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## The Morning Star.

I have known it young, I have known it old, I have found an idea of purest gold, And yet there has always come a day When I saw that the idea's feet were clay.

Of purest gold was fashioned the rest, In that old idol I loved the best. And, ah, that there should be this to say— That the feet were clay, the feet were clay. You may watch fill watching undoes your might, Never the gold is a whit less bright. The idel never shall lose a ray, But the feet are clay, the feet are clay.

I had counted, half knowing, the cost before.
"If only the idel is mine to adore,"
I cried, "it is naught if the trumpets bray
That the feet are clay, the feet are clay. "If the thunder's voice should hear it afar That the idel is what all idels are; If I take them for gold, what matters it, pray, If the feet of the idel are only clay?"

And yet the news some day must come With the tune of harp or the rattle of drum, In strife of squadrons, on moonlit bay, That the feet are, after all, nothing but clay. Let the people tell it, and let them repeat What tales they like of the idol's feet. To this assurance my life I'll hold— That the idol's heart is of purest gold.

A worshiper must be brave and wise; The gold is a dauntless gazer's prize; 'Tis the blind who chant in the same dull way That the feet of our idols are always clay. Let the darkened eyes of the blind awake; Let them see the truth for the truth's own sake They shall know 'tis a foolish tale is told That even the feet are of aught but gold.

Let the blind but open their eyes to the light, Nay, let them see truth in their visions of So shall they an idol fashioned behold Through and through of the purest gold.

-Walter H. Pollock in Longman's Magazine.

## TAMING A SHREW.

I have always had a slight suspicion that the following narrative is not quite true. It was related to me by an old seaman, who, among other incidents of a somewhat adventurous career, claimed to have received Napoleon's sword at the battle of Trafalgar and a wound in the back at Waterloo. I prefer to tell it in my own way, his being too garnished with nautical terms and expletives as to be half unintelligible and somewhat horrifying. Our talk had been of love and courtship, and after making me a present of several tips invented by himself, and considered invaluable by his friends, he related this story of the courtship of a chum of his as illustrating the great lengths to which young bloods were prepared to go in his days to attain their ends.

It was a fine, clear day in June when Hezekiah Lewis, captain and part owner of the schooner Thames, bound from London to Aberdeen, anchored off the little out of the way town of Oxford, in Suffolk. Among other antiquities the town possessed Hezekiah's widowed mother, and when there was no very great hurry-the world went slower in those days-the dutiful son used to go ashore in the ship's boat, and after a filial tap at his mother's window, which often startled the old lady considerably, pass on his way to see a young lady to whom he had already proposed for five

times without effect. The mate and crew of the schooner. seven all told, drew up in a little knot as the skipper, in his shore going clothes, appeared on deck and regarded him with an air of grinning, mysterious in-

"Now, you all know what you have got to do?" queried the skipper. "Aye, aye," replied the crew, grin-

ning still more deeply. Hezekiah regarded them closely, and then ordering the boat to be lowered scrambled over the side and was pulled swiftly toward the shore.

A sharp scream and a breathless "Lawk a mussy me!" as he tapped at his mother's window assured him that the old lady was alive and well, and he continued on his way until he brought up at a small but pretty house in the next road.

"Morning, Mr. Rumbolt," said he heartily to a stout, red faced man who sat smoking in the doorway. "Morning, cap'n, morning," said the

red faced man. "Is the rheumatism any better?" inquired Hezekiah anxiously as he grasped the other's huge hand.

"So, so," said the other, "but it ain't the rheumatism so much what troubles me," he resumed, lowering his voice and looking round cautiously. "It's

"What?" asked the skipper. "You've heard of a man being henpecked?" inquired Mr. Rumbolt in ones of husky confidence.

The captain nodded. "I'm chick picked," murmured the "What?" inquired the astonished

mariner again. "Chick picked," repeated Mr. Rumbolt firmly, "c-h-i-k-p-e-k-e-d! D'ye understand me?"

The captain said that he did and stood silent awhile, with the air of a man who wants to say something, but is half afraid to speak. At last, with a desperate appearance of resolution, he bent down to the old man's ear. "That's the deaf un," said Mr. Rum-

bolt promptly. Hezekiah changed ears, speaking at first slowly and awkwardly, but becoming more fluent as he warmed with his subject, while the expression of his listener's face gradually changed from incredulous be wilderment to one of uncontrollable mirth. He became so uproarious that he was fain to push the captain away from him and lean back in his chair and choke and laugh until he nearly lost his breath, at which crisis a remarkably pretty girl appeared from the

back of the house and patted him with hearty good will. "That'll do, my dear," said the choking Mr. Rumbolt. "Here's Captain Lewis. "I can see him," said his daughter

"What's he standing on one leg for?" The skipper, who really was standing in a somewhat constrained attitude,

colored violently and planted both feet firmly on the ground. "Being as I was passing close in, Miss

Rumbolt," said he, "and coming ashore to see mother"-To the captain's discomfort, manifestations of a further attack on the part of

Mr. Rumbolt appeared, but were promptly quelled by the daughter. "Mother," she repeated encouraging-

"I thought I'd come on and ask you just to pay a sort o' flying visit to the Thames. "Thank you. I'm comfortable enough

where I am," said the girl. "I've got a couple of monkeys and a bear aboard which I'm taking to a menagerie in Aberdeen," continued the captain, "and the thought struck me you might possibly like to see 'em." "Well. I don't know," said the dam-

sel in a flutter, "Is it a big bear?" "Have you ever seen an elephant?" inquired Hezekiah cautiously. "Only in pictures," replied the girl.

"Well, it's as big as that, nearly," said he. The temptation was irresistible, and Miss Rumbolt, telling her father that she should not be long, disappeared into the house in search of her hat and jacket, and ten minutes later the brawny rowers were gazing their fill into her deep blue eyes as she sat in the stern of the best and told Lewis to behave himself.

It was but a short pull out to the schooner, and Miss Rumbolt was soon on the deck, lavishing endearments on the monkey and energetically prodding the bear with a handspike to make him growl. The noise of the offended animal as he strove to get through the bars of his cage was terrific, and the girl was in the full enjoyment of it when she became aware of a louder noise still, and turning round saw the seamen at the

"Why, what are they doing?" she demanded. "Getting up anchor?"
"Ahoy, there!" shouted Hezekiah sternly. "What are you doing with that windlass?"

As he spoke the anchor peeped over the edge of the bows, and one of the seamen, running past them, took the

"Now, then," shouted the fellow, "stand by. Look lively there with them sails!" Obeying a light touch of the helm. the schooner's bowsprit swung round

from the land, and the crew, hauling lustily, on the ropes, began to hoist the "What the devil are you up to?" thundered the skipper. "Have you all gone

mad? What does it all mean?" "It means," said one of the seamen, whose fat, amiable face was marred by a fearful seowl, "that we've got a new

"Good heavens, a mutiny!" exclaimed the skipper, starting melodramatically against the cage and starting hastily away again. "Where's the mate?" "He's with us," said another seaman

brandishing his sheath knife and scowling fearfully. He's our new captain." In confirmation of this the mate now appeared from below with an ax in his hand, and, approaching his captain, roughly ordered him below.

"I'll defend this lady with my life," cried Hezekiah, taking the handspike from Kate and raising it above his head. "Nobody'll hurt a hair of her beautiful head," said the mate, with a tender

"Then I yield," said the skipper, drawing himself up and delivering up the bandspike with the air of a defeated admiral tendering his sword.

"Good," said the mate briefly as one the men took it. "What!" demanded Miss Rumbolt excitedly. "Ain't you going to fight them?

Here, give me that handspike." Before the mate could interfere the sailor, with thoughtless obedience, handed it over, and Miss Rumbolt at once tried to knock him over the head. Being thwarted in this design by the man taking flight, she lost her temper entirely and bore down like a hurricane on the remaining members of the crew, who were just approaching. They scattered at once and ran up the rigging like cats, and for a few moments the girl held the deck. Then the mate crept up behind her, and with the air of a man whose job exactly suited him clasped her tightly round the waist while one of the sea-

men disarmed her. "You must both go-below till we've settled what to do with you," said the mate, reluctantly releasing her. With a wistful glance at the hand-

lowed slowly by the skipper. "This is a bad business," said the latter, shaking his head solemnly, as the indignant Miss Rumbolt seated herself. "Don't talk to me, you coward," said the girl energetically.

The skipper started. "I made three of 'em run," said Miss Rumbolt, "and you did nothing. You

just stood still and let them take the ship. I'm ashamed of you." The skipper's defense was interrupted by a hoarse voice shouting to them to come on deck, where they found the mutinous crew gathered aft round the mate. The girl cast a look at the shore, which was now dim and indistinct, and turned somewhat pale as the serious nature of

her position forced itself upon her. "Lewis," said the mate. "Well," growled the skipper. "The ship's going in the lace and brandy trade, and if so be as you're sen-

sible you can go with it as mate, d'ye "An s'pose I do, what about the lady?" inquired the captain. "You and the lady'll have to get

spliced," said the mate sternly. "Then there'll be no tales told. A Scotch marriage is as good, as any, and we'll just lay off and put you ashore, and you can get tied up as right as ninepence.' "Marry a coward like that?" demanded Miss Rumbolt with spirit. "Not if I

know it. Why, I'd sooner marry that old man at the helm." "Old Bill's got three wives a'ready to my sartin knowledge," spoke up one of the sailors. "The lady's got to many

Captain Lewis, so don't let's have no fuss about it." "I won't," said the lady, stamping violently. The mutineers appeared to be in a dilemma, and following the example of

the mate scratched their heads thought-"We thought you liked him," said

the mate at last feebly. "You had no business to think," said Miss Rumbolt. "You are bad men, and you'll all be hung, every one of you. I shall come and see it.'

"The cap'n's welcome to her for me," murmured the helmsman in a husky whisper to the man next to him. "The "Very good," said the mate, "if you

won't, you won't. This end of the ship'll belong to you after 8 o'clock of a night. Lewis, you must go for'ard with the "And what are you going to do with me after?" inquired the fair prisoner.

The seven men shrugged their shoulders helplessly, and Hezekiah, looking very depressed, lit his pipe and went

and leaned over the side. The day passed quietly. The orders were given by the mate, and Hezekiah lounged moodily about, a prisoner at large. At 8 o'clock Miss Rumbolt was given the key of the stateroom, and the

men who were not in the watch went The morning broke fine and clear, with a light breeze, which toward midday dropped entirely, and the schooner lay rocking lazily on a sea of glassy smoothness. The sun beat fiercely down, bringing the fresh paint on the taffrail up in blisters and sorely trying the tempers of the men who were doing

odd jobs on deck. The cabin where the two victims of the mutinous crew had retired for coolness got more and more stuffy until at length even the scorching deck seemed preferable, and the girl, with a faint lope of finding a shady corner, went lan-

guidly up the common ladder. For some time the skipper sat alone pondering gloomily over the state of affairs as he smoked his short pipe. He was aroused at length from his apathy by the sound of the companion noisily closed, while loud frightened cries and hurrying footsteps on deck announced that something extraordinary was happening. As he arose to his feet he was confronted by Kate Rumbolt, who, panting and excited, waved a big key before

"I've done it," she cried, her eyes sparkling.

"Done what?" shouted the mystified skipper.
"Let the bear loose," said the girl. "Ha, ha, you should have seen 'em run! You should have seen the fat sailor!" "Let the - phew! - let the -good

heavens, here's a pretty kettle of fish," he choked. "Listen to 'em shouting," cried the exultant Kate, clapping her hands. "Just listen!"

"Those shouts are from aloft," said Hezekiah sternly, "where you and I ought to be." "I've closed the companion," said the

girl reassuringly, "Closed the companion," repeated Hezekiah as he drew his knife. "He can smash it like cardboard if the fit takes him. Go in here."

He opened the door of his stateroom. "Shan't," said Miss Rumbolt polite-"Go in at once," cried the skipper,

'quick with you." 'Sha''— began Miss Rumbolt again. Then she caught his eye and went in like a lamb. "You come, too," she said pret-"I've got to look after my ship and

my men," said the skipper. "I suppose you thought the ship would steer itself, didn't you?" "Mutineers deserve to be eaten," whispered Miss Rumbolt picusly, somewhat taken aback by the skipper's de-

Hezekiah looked at her. "They're not mutineers, Kate," he said quietly. "It was just a piece of mad folly of mine. They're as honest a set of old sea dogs as ever breathed, and I only hope they are all safe up aloft. I'm going to lock you in, but don't be frightened; it shan't hurt vou."

He slammed the door on her protests and locked it, and slipping the key of the cage in his pocket book took a firm grip of his knife, and running up the steps gained the deck. Then his breath came more freely, for the mate, who was standing a little way up the fore rigging, after tempting the bear with his foot, had succeeded in dropping a noose over its head. The brute made a furious attempt to extricate itself, but the men burried down with other lines, and in a short space of time the bear presented much the same appearance as the lion in Æsop's fables, and was dragged and pushed, a heated and indignant mass of fur, back to its cage.

Having locked up one prisoner, the kipper went below and released the other, who passed quickly from a somewhat hysterical condition to one of such haughty disdain that the captain was thoroughly cowed and stood humbly

aside to let her pass. The fat seaman was standing in front of the cage as she reached it and regarding the bear with much satisfaction until Kate sidled up to him and begged him as a personal favor to go in the cage and undo it.

"Undo it! Why, he'd kill me!" gasped the fat seaman, aghast at such simplicity. "I don't think he would," said his tormentor, with a bewitching smile, "and I'll wear a lock of your hair all my life if you do. But you'd better give

t to me before you go in." "I ain't going in," said the fat sailor "Not for me?" inquired Kate archly. "Not for 50 like you," replied the old man firmly. "He nearly had me when he was loose. I can't think how he got

"Why, I let him out," said Miss Rambolt airily. "Just for a little run. spike the girl walked to the cabin, fol- How would you like to be shut up all The sailor was just going to tell her

with more fluency than politeness when he was interrunted. "That'll do," said the skipper, who had come behind them. "Go forward, you. There's been enough of this fooling; the lady thought you had taken the ship. Thompson, I'll take the helm. There's a little wind coming. Stand by

there. He walked aft and relieved the steersman, awkwardly conscious that the men were becoming more and more interested in the situation, and also that Kate could hear some of their remarks. As he pondered over the subject and tried to think of a way out of it the cause of all the trouble came and stood by him.

"Did my father know of this?" she in-"I don't know that he did exactly," said the skipper uneasily. "I just told him not to expect you back tonight."

"And what did he say?" said she. "Said he wouldn't sit up," said the skipper, grinning despite himself. Kate drew a breath the length of which boded no good to her parent and looked over "I was afraid of that traveler chap

from lpswich," said Hezekiah after a pause. "Your father told me he was hanging around you again, so I thought I-well, I was a blamed fool anyway.' "See how ridiculous you have made me look before all these men," said the girl angrily.

"They've been with me for years," said Hezekiah apologetically, "and the mate said it was a magnificent idea. He quite roared about it, he did. I wouldn't have done it with some crews, but we've had some dirty times together, and they've stood by me well. But of course that's nothing to do with you. It's been an adventure I'm very sorry for, very.'

"A pretty safe adventure for you, said the girl scornfully. "You didn't risk much. Look here, I like brave men. If you go in the cage and undo that bear, I'll marry you. That's what I call an adventure.

"Smith," called the skipper quietly. 'Come and take the helm a bit." The seaman obeyed, and Lewis, accompanied by the girl, walked forward. At the bear's cage he stopped, and, fumbling in his pocket for the key, steadily regarded the brute as it lay gnashing its teeth and trying in vain to bite the ropes which bound it.

"You're afraid," said the girl tauntingly. "You're quite white." The captain made no reply, but eyed her so steadily that her gaze fell. He drew the key from his pocket and inserted it in the huge lock and was just turning it when a soft arm was drawn through his and a soft voice murmured in his ear, "Never mind about the old

And he did not mind. - Chicago Trib-Boy's Explanation of the Trinity. Sir W. H. Hamilton's domestic life

was brightened by children to whom he was devotedly attached. "That little boy," he once said, pointing to a boy about 5 or 6 years old, "ran up to me the other day, and cross questioned me about the mysteries in the doctrine of the Trinity. " 'How,' he demanded, 'can there be

three, and yet only one?' I answered, You are too young for such matters; go back to your top. "He flogged it about the passages score of times, then returned to me and said, 'I have found it all out-this is the explanation, and pr theory. 'You are wrong,' I answered; 'you are too young to understand the

matter; go and play.' "He returned three times more, successively, and each time propounded a new explanation, and received the same

"But now listen! His four explanations of the mystery were the four great heresies of the first four centuries! He discovered them all for himself. I did not give him the slightest assistance. What an intellect!"-Century Maga-Mummy Wheat. Candarolle says that the "mummy

wheat"-that is, wheat taken from

mummy cases—has never been known to

sprout. Instances to the contrary are

believed to be the result of fraud on the

part of Arabs who frequently introduce

modern grain into the sarcophagi in or-

der to impose on the cradulity of travel-

Science -THE ARMADILLO.

Beast Odd and Wild Which Furnishe a Toothsome Repart. With other strange forms of life found with other strange forms of life found in far Putagonia is the armadillo, an animal with habits that cannot fail to interest amsteur naturalists. There are two forms of the armadillo. Roughly speaking, one is like a hairy guinea pig with a pointed turtle shell over its back and head, while the other is like a thick turtle without any preastplate. The former is very rare even in its haunts in the Andes. The latter is verywhere abundant. As described by



RARE ARMADILLO-HAIRY ARMADILLO.

all who have seen it, the latter will eat and get fat-very fat-on anything from grass roots to decayed fish or cattle, from an ant to a poisonous serpent, from strawberries to rate and mice. In the wilderness it roams about by day because the cats of the desert persecute it most at night. Near the settlements, where, by the way, it thrives best, it is abroad at night because man persecutes it in the day. Slow moving as it seems to be when the traveler sees it at sunset, it overtakes the serpents of the region in a fair race and kills them by squatting on them and sawing its body to and fro so that the edges of its protective shell cut the snake to pieces. It captures mice by sneaking on them cat ashion and throwing its body over them like a trap. It grubs for worms. It robs nests of eggs and fledgelings. Now, although it eats a great many things that are repulsive to civilized tastes, the armadillo is itself a most delicious article of food for any human taste, civilized or uncivilized. The variety in its bill of fare seems but to add delicacy to its flesh. A

lesert of Patagonia.

Effects of Temperature. Experiments of Pictel, the French chemist, show that animals and insects oppose a wonderful resistance to intense cold obtained from liquefied atmospheric air. A dog placed in a copper receiver at a temperature of -60 to -90 degrees C. showed a rise of bodily temperature of .5 in ten minutes, and after 11/4 hours had only lost degree. A little later, however, nature gave up the struggle, the temperature fell rapidly, and the animal died suddenly. Insects resista temperature of —28 degrees, but not -35 degrees. Birds' eggs lose their itality at -2 to -3 degrees, ants' eggi at 0. Infusoria die at -90 degrees, while bacteria are still virulent at -213 degrees. This last fact is perhaps the most signifi-

Feeding Boiler Fires at the Bottom. According to The Manufacturers' Gazette, not only can smoke be suppressed but a saving of 20 per cent on fuel bills can be effected by feeding boiler fires from underneath instead of from the top, as has been the custom ever since coal became a fuel. A mechanical stoker introduces a uniform quantity of fuel at regular intervals under the boiler, and the combustion thoroughly consumes all of the gases and smoke from the green coal as it passes

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THE COIN THAT CANNOT BE REMOVED. brush will do-put it into the hand of one of your friends and tell him he may have

the coin if he succeed in brushing it off your hand. Your friend tries his best, but his efforts are all in vain, for the coin sticks to your hand as if it were glued-there. Of course he is forbidden to strike your hand violently with the brush, which would cause the coin to fall instantly to the ground. He must be content to try to brush it off as if he were brushing off a spot from a coat. There will be many who will listen with incredulity to the statement of this experiment. However, let them try it and

see for themselves. Scientific Brevities The weight of the sea water of the globe

estimated at 560,000,000,000,000,000 According to some recently published statistics, the United States produces nearly as much copper as all of the rest of the

In Germany aluminium is used for nails in the boots of the soldiery. Professor Gibson, in tests as to the value of covering for steam pipes, concluded that with coal at \$4 per ton and 3,000 working hours per year, the loss from a naked 2 inch pipe was 641/2 cents per linear foot. The regions of the world which have the greatest rainfall seem to be the regions where the largest number of thunderstorms occur. Thus along the equator 50

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Fire and Life. Office at Banking House of the Wilmlugton Savings and jan 27 tf d ·

ATLANTIC COAST LINE.



DEPARTURE FROM WILMINGTON-NORTHBOUND, DAILY No. 48 - Passenger-Due Magnella 10.50 9,20 A M a m, Waisaw 11,10 a m, Gol aboro 12,05 a m, Wilson 1,00 p m, k ocky Mount 2,38

p m, Taiboro 3,48 p m, Weldon 3.4 p m, Petersourg 5,58 p m, Richmond 6,45 p m, Norfolk 6,5 p m, Washington 11,10 p m, Baltimo e 12,48 a m, Philadelphia 3,45 a m, New York 6.58 a m, Boston 8.00 p m. DAILY No. 40-Passenger-Due Magnelia 8.31 7,60 P M p m, Warsaw 8.45 p m, Go dsbo.o 9.10 p m, Wilson 10.27 p m, Tarbor 6.58 a m, Rocky Mouse 11,12 pm We don 12,58 a m, . orfolk 10.25 a m, Petersburg 2.45 a m, Richmond 3,40 a m, Washington 7.00 a m, Balti sore 8,20 a m, Phi ade phia 10.46 a m, New York 1.23 p m, Boston

maw 4.43 pm, Chadb urn 5.15 pm, Marion 6.21 p m, Fl rence 7.00 p m, Atkin 8.09 p m, Sumte 8.88 p m, Columbia 10.00 p m, Dennark 6.18 a m, Augusta 8.00 a Macon 11.40 a m. Atlanta 12.15 p m Charleston 11,18 p m, Savannah 1.19 a m, la ksonville 700 a m. St. Augustine 12,00 noon, Tampa 5,20 p m. ARRIVALS AT WILMI. GTON-FROM THE NORTH. DAIL) No. 47-Passenger-Leave Boston 1.00 p 5.30 P.M m, New York 9.00 p m, Phi adelchia

12,08 a m, Baltimore 2.50 a m, W.sting-

ton 4,80 a m, Richmond 9,45 a m, Feters-

burg 9 50 a m, Norfolk 8,40 a m, Welden

SUUTHBOUND:

DAILY No. t5-Passenger-Due Lake Wacca-

11.53 a m, Tarboro 12.20 p m, Rocky Mount 1.05 p m, Wilson 2.08 p m, Goldsboro 2.55 pm, Warsaw 3,49 pm, Magnolia 4,02 a m. DAILY No. 41-Passenger-Leave Boston 11.00 10.00 am pm, New York 9,00 a m, Philadelphia 11 38 a m, Baltimore 2 18 p m, Washing ton 3, 30 p m, Richmond 7 11 p m, Peters burg 7.14 pm, †Aor.olk 2.10 pm, Weldon 9,27 p m, †Tarboro 5.5) p m, Rocky Mount 10,20 p m, arrive wison 11.08 p

m, leave Wilson 6 85 a m, Goldsboro 7 20 a m. Warsaw 8.16 a m, Magnolia 8.29 FROM THE SOUTH. DAILY No 56-Passenger-Leave Tampa 9 30 a 150 A m m, Sanford 1.50 a m, Jacksonville 6 20 p m Savanoah 12 00 night, Charleston 4 12 a m, Coumbia 5 .0 a m, Atlanta 7 15 a m, Ma con 9 00 a m, Augusta 2, 10 p M, Denmark 4.87 pm, sumter 6.43 pm, Atains 7.04 s m, Florence 8.25 a m, Marion 9.06 a m,

Daily except Sunday.
Trains on Scotland Neek Branch Road leave Welden 3.40 p m, Hali ax 4.00 o m, arrive Scotland Neck 4.5 p m, Greenville 6.37 p m, Kinston 7 35 p m. Re-tutung, leaves Kinston 7 20 a m, Greenville 8.22 a m A giving Halifax at 11 00a m, Weldon 11.20 a m, daily except Sunday.

Chadbourg 1,10 a m, Lake Waccamaw

Trains on Washington Branch leave Washington 7.08 a. m., arrive Parmele 8.40 a. m., Tarboro 9 50; re returning leaves Tarboro 4 50 p m; Parmele 6.10 p. m arrises Washington 7.35 p. m. Daily except Sunday Connects with trains on Scotland Neck Branch.
Two leaves Tarboro, N. C., daily except Sunday, a 5.00 m ; Sunday 8.00 p m ; arrive Plymouth 9 00 p m, 5 m p m. Returning, leave 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 Sranch leaves Goldsboro, N

Train on Nashville Branch leaves Rocky Mount 4.30 p m arrives Nashville 5.05 p m, Spring Hope 5.30 p m. Resurning, leaves Spring Hope 8 a m, Nashville 8.35 s m; arrive Rocky Mount 9.05 a m, daily Train of Clinton Branch leave Warsaw for Clinton

8 00 a m; arrive Goldsboro, N. C., 9 30 a m.

Traics on buth and North Carolina Railroad leave Atkins at 9 a m and 6 30 p m, arrive Lucknow 1.10 a m and 8 p. m; securning leave Lucknow 6.45 a m and 4 20 p m service Atkins 8 15 a m and 5.50 p m. Floren e Radroad leave Pre Dec 749 a m, arrive Latta 8.10 a m Dunbar 7.50 p m, Dillon 8.22 a m, Leave Dillon 15 p m, Dunhar 6.30 a m, Latta 6.28 m, arrive Pen Dec 6. 9 pm, daily except Sunday. Wilmington, Chadbourn and Conway Failroad leave Hub 8,15s m, Chadbourn 9,00 m, arrive Con-way at 12,30 pm, leave Conway 2 00 pm, Chadbourn 5,35 p m errive Hub 6,20 p m, Daily except Cheraw and Darlington Bailroad leave Florence 7.35 a m. 8.3 a m. 8.59 p m. ar ive Darlington 8.15

boro 2,00 p m, Cheraw 3,45 p m, Hartsvil e 4,30 a m, Darlingto: 6,05 s m, 4,30 p m 5,25 a m, arrive Florence 6.45 p m, 5 am, 6 a m. Daily except Sunday. C ntral of South Carolina Railread leave Sumter 5.50 pm. Manning 5.21 pm, strive Lane 7 pm, leave I an s 8 38 am, Manning 9.15 am. arrive Sumter 9.44 a m. Dai'y. Gerrgetown aed Western Railroad leave Lan s 9,50 a m. 7 10 p m. arrive Georgetown 12 a m , 8 30 p m, leave Georgetown 2 m. 8 p m. arrive Lanes 8.25 a m, 5.25 p m. Dan except Sunday. Wilson and Fayetawille B anch leave Wilson 2 03 p m, 11 03 p m, arrive Selma 2 53 p m Smithfield 3.(3 p m, Dunn 3.44 p m, Favesteville 4 37 p m, 12,58 a m,

H. M. EMERSON. Les't Gen'l Passenger Agent. J. R. KENLY, Geo'l Manager.
T. M. EMERSON Traffic Manager. jen 5 tf W., N. & N. Railway.

Row and 5.5 pm. leave Rowland 8 39 pm, Fayette-ville 10,10 am, 9,19 pm, Dunn 11,(2 am, 5 mi bfield

11.44 a m, Selma 11.18 a m, arrive Wilson 12.42 p m,

In Effect Sunday, Jan. 27, 1895 DAILY ENCEPT SUNDAY. STATIONS \$125 to \$200. It is now, for the first P M 2 80 7 06 Lv., Multierry street ... Ar 12 00 7 15 Lv... Sursy street ... Ar 12 00 4 54 10 57 Lv... Mayneile ... Lv 9 3 15 08 11 18 Lv... Pollocuville ... Lv 9 2 5 45 12 00 Ar., Newbern ... Lv 8 4 5 time, placed within reach of the

> Trains 1 and 4 make close connection with trains of A. & N. C. R. R. for Manchead City and Beaufort. Steamers on New River leave Jackson ille at 7 80 a m; returning leave Markee's 12 m, arriving at Jacksonville 3.00 p m, connerring with trains 4 and 8. H. A. WHITING, General Manager W, MARTENIS, Traftic Manager

PMM

above goods.

AMPM

In store, and arriving daily, a choice selection of seasonable goods. We have on hand RAISINS of every variety, from 8c to 25c per pound. CITRON, from 15c to 25c per lb. CURRENTS, all prices, all grades. NUTS, all prices, all grades. We would like to call special at-

tention to our ssortment of the

CHEESE-Switzer, Roquefort,

Neufchetel, Framage de Bric, Edam, books, or send us your address for can Cream. All tresh and of finest quality. Plum Pudding and Mince Meat. Cakes and Crasers. A beautiful variety of all kinds, too great an assortment to specify. Will have to be seen to be appreciated.

The above are only a few of our

specialties. Our assortment is com-

plete and we invite all to call and examine before purchasing elsewhere. With four wagens we can deliver promptly. THE JOHN L. BOATWRIGHT CO.

Telephone No. 14. There is Something in This MY Businers is purely a personally conducted one and all prescription work entrus ed to my care will have, and only have, my Personal Attention. See?

Cape Pear & Yackin Valley Railway Co. JOHN GILL, Receiver.



No. 1. No. 2. DAILY No 8. Daily except Sunday. No. 15. NORTH BOUND.

SOUTH-BOUND CONNECTIONS.

Train No. 1 makes close connection at Walbut Cove with the Norfolk & Western Kailroad to: Roanoke and with the Norfolk & Western Ksilroad to: Roanoke and all points North and West.; and at Greensboro with the kichmond & Danville Railroad, North and Southbound, and at anford with the Seaboard Au Live for all Points North and South, and a Fayetteville Junction with Atlantic Coast Line for Charleston Jackson-ville, and all Florida points. Train No 3 connects at Maxton with the Seaboard Au Line for Charlotte, Atlanta and all points South.

W. E. KYLE,

Gen'l Manager.



P. M. P. M A. M ... Leave Maxton Arrive Hamlet Leave Hamlet Daily excess Sunday at 4 10 p m; returning leave Clinton at 7,20 m, connecting at Warsaw with main line Leave Wadesboro Arrive Monroe Leave Monroe Arrive Charlotte

EASTBOUND TK-INS. No.38 No.16 No402 Daily Daily Daily A. M. P M P. M. Lve Rutherford a m 9.03 a m, 9.15 p m, Har sville 10.15 p m, Cheraw, 8. C., 10.85 a m. Wadesboro 12.30 p m, kave Wades.

Arrive Hamlet 8 45 Leave Maxtoa 9 28 P. M. Arrive Wilmington 12 30 8 21 Schedule Between Wilmington and Raleigh.

Schedule between Wimington and Atlanta. 8.20 p m 5 2) a m 9.15 p m 12.30 p m Arrive Atlanta Leave Atlanta Arrive Wilmington

Close connection at Atlana by No. 25 for Mach, and close connection at Atlana by Nos. 15 and 41 for Mubile, New Oleans, Na hville and all Southern Western and Northwestern points.

Close connection by 25 and 41 for Augusta.

Nos. 405 and 402, Atlanta special, I last vestibule, daily for all points North, South and West.

Connections made at Lincolnton for Western N. C. noints. Janction Points-At Maxton with C F & Y V; at

E St. JOHN, Vice President.

JNO. H. wINDER, Gen'l Mrg.

T J. ANDERSON, Gen'l Pass. Agt. jan 20 ti

MOVING NORTH. No. 2-PASSENGER AND FREIGHT Leave Cheraw, S. C..... Leave Kollock Station. Leave Osborne, N. C..... Arrive Hamlet, N. C.... MOVING SOUTH. No. 1-PASSENGER AND FREIGHT 

 Leave Hamlet, N. C.
 8.40 a m

 Arrive Onborne, N. C.
 9 00 a m

 Leave Kollock Station
 9 80 a m

 Arrive Cheraw, S. C.
 9.50 a m

CHOICE

Meat, Salt, MOLASSES, &c., &c.

Cotton Mills SPECIALTY. THEIR ORGANIZATION

No. 16. MIXED. daily ex su SOUTH BOUND, daily ex su

NORTH-BOUND CONNECTORS,

Trains Nos 2 and 4 make close connection at Fay etteville Junction with the Atlantic Coast Line for all points North and East, Train No, 2 connects at Santord with the Seaboard Air Line, North and Southbound, and at Greensboro with the Richmond & Danville kailrood, North and south-bound, and at Walnut Cove with the Nortolk & Western R, R, 101 Winston-Salem. Train No 16 connects at Madison with Nortolk & Western Railroad on Roanous and all points North and West.

Gen'l Passenger Agent

SEABOARD AIR LINE.



C., dath except Sunday, 6 05 a m; arrive Smithfield Wilmington, N. C. No 41 No.23 No408 Jan. 20, 1895. Daily Daily

1 40 10 84 2 15

Close connection at Athens by No. 25 for Macon,

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 Paimetto 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. V E MCBER, Supt, Trans.



Close connection made at Hamlet with trains North South, East and West. MONCUKE, Supt

COFFEE, SUGAR, FLOUR,

WORTH & WORTH.

Equipment and Construction arranged. Plans, specification, and superintendence furn shed for all kinds of Textile Mills. Mill sites and powers examined and reported upon.

AR! HUEF. GRAY.

Mill Architect and Engineer,

Exchange Building, 53 State St.,

lan 24 1m

Boston, Mass.

JAS. D. NUTT, The Druggist.

Lyon Mfg. Co., Brooklyn, N. Y.

C-

m

DANVILLE, VA., Dec. 4, 1894.

Mustang Liniment for over 30 years kind of sprains and bruises that horses are