.		No. 4.
7 15 p m 6 20 5 48 5 05 4 46	Ar. Rennettsviile, Lv Lv. Maxton. Lv Lv. Red Springs Lv Lv. Hope Mills, Lv Lv. Fayetteville At	7 35 a. m 8 28 9 00 9 45 10 05
South Bound Daily except Sunday.	Factory and M. dison Branches.	Daily excep Sunday.
No. 15. MIXED.		No. 16. MIXED.
5 35 p m 3 55 " 3 00 "	Ar Ramseur Lv Lv Climax Lv Lv Greensboro A:	8 40 "
NOST	H FOUNT.	No. 16

NORTH-BOUND CONNECTORS.

Trains Nos. 2 and 4 make close connection at fayettevillr Junction with the Atlantic Coast Line for all points North and East. Train No. 2 connects at San ford with the Seaboard Air Line, North and South bound, and at Greensbore with the Richmond & Danville Railrood, North and South-bound, and at Wainut Cove with the Nortolk & Western R. R. 10r Winston Salem. Train No. 16 connects at Madison with Norfolk & Western Railroad for Roanoke and all points North and West.

MINED.

SOUTH BOUND.

Leave Madison... Leave Stokesdale... Arrive Greensboro...

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 South bound, and at Sanford with the Seaboard Air Line for all Points North and South, and at Fayetteville Junction with Atlantic Coast Line for Charleston Jackson ville, 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. E. KYLE.

Gen'l Passenger Agent. J. W. FRY. Gen'l Manager. SEABOARU AIR LINE.

Carolina Central R. R. CONDENSED SCREDUL. WESTBOUND TRAINS ilmington, N. C. Daily No. 23 No. 41 No403 July 8, 1894. exSun 'a Daily Daily

Give it a trial and you will be con-Leave Charlotte EASTBOUND TRAINS Daily No.24 No.38 No402 exSun Daily Daily Daily

> 1 05 S 17 10 30 8 30 2 15 10 35 3 21 Arrive Hamlet

Leaxe Charlotte Arrive Monroe

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

P. M. 4 45 7 50 Arrive Wilmington Schedule between Wilsengton and Atlanta. Leave Wilmington..... 7 30 p m Arrive Atlanta 5 09 p m Leave Atlanta 1 00 pm 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 from Charlotte and points between.

Nos. 23 and 24 connect at Monroe with Nos. 403 & 402 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 Charlotte.

Connections made at Lincolnton for Western N. C. points. Close connection made at Monroe by No. 23 for

Close connection made at Monroe by No. 23 for Angusta.

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.

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



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New York for Wilmington. CROATAN Saturday, Oct. 27 ONEIDA..... Saturday, Nov. 3 Wilmington for New York.

ONEIDA Saturday, Oct. 27 CROATANSaturday, Nov. 3 Wilmington for Georgetown, S. C. ONEIDA...... Tuesday, Oct. 23 CROAT AN Tuesday, Oct. 30 Through Bills Lading and Lowest Through Rates guaranteed to and from points in North and South Carolina. For freight or passage apply to H. G. SMALLBONES, Supt.,
Wilmington, N. C.
Wilmington, N. C.
WM. P. CLYDE & CO., General Agents, Bowling
Green, N. Y.
Cct #1 if

*7 85 *8 15 8 46 4 21 No 52 P M A M No. 52 runs through from Charleston via Centr. Railroad Leaving Lenes 8 48 am. Mann. 9.25. TRAINS GOING NORTH. No 56 No 58

No 55 No 51

ATLANTIC COAST LINE.

CONDENSED SCHEDULE,

TRAINS GOING SOUTH

Sep. 3, 1894.

Leave Wilmington

Wilmington, Colombia & Angasia E

*Daily. *Daily except Sunday.
No. 53 rons through to Charleston, S.C., via Central R. R., arriving Manuing 6 28 p.m., Lanes 7 66 p.m., Charleston 8 40 p.m.
Trains on South and No th Carolina Failroad leave Atkins 9, 40 a m and 6 30 p m, arriving Lucknow 11.10 am and 8 p m, returning leave Lucknow 6 45 a m and 4.20 p m, arriving Atkins 8.15 a m and 5 50 p m. Daily Except Sunday.

Trains on Hartsville R R leave Hartsville daily ex-Trains on Hartsville R R leave Hartsville daily except Sunday at 4 30 a m, arriving Floyds 5 00 a m. Returning, leave Floyds 8 40 p m, arriving at Hartsville 9 10 p m,

Trains on Wilmington, Chadbourn and Conway R R leave Chadbourn 10 10 m, arrive Conway at 12 30 p m, returning leave. Conway 2 00 p m, arrive Chadbourn 4 50 p m. Leave Chadbourn 5 35 p m, arrive at Hub 6 30 p m. Returning, leave Hub 8 15 a m, arrive at Chadbourn 9 00 a m. Daily except Sunday.

JOHN F DIVINE, Geb' 1 2 m' L.

J. R. KENLY, Gen' 1 Manager. Sep 2 th

ATLANTIC CUAST LINE.



 $\mathbf{D}_{\mathrm{eff}} = J_{\mathrm{B}}[y \otimes \mathbb{F}_{90}] \mathbf{No}, \mathfrak{B}[\mathbf{No}, \mathfrak{B}] \mathbf{No}, - \|\mathbf{No}, \mathbf{4}\|$ Delly, Daily Daily Leave Weldon . 11 52 9 27 . Art. Rocky Mount 1 0: 10 20 Arrive Tarboro .. | 2 40 Leave Tarboro., 12 25 ... Lv Rocke Mount 1 02 10 20 Leave Wison. 2 08 11 01 Leave Seima 2 58 Lv. Fayetteville. 4 35 12 51 Arrive Florence 7 25 3 00 No.47 Daily. Leave Wilson ... Leave Goldsboro. Leave Magnolia. Ar Wilmington.. TRAINS GOING NORTH. No.78 No. - No. 32 No. 40 Dated July 8, '93 Daily Dai y Daily Ly Fayetteville..

Levve Wilson ... Ar Focky Mt. Ar Tarboro 2 40 Lv Tarboro 12 25 Lv Rocky Mt ... Arrive Weldon..

cave Magaolia.

Ly Goldsboro . Arrive Wilson..

Trains on Scotland Nock Branch Road leave Weldon 3.40 pm, Hali ax 4.00 cm, arrive Scotland Nock 4.55 pm, Greenville 6.37 pm, Kinston 7.35 pm. Returning, leaves Kinston 7.30 am, Greenville 8.22 am, Arriving Halifax at 11.00 am, Weldon 11.20 am, delleaves Turning on Washington Branch leave Washington 7.00 a.m., arrive Parmele 8.40 a.m., Tarboro 9.50; reteturning leaves Tarboro 4.50 pm; Parmele 6.10 p.m., arrives Washington 7.35 pm. Daily except Sunday, Connects with trains on Scotland Neck Branch.

Train leaves Tarboro, N. C., daily except Sunday, at 5.00 pm; Sunday 8.00 pm; arrives Pyunday at 5.00 pm; Sunday 8.00 pm; arrives Pyunday at 5.00 pm; Sunday 8.00 pm; arrives Pyunday 19.00 pm; sunday 19.00 pm; arrives Pyunday 19.00 pm; arrives 19.00 pm; arrives 19.00 pm; arrives 19.00 pm; arrives Train leaves Tarboro, N. C., daily except Sunday, at 5.00 pm; Sunday 8.00 pm; arrive Plymouth 9.00 pm, 5.20 pm; Sunday 8.00 pm; arrive Plymouth daily except Sunday 6.00 a m, Sunday 9.30 a m; Arrive Tarboro 10.25 a m and 11.45 a m.

Train on Midland N C Branch leaves Goldsboro, N C., daily except Sunday, 6.05 a m; arrive Smithfield, N. C., 480 a m. Returning, leaves Smithfield, N. C., 800 a m; arrive Goldsboro, N. C., 9.30 a m.

Train on Nashville Branch leaves Rocky Mount at 4.30 p m, arrives Nashville 5.05 p m, Spring Hope 5.30 pm. Returning, leaves Spring Hope 8 a m, Nashville 8.35 a m; arrive Rocky Mount 9.05 a m, daily except Sunday. Trains on Latta Branch Morene 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 excapt Sunday.

Train on Clinton Branch leave Warsaw for Clinton
Daily except Sunday at 4.10 p. m; returning leave Clinton at 7.30 a m,, connecting at Warsaw with main line

trains.

Train No. 78 makes close connection at Weldon for all points North daily. All rall 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. july 19 tf



In Effect Monday, Aug. 20, 1894.

STATIONS P M A M — WILMINGTON— A M P M 2 30 7 00 Lv. Mulberry street . Ar 11 50 7 10 2 40 7 15 Lv. Surry street . Ar 11 60 6 50 4 22 10 17 Lv. Jacksonville . Lv 2 57 4 30 5 08 11 18 Lv. Pollecksville . Lv 9 24 3 20 5 45 12 00 Ar. Newbern . Lv 8 35 2 30 PM M AMPM 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 Jacksonville at 7.30 a m; returning leave Marine's 12 m, arriving at Jacksonville 3.00 p m, connecting with trains 4 and 3.

W. L. GUILLAUDEU, V-Pres. & Traff. General Offices of Company, Pier 26 N juae 10 tf (foot of Beach st.) N

JAMESTOWN and YORKTOWN

H. A. WHITING. W, MARTENIS, Traffic Manager aug 21 tf Summer Excursions.



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