

CASTORIA DESTROYS WORMS, ALLAYS. FEVERISHNESS, CURES DIARRHOA AND WIND COLIC, RELIEVES TRETHING TROUBLES AND CURES CONSTIPATION AND FLATULENCY.

CASTORIA For Infants and Children

not be imposed upon, but insist upon

TO DIVA, WHO WOULD MARRY HIM. How shall I thank thee for the b grace, The loving kindness that would make m The Currents and the Channel More of s

ences of Naval Officers

affectually secured.

To gazo forever on my Diva's face, A citizen of heaven cternally, In that clear paradise of thine to know Things I but dimly surmise here below?

The Morning Star.

But surely, Diva, greatly as I long To drink the deep delights of that abode— Surely I have not sung my latest song. Drained my last cup and trod the allotted road?

Why in so fieres a hurry to translate Me from the mundane to the immortal state? Diva. 'tis fair indeed, 'tis passing fair, This bad, unbicst, probationary time; I know the purer joys that wait elsewhere, Above, beyond this planet's grief and grime But grant me one sweet respite ere I try Those other blisses, lest they be too high. —Pall Mail Gazatte -Pall Mall Gazet

ELECTRICITY IN WAR EDISON TALKS OF ITS DEATH DEAL-

ING POSSIBILITIES.

Water Highly Charged May Be Used to Repulse Assaults-A Torpedo Cable That Would Protect New York Against Any and All Navies-A Dog Quickly Killed.

Somewhere Edison read once that some fremen at work on a building where there were a lot of electric wires overhead were rather severely shocked. The stream from one of the lines of bose hit one of the wires. The heavy current leaked from the wires and ran down the stream, shocking the nozzle men.

> "I hadn't thought of that before," Edison said to the Sun man, "so I tried it with an induction coil and a cat. It worked all right. That was the last of the cat.'

When Edison began to think about appliances useful in war, he thought of that stream of water. The difficulty of throwing a stream of water any considerable distance precludes the possibility of its use as a means of attack, but for defensive purposes, Edison says, it is absolute against certain forms of attack. He has devised a fluid which, because o its greater viscosity, can be propelled in a solid stream through a nozzle a much greater distance than water. "Suppose you were defending an en-trenchment, breastworks-any sort of

fortifications—against a charge. You take a lot of little nozzles, throwing streams less than half an inch in diameter. I can throw such a stream with a fluid of my own preparation at least 600 feet. I wouldn't stand in front of it at 1,000 feet. You can charge that fluid with 5,000 volts, and it will kill on the instant of contact. A one horsepower engine will furnish all the power needed. It takes power to produce amperage, but it's voltage that kills, and that is easily produced. The boiler and dynamo could be lugged around in a one horse wagon. All you need besides is a powerful pump. Take half a dozen nozzles, arranged on swivels, and the attacking force couldn't get near

American frigate, whose right of entrance had been challenged by the Turks, hove to your fortifications. It would be perfectly opposite Chanak (as the orientals familiareasy to place the dynamo and machinery ly and almost affectionately term the palunderground, where artillery couldn't ace), fired a salute and then under the possibly injure them. Why, that thing is cover of the smoke this raised-for that absolute. was before the days of "smokeless pow-'You any tly have no doubt wha der"-made boldly up the strait for the ever about the killing properties of elecsea of Marmora before the Turks could retricity." said The Sun man. "Kill? Why, I killed a dog out here in cover from the astonishment or interpose one ten-thousandth part of a second." any forcible remonstrance. Another American naval officer tells an "How did you measure the time?" amusing story of an experience that befell Edison laughed. Then, with a jerk of him when his ship was anchored off his thumb toward the ceiling he said: Chanak awaiting the reception of "pra-"Rigged a weight up there. We know tique." After some delay a boat was obhow fast a weight falls by the simple at served putting off from shore in the directraction of gravity. We put a brass scale beside the weight. The turning on of the tion of the United States corvet. As the boat came alongside a dirty Turkish officurrent that killed the dog released the cer stood up in the stern sheets, and, weight and it began to fall. Shutting off pointing with his thumb in, the general the current arrested the weight again. lirection of Constantinople, exclaimed, The current was turned on and off as 'Stamboula git!'' The officer of the deck quickly as possible. The dog was dead and did not understand the whole force of the the weight had fallen two one-hundredths expression (go to Constantinople), but of an inch. It took it one ten-thousandth with the quick wit of a Yankee he inof a second to do that. That's the time stinctively divined the significance of the it took to kill the dog." 'git'' (an imperative from the Turkish Then Mr. Edison talked about the pro-tection of harbors by torpedocs. It would verb gitmek), which seemed to possess a certain resemblance to Yankee slang, and be very simple, he said, to construct torimmediately gave orders to get the anchor pedo defenses for New York, or any other aboard and bear away up the strait toward harbor, for that matter. It can be done Stamboul as fast as the slow American quickly and at little cost. Accurate and tub could travel. careful surveys of all the important har-Outgoing-that is, westward boundbors on the Atlantic and Pacific seaboards vessels stop their engines abreast of a Turkare in the possession of the government ish guardship no bigger than a North river engineers. They know the depth of water, tug, anchored about two miles above the location of bars and the character of Chanak-Kalesi, and there the permission the bottom. Taking New York harbor as in documentary form which they had rean illustration, he said: ceived authorizing the navigation of the "Suppose you stretch an endless cable Turkish waters by them they deliver up from Rockaway over toward Long Branch. before steaming past Chanak out among Put it farther out if that doesn't keep the the Greek islands of the Ægean. If a enemy's ships far enough away. Make it from Fire Island to Spring Lake if necesventuresome or ignorant merchant steamer on entering the strait presumes to pass sary. Sink this cable to the bottom and on beyond a certain point, a shot is fired work it around wheels just as the bridge across her bow, and the cost of the powder cable is worked, so that it can be moved thus burned is collected scrupulously forward and back. Insulate it so that it from the owners or agents of the vessel on can be charged with electricity. Then ather arrival at Stamboul, as oriental logic tach torpedoes to it every 200 feet or so, as fails to comprehend why poor Turkey should pay for any forcign disregard of her near together as is necessary to make the thing sure and effective. These torpedoes



Account of a Fight Between a Whale and a Swordfish-Terrible Battle Between Protection Than the Forts-Not Difficult Swordfish-Vessels Attacked and Their to Run by the Latter-Amusing Experi-Hulls Pierced.

The passengers on the little steamer that makes daily trips between San Pedro har-The strait of the Dardanelles is, as many know, a narrow and tortuous waterway of no great length leading in from the north Ægean to the inland sea of Marbor, near Los Angeles, and Santa Catalina sland, some 30 miles out in the Pacific cean, were excited one day recently by a mora. But what many do not know is that the Turkish fortifications of the Darterrific battle between two sea monsters The spectacle from the deck of the steamdanelles-at least, those of any importance-are situated in a single locality in the vicinity of the squatty little Turklah town of Chanak-Kalesi (or the Pottery er, about a mile away from the scene of the combat, was a small mountain of mist ossing in the air, at the base of which a huge black tail churned the water like the Castle), which lies on the Asiatic shore a blades of a screw propeller. The monster -a good sized whale-turned this way few miles in from the mouth of the strait. One of these batteries-a low lying fortiand that, all the time lashing its black fication constructed of mud, or rather clay tail with fury and beating the water so walls, faced here and there with stone-is that the sound was easily heard by every situated at Chanak-Kalesi itself. Another one on board the Catalina Island boat. is planted about two miles further north-The whale suddenly turned, and, spouting east on the same shore, while immediately a powerful stream of water, ceased lash across the strait from Chanak-Kalesi other ing the water with its tail and sunk below battlements have been reared on some the surface. what higher ground. None of these de-

fenses is especially formidable, as mod-Several of the witnesses of the scene had had long experience on whaling voyages. They said the battle was between a ern fortifications go, although it must be admitted that, inferior as they are in many swordfish and a female whale. The swordrespects, they do mount some heavy krupp fish had the advantage of the great sea guns of modern construction and undoubtmammal and was thrusting its only weaped power, while torpedoes, it is said, have on of attack and defense-the long, sharp and pointed sword-into the vulnerable lately been sunk in the channel. Every now and then the Turkish government buys a new gun and sets it up at the Dar-danelles with a sublime confidence that sides of the unwieldy whale. The great mammal could but thrash its tail about in impotent rage until at last a vital spot thereby the integrity of the empire will be was reached by the attacking swordfish and the whale was vanquished. But the Turks understand little about

A dozen or more old men who sit about the handling of these great guns, although the Osmanli soldiers are brave when well the docks and the custom houses at San Pedro and San Diego after a long career fficered, and it is probable that in the in the whaling fields of the Pacific ocean event of actual hostilities the gunners say that the battle between the whale and would soon be driven from these defenses swordfish was not uncommon. Several of and many of the guns themselves be dis-mounted (by the skillful fire at long the old tars say they have witnessed just as good fights between similar combatants, and, besides, that in nearly every case the swordfish is the attacking party. Many men who have been on whaling voyages have found wounds in the carcasses of whales that were undoubtedly left there by an angry swordfish. It is seldom, however, that a swordfish is able to stab the whale to death.

The swordfish is utterly without fear tuous character of the ship channel of the and will, like a buffalo or rhinoceros. Dardanelles. Yet it is not improbable charge anything that offends it, often do that once crippled by a fire at long range ing an amount of execution hardly to be a nervy and resolute captain of a modern battleship could run the gantlet of the upper batteries before the bewildered gunbelieved did not the evidence exist. Combats between swordfish are most interesting and may be compared to a duel beners could adjust their artillery to the tween two expert swordsmen. Such a conwarship's varying range or succeed in actest was observed off the long pier that excomplishing more than a smashing of tends out into the ocean at Santa Monica, some of the vessel's upper works. Out of near Los Angeles, last year. Some fishera fleet of half a dozen vessels endeavoring to force the passage of the Dardanelles, two would probably be disabled or would men noticed two big fish leaping out of the water and dashing along the surface. Soon it was seen that they were swordfish. helplessly ground in maneuvering, while The season was when the fish are unusualthe balance would steam triumphantly ly ferocious. They had made several past Gallipoli, at the upper end of the rushes, and when observed were at close Dardanelles, and thereafter have absolute quarters, striking each other powerful side ly free course directly to the Golden Horn blows like cavalrymen. This was unsatisand that part of the pretty Bosporus factory, and finally they separated and overlooked by the windows and modest darted at each other like arrows, the water facades of the Yildiz palace. It is said hissing as their sharp dorsal fins cut that in the old days of three deckers an through it. They evidently struck head on, one missing, while the sword of the other struck just below the eye and plowed a deep furrow in the fish, partly disabling it so that it turned and attempted to escape. But its adversary-also turned, and with a rush drove its sword completely



in Effect a A M P M – 700 2 00 Lv...J 7 00 2 10 Lv...J 9 560 Ar..Ji 11 00 8 58 Lv 11 58 4 30 Lv..P 1 3.0 5 5. Ar..N P M Nos. 5 and 6 mixe Nos. 7 and 8 passe Trains 8 and 7 p m A. & N. C. R. R. fo Connection with S A. & N. C. R. R. for Connection with S from Elizabeth City day and Friday. Steamer Geo D. Jacksonville and Ne *Monday, Wedne *Tuesday, Thur †Daily except St J. W, MARTEN Traffic b ATLANT DEPARTURE FR DAILY No. 48-9,25 A M a m, W a m, V pm, 1 Peters Norfol Baltim m, Ne No. 4 pm, m, Wil Rocky m, + M m, Ric a m, 1 10,46 8.80 p DAILY No. maw rion Sumt p m, 1 m, Ma Charle Jackso 9.10 a ARRIVALS AT DAILY No. 49 5.45 PM m, Ne 12.05 ton 4. burg 1 11,55 Moun boro 8. 4.16 p DAILY No. 4 12.09 ton 3. burg Moun 6.20 a 7.57 s FR DAILY No. 5 2.15 am m. San Sayar Colur

| W., N. & N. Railway. | Cape Fear & Yackin Valley Hallway C': |
|---|---|
| | JOHN GILL, Receiver. |
| | HIR R |
| n Effect Sunday, May 17, 1866 | |
| DAILY EXCEPT SUNDAY. | CONDENSED SCHEDULE. |
| ORTH BOUND *6 1 +8 STATIONS. SOUTH BOUND +7 1 +25 | IN REFECT APRIL 12, 1896. |
| M PM -WILMINGTON- PM PM | DAILY MAIN LINE, NORTH BOUND DAILY |
| 9 50 Ar Jacksonville Lv 12 (5 1 00 8 58 Lv "Ar 10 42 10 95 | No. 1. No. 2. 7 55 p. m. Ar., Wilmington Lve 7 25 a. 4 55 " Lv., Fayetteville Ar 10 35 a m |
| 2 20 4 44 Lv., PollocksvilleLv 9 55 8 20 1 30 5 2 Ar., NewbernLv 9 20 8 00 | 4 33 " Ar Fayetteville Lv 10 55 " |
| Nos 5 and 6 minut suring | 1 32 a m Lv Climaz Lv 1 25 " 1 03 " Lv Creasboro Ar 2 56 " 1 68 " Ar Greensboro Ar 2 56 " |
| Nos. 7 and 8 passenger trains. Trains 8 and 7 p m make connection with trains on . & N. C. R. R. for Morehead City and Beaufort. Connection with Steamer Neuse at Newbern to and Bilingth City and Steamer Neuse at Newbern to and | 18 12 a m LvStokesdale Lv 8 59 " 11 45 " LvWalnut Cove Ar 4 31 " |
| om Elizabeth City and Norfolk Monday, Wednes- ty and Friday. Steamer Geo D. Purdy makes daily trips between | 11 85 " Ar., Walnut Cove Lv 4 88 " 11 05 " Lv, Rural Hall Lv 5 71 " 9 35 " Lv, Mt Airy At 6 45 " |
| Acksonville and New River points. *Monday, Wednesday and Friday. *Tuesday, Thursday and Saturday. | DAILY Bennetsville Division. DAILY |
| H. A. WHITING. | No. 8, No. 4. 7 20 p m ArBennettsvilleLv 8 45 a. m. 6 13 LvMaxtonAr 9 45 " |
| W, MARTENIS, Traffic Manager my 22 tf | 5 42 " LvRed SpringsLv 10 12 " 4 53 " LvHope MillsLv 10 45 " |
| ATLANTIC COAST LINE. | SOUTH BOUND |
| | Sunday. Branches. Sunday. |
| - | MIXED. MIXED. |
| | 5 50 p m Ar,, Ramseur,, Lv 6 45 a. 3 55 " Lv Climax, Lv 8 35 " 3 10 " Lv Greensboro, Ar 9 20 " |
| | NORTH BOUND. MIXED: daily exsu |
| SCHEDULE IN EFFECT June 20, 1896. | Leave Greensboro |
| DEPARTURE FROM WILMINGTON-NORTHBOUND, DAILY No. 48-Passenger-Due Magnolia 10.52 | SOUTH BOUND, No. 15. |
| 25 A M a m, Warsaw 11.06 a m, Goldsboro 12.01 a m, Wilson 12.52 p m, Rocky Mount 1.35 | Leave Madison |
| p m, Tarboro 2.40 p m, Weldon 3.32 pm, Petersburg 5.29 pm, Richmond 6.40 pm, | NORTH-BOUND CONNECTONS |
| Norfolk 6.05 p m, Washington 11.10 p m. Baltimore 12,53 a m, Philadelphia 3.45 a m, New York 6.53 a m, †Boston 3.30 p m. | At Fayetteville with the Atlantic Coast Line for all points North and East, at Sanford with the Scaboard Air Line, at Greenshow with the Scaboard |
| DAILY No. 40-Passenger-Due Magnolia 8.30 .00 P M p m, Warsaw 8.43 p m, Goldsboro 9.36 p | ern R. R. for Winston Salem. |
| m, Wilson 10.23 pm, †Tarboro 7.03 a m, Rocky Mount 11.05 pm, Weidon 1.01 a | SOUTH-BOUND CONNECTIONS At Walnut Cove with the Norfolk & Western Kailroad for Roanoke and points North and West, at Greens- |
| m, † Morfolk 10.40 a m, Petersburg 2.88 a m, Richmond 3.40 a m, Washington 7.00 | Richmond and all points North and East, at Fayette- |
| a m, Baltimore 8.23 a m, Philadelphia 10,46 a m, New York 1.23 p m, Boston | Atlanta and all points South and Southwest, |
| 8.30 pm. SOUTHBOUND: | W. E. KYLE, Gen'l Passenger Agent. |
| DAILY No. 55-Passenger-Due Lake Wacca- 30 P M maw 4.45 p m, Chadbeurn 5.19 pm, Ms- | J. W. FRY, |
| tion 6.29 p m, Florence 7.10 p m, Sumter 8.53 p m, Columbia 10.15 | ap 29 tf |
| p m, Denmark 6.20 a m, Augusta 8.00 a m, Macon 11.00 a m, Atlanta 12.15 p m, Charleston 10.52 a m | TO INTELLIER |
| Charleston 10.53 p m, Savannah 12.50 a m, Jacksonville 7.00 a m. St. Augustine 9.10 a m, Tampa 6.00 p m. | KABO46 ESTIBULED |
| ARRIVALS AT WILMINGTON-FROM THE NORTH. | SAL LIMITED |
| DAILY No. 49-Passenger-Leave *Boston 1.00 p .45 PM m, New York 9.00 p m, Philadeldhia | TRAIN)* |
| 12.05 a m, Baltimore 2.55 a m, Washing- ton 4.30 a m, Richmond 9.05 a m, Peters- | DOUBLE DAILY |
| burg 10.00 a m, Norfolk 8.40 a m, Weldon 11.55 a m, Tarboro 12.12 p m, Rocky | SERVICE |
| Mount 12.45 p m, Wilson 2.10 p m, Golds- boro 3.10 p m, Warsaw 4.02 p m, Magnolia | WEST AND SOUTH. |
| 4.16 pm. DAILY No. 41-Passenger-Leave Boston 12.03 | APRIL 5th, 1896. No.41 No403 |
| 9.45 am am, New York 9.30 a m, Philadelphia 12.09 pm, Baltimore 2.25 p m, Washing- ton 3.46 pm, Richmond 7.30 pm, Peters- | Leave Wilmingtor, S. A L. P. M. A. M. |
| burg 8.12 p m, tNorfolk 2.20 p m, Wel- don 9.44 p m, †Tarboro 5.58 p m, Rocky | Arrive Maxton "6 12 Arrive Hamlet "6 55. Leave Hamlet "17 15 \$ 0.10 |
| Mount 5.45 a m, leave Wilson 6.20 a m, Goldsboro 7.05 a m, Warsaw | Arrive Wadesboro " 8 01 9 52 |
| 7.57 a m, Magnolia 8,10 a m. FROM THE SOUTH. | Leave Monroe " 9 10 10 45 Arrive Charlotte " 10 20 11 35 |
| DAILY No. 54-Passenger-Leave Tampa 7.00 a 12.15 a m m, Sanford 1.55 p m, Jacksonville 7,00 p m | Arrive Shelby " 1 50 |
| Savannah 12.10 night, Charleston 4.55 a m, Columbia 5.45 a m, Atlanta 7.15 a m, Ma- con 9.00 a m, Augusta 2.25 p m, Denmark | Leave Hamlet S. A. L 9 25 |
| 4.17 pm, Sumter 7.10 a m,, Florence 8.50 a m, Mation 9.31 a m, Chadbourn 10.35 | " Kollock " 10 25 |
| a m, Lake Waccamaw 11,66 a m. †Daily except Sunday. | Leave Cheraw S. A. L. + 5 30 |
| Trains on Scotland Neck Branch Road leave Wel- don 3.55 p m, Haliax 4.13 p m, arrive Scotland Neck | Arrive Ham'et " 6 25 |
| 5.05 p m, Greenville 6.47 p m, Kinston 7 45 p m, Re- turning, leaves Kinston 7 20 a m, Greenville 8.22 a m, Arriving Halifax at 11 00a m, Weldon 11.20 a m, daily | A. M. |
| szcept Sunday. Trains on Washington Branch leave Washington | Arrive Chester " 10 32 12 08 P. M. |
| 8.00 a m and 2 00 p m, arrive Parmele 8.53 a m and 3 40 p m; returning leaves Parmele 9 53 a m and 6 20 | Greenwood " 1 00 2 33 |
| p m. arrives Washington 11 25 a m and 7.10 p. m. Daily except Sunday. | . "Elleriton " 2 36 4 (0 "Athens " 3 38 5 1) |
| Train leaves Tarboro, N. C., daily at 5.30 p m, ar- rives Plymouth 7.35 p m. Returning, leaves Ply- | Ar Montgomery West of Ala. 10 45 |
| mouth daily at 7,40 a m., Arrive Tarboro 9.45 a m. Train on Midland N C Branch leaves Goldsboro, N. C. daily errent Sunday 500 a m. and Science Suides of | Arrive Mobile E. & N. 4 10 |
| C., daily except Sunday, 600 a m; arrive Smithfield N. C., 7.2) a m. Returning, leaves Smithfield 7 50 a m, arrive Goldsboro, N. C., 9 15 a m. | Arrive Columbia C. N. & L. 410 00 + 4 30 |
| 4.30 p m,arrives Nashville 5.05 p m, Spring Hope 5.30 p m. Returning leaves Spring Hope 5.8 a m Nash | P.M. |
| succept Sunday. Train or Clinton Branch cave Warsaw for Clinton | EAST AND NORTH. |
| Daily except Sunday at 8 20 a m and 4.10 p m; return- ing leave Clinton at 7.00 a m, and 11 30 a m. Florence Railroad leave Pee Dee 9.05 a m, arrive | APRIL 5th. 1896. INO 38 Not02 |
| returning leaves Rowland 606 nm arriver Dillon 6 2 | Leave Wilmington S. A. L. + 3 90 |
| p m, Latta 6.37 p m, Pee Dee 6.68 p m, daily. Trains on Conway Branch leave Hub at 8.30a m, Chadbourn 10.40 a m, arrive Conway 12.85 p m, leave Conway 2 30 p m. Chadbourn 5.85 r | Arrive Hamlet " A.M. 6 K5 Leave Hamlet " + 8 15 10 35 Arrive Southern Pines " 9 15 11 21 |
| p m, leave Conway 2 30 p m, Chadbourn 5,35 p m, arrive Hub 6.30 p m, Daily except Sunday. Trains on Cheraw and Darlington Railroad leave Florence S 40 a m and 9 20 a m, arrive Darlington | 11 20 1 21 |
| Cheraw 11 59 a m Wadesboro 1 30 p m, 'Return ing leave Wadesboro 2 p m, Cheraw 3 40 p m, 'Return | Weldon " * 3 00 * 4 05 |
| ington 7.48 a m and 6 05 n m. arrive Florence 8 15 | Arrive Postmonth R. A. T. A. M. |
| m and 6 50 p m. Daily except Sunday. Sunday trains leave Floys 7 30 a m. Darington ? 45 a m. ar rive Florence 8 10 a m. Returning leave Florence 4 a m. Darlington 93 a m. arrive Floys 9 50 a m. Trains leave Gibson 6.15 a m. Bennettsville 6 41 | "Washington P. R. R. 11 10 10 45 |
| Irains leave Gioson 0.15 a m., Bennettsville 6 41 a m, atrive Darlington 7.40 a m., Sumter 9.30 a m Returning, leave Sumter 6.30 p m. Darlington 8.11 p m, arrive Bennettsville 9.09 p m, Gibson 9.35 p m. Central of South Carolina Kailroad leave Sumte | |
| 0 00 pm, Manning 0.30 pm, arrive Lane's 7 12 pm | Arrive in Wilmington from all points North Kest |
| leave Lanes 8.34 a m, Manning 9.10 a m, arriv Sumter 9.39 a m. Daily. Georgetown and Western Railroad leave Lanes 9.3 a m, 7.10 p m, arrive Georgetown 12 m, 8.30 p m | daily except Monday. |
| a m, 7.10 p m, arrive Georgetown 12 m, 8.30 p m leave Georgetown 7 a m, 3 p m, arrive Lanes 8.35 m, 5.35 p m, Daily except Sanday. Wilson and Fayetteville Branch leave Wilson 2.1 | Trains 405, 402, 41 and 38. |
| nm. 11.18 nm. arrive Nalma 9 59 nm Smithfold 9 0 | Pullman Sleepers between Hamlet and Fortsmonth. |
| p m, Duna 3.50 p m, Favetteville 4.36 p m. Smithleid 3.07 am Rowland 6.06 p m, returning leave Rowland 9.52 m, Fayetteville 11.10 a m, 9.40 p m, Dunn 11.49 a m Smithfield 12.37 p m, Selma 12.34 p m, arrive Wilso 1.20 p m, 11.35 p m. | Puliman Sleepers between Charlotte an I Richmond. |
| 1.20 p m, 11.35 p m. Manchester & Augusta Railroad train leaves Sum ter 4 23 a m, Creston 5 21 a m, arrive Denmark 6 2 m. Returning leave Denmark 4 1 p. m. | Close connections at Atlanta for New Orleans, |
| a m. Ketuining leave Denn ark 4 17 p m, Cres of 5 16 p m, Sumter 6 05 p m. Daily, Pregnalls Branch train leaves Creston 5 45 a m. as | n Northwest Close connections at Portsmonth for Washington, Ballinger Bhiladalable New York and Washington, |
| nve Pregnalis 9.15 pm. Returning leaves Pregnalis 1 pm(arrives Creston 8 50 pm. Daily except Sunday Bishopville Branch trains leave Elliott 11.10 a | y. *Daily. †Daily ex. Sunday. ‡Daily ex Monday |
| nd 7,15 p m, arrive Lucknow 1 p m and 8.15 p m Returning leave Lucknow 6.05 a m and 2.00 p m, at ive Elliot 8.25 a m and 8.20 p m. | n, For further information apply to r- Gen'l Agent, Wilmington, N C. |
| †Daily except Sunday. *Sunday only. H. M. EMERSON, Ass't Gen'l Passenger Agent. | II. W. D. GLOVER, I TAMC Manager. |
| J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager. je 23 tf | ma le ri |
| | PALMETTO RAILROAD CO. |
| The Clyde Steamship Co | |
| New York, Wilmington, N. C | |
| AND | |
| Georgetown, S. C., Lines. | To Take Effect on April 5, 1896. |
| Arr | NOVING NORTH. No. 1-PASSENGER AND FREIGHT. |
| | |

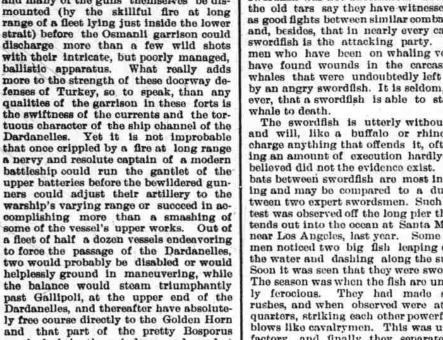
Arrive Hamlet, N. C...... 6.50 p. n

BOVING SOUTH.

No. 1-PASSENGER AND FREIGHT.

Wednesday July

Saturday,





AT DRUGGISTS AND FANCY STORES feb 11y

"THE TRIUMPH OF LOVE

18 HAPPY, FRUITFUL MARRIAGE." Every Man Who Would Know the Grand Truths, the Plain Facts, the New Discoveries of Medical Science hs Applied to Married Life, Who Would Atone for Past Errors and Avoid Future Pitfalls, Should Secure the Wonderful Little Book Called "Complete Manhood, and How to At-

tain It." "Here at last is information from a high medical source that must work wonders with this generation of men." "The book fully describes a method by which to attain full vigor and manly power. A method by which to end all unnatural trains on the system.



To cure nervousness, lack of self-control, de To exchange To exchange a jaded and worn nature for ne of brightness, buoyancy and power. To cure forever effects of excesses, overwork, orry, &c.

worry, &c. To give full strength, development and tone to every portion and organ of the body, Age no barrier. Failure impossible. Two thousand references.

The book is purely medical and scientific, seless to curiosity seekers, invaluable to men useless to curiosi only who need it.

A despairing man, who had applied to us, A despairing man, who had applied to us, soon after wrote: "Well, I tell you that first day is one I'll never forget. I just bubbled with joy. I wanted to hug everybody and tell them my old self had died yesterday, and my new self was born to-day. Why didn't you tell mo when I first wrote that I would find it this max?"

ules .- Army and Navy Journal. will stand on end in the water and can be built so that they will rise to the surface as soon as they are freed from the cable. The pressure of the water on the diaphragm keeps the circuit broken. When the torpedo is released from the cable it rises to the surface. As it rises the pressure on the diaphragm decreases. If the torpedo rises under a ship, the force of the impact sets it off and blows the ship out of water. But if it misses the ship it goes off when it reaches the surface, because, the pressure on the diaphragm being removed, the circuit would be completed just as if by im-

Could Pray In French.

Origin of Lilac.

The lilac, says some punster slyly, Is named from smelling like a H-ly!

We know the sound of i in lily.

"Now, by having a long string of these torpedoes on a movable cable, it would be possible to hit any ship that tried to get made acquainted with the wonderful prog in. The operator of the cable, at his inland observatory, watches the ships calress of her boy, she was overwhelmed with culate their position with his range finder. He knows where his torpedoes are, and at

the proper time he pushes the button and French for the wonder and admiration of frees two or three of them. The result is the visitors. This continued for some the destruction of the ship. If it should time, until little True grew weary of it. be thought possible for a ship to get by one such cable it would be easy enough to have more than one. The coast would his prayers. His mother coaxed and threatened by turns, but the little boy was obbe lined with them, and the protection of the city would be absolute. Torpedo catchstinate, and finally driven to desperation ers would not be effective against such a he said: defense, because if they began grappling for the cable the first touch of their grappling irons would notify the operator. All he would have to do would be to free a couple of torpedoes. That would be the Record. end of the torpedo catcher. It wouldn't be necessary to hit him with one of them. They would be sure to explode somewhere near him, and he couldn't stand the con-

A Prolonged Flash.

cussion,"-New York Sun.

A simple and cheap mode of making a continuous flashlight, or electric torch, is described by a correspondent in the Phila-delphia Record. His reservoir is a small vial. Its cork is fitted with two tubes, one reaching to the bottom of the fluid to receive air blown in through the lamp, or from a pair of bellows, while the other, starting from near the top, carries out the jet of magnesium powder blown through

through the body of its foe and held i fast, only wrenching its weapon loose when its enemy stopped swimming.

This one lunge finished the battle, and the victor left the field. The vanquished, floating on the surface, was picked up by the fishermen. The wounds in the dead fish were examined by several hundred people in Los Angeles and Santa Monica. They gave ample evidence of the extraordinary ferocity of a thrust by a swordfish The force with which a swordfish strikes has been variously estimated, but that it is equal to that which drives a 24 pound shot from a howitzer will be believed easily after viewing the results.

In the waters of California three kinds of swordfish can be seen-Xiphius gladius, Tetrapturus albidus and Histophorus. The fish engaged in the battle described was of the kind first named. It is the ordinary swordfish found on both sides of the Atlantic, in appearance trim and shipshape, a veritable privateer. It is a piratical cousin of the mackerel. The striking feature is the sword, which is a continuation of the upper jaw into a sharp, bony sword. The jaws are toothless, the lower one being hard or bony. The eyes are large and prominent, the tail sickle shaped and powerful, and the whole ap-

pearance of the fish denotes speed and aclvity.

It attains a length of from five to nine feet, and when working at full speed can pierce a wooden hull sheathed with copper. One of the most remarkable cases on record is that of the ship Dreadnought. One day at sea the crew felt a sudden shock, and soon after that the ship sprang a leak and was obliged to put into port. It was found when she was drydocked that a large swordfish had struck her. The sword had penetrated the copper, then the thick oak hull, passing through the thick pine sheathing and finally entering the head of a barrel. The sword was broken off short, partly plugging the wound.

The ship Wanderer was struck in the

south Atlantic in the same way, and the pumps had to be manned. When she was There is a certain young man about docked, the terrible sword was found. The town today who, in the excitements and United States government has recently pleasures of the life he leads now, has alcollected testimony relating to such cases, nost forgotten how to say his prayers. and it makes a most interesting showing Many years ago, however, when he was a cute little child with big blue eyes and Hundreds of instances have been brought to light where swordfish have struck vesgolden curls, he was famous at his praysels with disastrous results, one case cited ers. He could even pray in French. His being the sinking of the sloop Red Hot, mother, who was very proud of her little which was employed around New Bedford True-he rejoiced in the unusual Chrisby the United States Fish company. The tian name of Truman-engaged a French nurse to look after him, and it was the swordfish, undoubtedly enraged at the presence of what it considered an enemy, nurse who taught the little fellow to pray lashed at the vessel and sunk it.-Los in French. When the proud mother was Angeles Cor. New York Sun.

Flower Growing. joy. When the women of her set dropped Persistence, patience and perseverance in to call upon her, the precocious child are the three p's that spell success in the OUTSIDE was trotted out to say his prayers in nome culture of flowers. If you have never tried flower growing, you may expect to meet many failures. Professional florists do not always succeed, and I am sure we One day he mutinied. He would not say hear enough about poor crops from our friends, the farmers. Why, then, should we expect every seed we put in the ground to grow? Of course we must expect failares, and it is in overcoming them, in "I don't want to say my prayers, 'cause studying the nature, the habits and the equirements of different plants, that half the pleasure of floriculture lies. The wise beginner will read the floriculture page of a good magazine, will talk to her friends and will confine her efforts at first to some of the standard plants whose habits are well known and easily learned.-Woman-

Among all the fine homes and beautifu of them old places belonging to pioneer sion of their children, the one that inter by the women of California. It stands in England, but I have seen them growing in my garden in great plenty." There are, as is well known, different varieties, some just outside the city limits in one of the most beautiful streets of the place and is white, some different shades of purple. set down in the very center of what was an orange orchard, trees enough being cut out to make a place for it. Driving "into He must have thought us wondrous silly. town" along Main street, which is the only street entirely through the city, and



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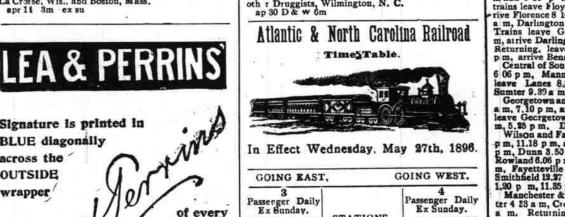
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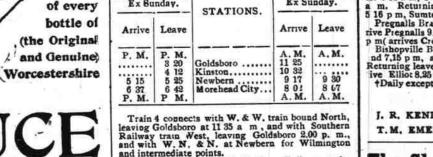
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