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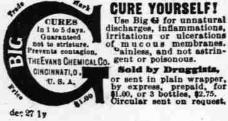
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The Morning Star.

MR. M'KINLEY'S LETTER

A Presentation of the Issues of the Present Campaign.

PROTECTION, MONEY, RECIPROCITY.

A Large Portion of the Letter Devoted to the Free Silver Question-He Announces Himself as Opposed to Such a

[CONCLUDED.]

The Cause of the Change. What a startling and sudden change vithin the short period of eight months, rom December, 1893, to August, 1893? What had occurred? A change of administration; all branches of the government had been entrusted to the Democratic party, which was committed against the projective policy that had prevailed uninterruptedly for more than thirty-two years and brought unexampled prosperity to the country and firmly spledged to its complete overthrow and the substitution of a tariff for revenue only. The change having been decreed by the elections in November its effects were at once anticipated and felt.

We cannot close our eyes to these alter ated conditions, nor would it be wise to exclude from contemptation and investigation the causes which produced them. They are facts which we cannot as a people lisregard, and we can only hope to improve our present condition by a study of their causes. In December, 1892, we had the same currency and practically the same volume of currency that we have now. It aggregated in 1802, \$2,372,599,501; in 1893, \$2,323,000,000; in 1894, \$2,323,442,-362, and in December, 1895, \$2,194,000,230. The per capita of money has been practically the same during this whole period. The quality of the money has been identical—all kept equal to gold. There is nothing connected with our money, therefore, to account for this sudden and aggravated industrial change. Whatever is to be deprecated in our financial system it must everywhere be admitted that our money has been absolutely good and brought neither loss nor inconvenience to its holders. A depreciated currency has not existed to further year the troubled business

Good Money Never Made Times Hard. It is a more pretense to attribute the hard times to the fact that all our currency is on a gold basis. Good money never made times hard. Those who assert that our present industrial and financial depression is the result of the gold standard have not read American history aright, or been careful students of the events of recent years. We never had greater prosperity in this country, in every field of employment and industry, than in the busy years from 1830 to 1832, during all of which time this country was on a gold

basis and employed more gold money in Its fiscal and business operations than ever before. We had, too, a protective tariff under which ample revenues were collected for the government and an accumulating surplus which was constantly applied to the payment of the public debt. Let us hold fast to that which we know is good.

It is not more money we want: what we want is to put the money we already have at work. When money is employed men are employed. Both have always been steadily and remuneratively engaged duting all the years of protective tariff legislation. When those who have money lack confidence in the stability of values and investments they will not part with their money. Budness is stagnated, the life blood of trade is checked and congested. We cannot restore public confidence by an act which would revolutionize all values, or an act which details a defleiency in the public revenues. We cannot inspire confidence by advocating the repudiation or practicing dishonesty. We cannot restore confidence, either to the treasury or to the people, without a change in our present tariff legislation.

The only measure of a general nature that affected the treasury and temperament of our people passed by the Fifty-third congress was the general tariff act which did not receive the approval of the president. Whatever virtues may be claimed for that act there is confessedly one which it does not possess. It lacks the essential virtue of its creation-the raising of revenue sufficient to supply the needs of the government. It has at no time provided enough revenue for such needs, but it has cause in constant deficiency in the treasury and a steady depletion in the earnings of labor and land. It has contribued to swell our national debt more than \$262,000,000, a sum nearly as great as the debt of the government from Wash ington to Lincoln, including all our foreign wars, from the revolution to the rebellion. Since its passage work at home has been diminished, prices of agricultural products have fallen, confidence has been arrested, and general business de-

moralization is seen on every hand. The Tariff: of 1890 and 1894 Contrasted. The total receipts under the tariff act of 1894 for the first twenty-two months of its enforcement, from September, 1894, to June, 1893, were \$557,615,328, and the expenditures \$640,418,333, or a deficiency of \$82.803,035. The decrease in our exports of American products and manufactures during the first fifteen months of the present tariff, as contrasted with the exports of the first fifteen months of the tariff of 1899, was \$220,353,320. The excess of exports over imports during the first fifteen months of the tariff of 1830 was \$213,972,-938, but only \$53,753,623 under the first fifteen months of the tariff of 1894, a loss under the latter of \$157,214,345. The net loss in the trade balance of the United States has been \$193,933,607 during the first fifteen months' operation of the tariff of 1894, as compared with the first fifteen months of the tariff of 1899. The loss has been large, constant and steady at the rate of \$13,130,000 per month, or \$500,000 for every

business day of the year. Losing in Both Directions. We have either been sending too much noney out of the country or getting too little in, or both. We have lost steadily in both directions. Our foreign trade has been diminished and our domestic trade has suffered incalculable loss. Does not this suggest the cause of our present depression and indicate its remedy? Confidence in home enterprises has almost wholly disappeared. Our shops are closed, or running on half time at reduced wages and small profit, if not actual loss. Our men at home are idle, and while they are idle men abroad are occupied in supplying

us with goods. Our unrivaled home market for the farmer has also greatly suffered because those who constitute it—the great army of American wage earners-are without the work and wages they formerly had. If they cannot earn wages they cannot buy products. They cannot earn if they have no employment, and when they do not earn the farmers' home market is lessened and impaired, and the loss is felt by both producer and consumer. The loss of earning power alone in this country in the past three years is sufficient to have produced our unfortunate business situation. If our labor was well employed and employed at as remunerative wages as in 1892 in a few months every farmer in the land would feel the glad change in the increased demand for his products and in the better prices which he would receive.

Not Open Mints, but Open Mills. It is not an increase in the volume of money which is the need of the time, but an increase of the volume of business; not an increase of coin. but an increase of confldence; not more coinage, but a more active use of the money coined; not open mints for the unlimited coinage of the silver of the world, but open mills for the full and unrestricted labor of American workingmen. The employment of our mints for the coinage of the silver of the world would not bring the necessaries and comforts of life back to our people. This will only come with the employment of the masses, and such employment is certain to follow the re-establishment of a wise protective policy which shall encourage manufacturing at home. Pro-tection has lost none of its virtue and im-

The first duty of the Republican party, if restored to power in the country, will be the enactment of a tariff law which

will raise all the money necessary to condues the government, economically and honestly administered, and so adjusted as to give preference to home manufactures and adequate protection to home labor and the nome market. We are not committed to any special schedules or rates of duty. They are and should be always subject to change to meet new conditions, but the principle upon which rates of duty are imposed remains the same. Our duties should always be high enough to measure the difference between the wages paid labor at home and in competing countries, and to adequately protect American investments and American enterprises.

Our Farmers and the Tariff. Our farmers have been hurt by the changes in our tariff legislation as severely as our laborers and manufacturers badly as they have suffered. The Republican platform declares in favor of such encouragement to our sugar interests "as will lead to the production on American soil of all the sugar which the American

people use.' It promises to our wool and woolen interests the "most ample protection," guaranty that ought to commend itself to every patriotic citizen. Never was a more grievous wrong done the farmers of our country than that so unjustly inflicted during the past three years upon the wool growers of America. Although among our most industrious and useful citizens their interests has been practically destroyed and our woolen affairs involved in similar disaster. At no time within the

past thirty-six years, and perhaps never during any previous period, have so many of our woolen factories been suspended as now. The Republican party can be relied upon to correct these great wrongs, if again entrusted with the control of con-

Republican Platform Favors Reciprocity. Another declaration of the Republican platform that has my most cordial support is that which favors reciprocity. The splendid results of the reciprocity arrangements that were made under authority of the tariff law of 1800 are striking suggestives. The brief period they were in force, in most cases only three years, was not long enough to thoroughly test their great values, but sufficient was shown by the trial to conclusively demonstrate the importance and the wisdom of their adop-

In 1892 the export trade of the United States attained the highest point in our history. The aggregate of our exports that year reached the immense sum of \$1,030,278,148, a sum greater by \$100,000,000 than the exports of any previous year. In 1895, owing to the threat of unfriendly tariff legislation, the total dropped to \$847,665,194. Our exports of domestic merchandise decreased \$189,000,000, but recip rocity still secured us a large trade in Central and South America, and a larger trade with the West Indies than we had ever before enjoyed.

Unlimited Irredeemable Paper Money. The increase of trade with the countries with which we had reciprocity agreements was \$3,569,515 over our trade in 1892, and \$16,440,721 over our trade in 1891. The only countries with which this country traded that showed increased exports in 1893 were practically those with which we had reciprocity arrangements. The reciprocity treaty between this country and Spain, ouching the markets of Cuba and Puerto Rico, was announced Sept. 1, 1891. The growth of our trade with Cuba was

phenomenal. In 1891 we sold that country but 114,441 barrels of flour; in 1893, 856,175; in 1893, 616,405, and in 1894, 622, 248. Here was a growth of nearly 500 per cent., while our exportations of flour to Cuba for the year ending June 30, 1895he year following the repeal of the recip rocity treaty-fell to 379,893 barrels, a loss of nearly half of our trade with that country. The value of our total exports of merchandise from the United States to Cuba in 1891-the year prior to the negotiation of the reciprocity treaty—was \$12,-234.833; in 1892, \$17,953,579; in 1893, \$24,-157.698; in 1894, \$20.125.321, but in 1895, after the annulment of the reciprocity agreement, it fell to only \$12,887,661. Many similar examples might be given

of our increased trade under reciprocity with other countries, but enough has been shown of the efficacy of the legislation of 1890 to justify the speedy restoration of its reciprocity provisions. In my judg ment congress should immediately restore the reciprocity section of the old law with such amendments, if any, as time and experience sanction as wise and proper. The inderlying principle of this legislation must, however, be strictly observed. It is to afford new markets for our surplus agricultural and manufactured products, without loss to the American laborer of a single day's work that he might otherwise

Restricting Foreign Immigration. The declaration of the platform touching foreign immigration is one of peculiar mportance at this time, when our own boring people are in such distress. I am in hearty sympathy with the present legislation restricting foreign immigration and favor such extension of the laws as will secure the United States from invasion by the debased and criminal classes of the old world. While we adhere to the public policy

under which our country has received

great bodies of honest, industrious citizens, who have added to the wealth, progress and power of the country, and while we welcome to our shores the well disposed and industrious immigrant who contributes by his energy and intelligence to the cause of free government, we want no mmigrants who do not seek our shores to become citizens. We should permit none to participate in the advantages of our civilization who do not sympathize with our aims and form of government. We should receive none who come to make war upon our institutions and profit by public disquiet and turmoil. Against all such our gates must be tightly closed. The soldiers and sailors of the union should neither be neglected nor forgotten. The government which they served so well must not make their lives or condition narder by treating them as suppliants for relief in old age or distress, nor regard with disdain or contempt the earnest inperest one comrade naturally manifested in the welfare of another.

Doubtless there has been pension abuses and funds in the numerous claims allowed by the government, but the policy governing the administration of the pension bureau must always be fair and liberal. No deserving applicant should ever suffer because of a wrong perpetrated by or for another. Our soldiers and sailors gave the government the best they had. They freely offered health, strength, limb and life to save the country in the time of its greatest peril, and the government must honor them in their need as in their service with the respect and gratitude due to brave, noble and self sacrificing men who are justly entitled to generous aid in their

increasing necessities. Our Merchant Marine and Navy. The declaration of the Republican platform in favor of the upbuilding of our merchant marine has my hearty approval. The policy of discriminating duties in favor of our shipping, which prevailed in the early years of our history, should be again adopted by congress and vigorously supported until our prestige and suprem acy on the seas is fully attained. We should no longer contribute, directly or indirectly, to the maintenance of the colossal marine of foreign countries, but provide an efficient and complete marine of our own.

Now that the American navy is assuming a position commensurate with our imports as a nation, a policy I am glad to observe the Republican platform strongly indorses, we must supplement it with a merchant marine that will give us the advantages in both our coastwise and foreign trade that we ought naturally and properly to enjoy. It should be at once a matter of public policy and national pride to repossess this immense and prosperous

The pledge of the Republican national convention that our civil service laws "shall be sustained and thoroughly and honestly enforced and extended wherever practicable," is in keeping with the position of the party for the past twenty-four years and will be faithfully observed. Our opponents decry these reforms. They appear willing to abandon all the advantages gained after so many years' agitation and effort. They encourage a return to methods of party favoritism which both parties have often denounced, that experience has condemned, and that the people have repeatedly disapproved. The Republican party earnestly opposes this reactionary and entirely unjustifiable

policy. It will take no backward step

prove, but never degrade the public ser-

It Demands Especial Attention. There are other important and timely declarations in the platform which I cannot here discuss. I must content myself with saying that they have my approval. If, as Republicans, we have lately addressed our attention, with what may seem great stress and earnestness to the new and unexpected assault upon the financial integrity of our government, we have done it because the menace is so grave as to de mand especial consideration, and because we are convinced that if the people are aroused to the true understanding and eaning of this silver inflation movement, they will avert the danger. In doing this we feel that we render the best service possible to the country, and we appeal to the intelligence, conscience and patriotism of the people, irrespective of party or section. for their earnest support.

We avoid no issues. We meet the sudden, dangerous and revolutionary assault upon law and order and upon those to whom is confided by the constitution and laws the authority to uphold and maintain them which our opponents have made with the same courage that we have faced every emergency since our organization as a party, more than forty years ago. Government by law must first be assured everything else can wait. The spirit of awlessness must be extinguished by the fires of an unselfish and lofty patriotism. Every attack upon the public faith and every suggestion of the repudiation of debts, public or private, must be rebuked by all men who believe that honesty is the best policy, or who love their country and would preserve unsullied its national

Sectionalism Almost Obliterated. The country is to be congratulated upon the almost total obliteration of the sectional lines, which for many years marked the division of the United States into slave and free territory, and finally threatened its partition into two seperate governments by the dread ordeal of civil war. The era of reconciliation, so long and earnestly desired by General Grant and many other great leaders, north and south, has happily come, and the feeling of distrust and hostility between the sections is everywhere vanishing, let us hope never to return.

Nothing is better calculated to give strength to the nation at home than to increase our influence abroad and add to the permanency and security of our free institutions, then the restoration of cordial relations between the people of all sections and parts of our beloved country. If called by the suffrages of the people to assume the duties of the high office of president of the United States I shall count it a privilege to aid, even in the slightest degree, in the promotion of the spirt of fraternal regard, which should animate and govern the citizens of every section, state or part of the republic.

After the lapse of a century since its utterance, let us at length and forever hereafter heed the admonition of Washington, 'There should be no north, no south, no ast, no west, but a common country." It shall be my constant aim to improve every opportunity to advance the cause of good government by promoting that spirit of forbearance and justice which is so essential to our prosperity and happiness by joining most heartily in all proper eforts to restore the relations of brotherly respect and affection which in our early history characterized all the people of all the states. I would be glad to contribute towards binding in invisible union the lifferent divisions of the country, which, indeed, now "have every inducement of sympathy and interest" to weld them together more strongly than ever. I would rejoice to see demonstrated to

the world that the north and the south and the east and the west are not sepa rated or in danger of becoming separated, because of sectional or party differences. The war is long since over, "we are not enemies, but friends," and as friends we will faithfully and cordially co-operate, under the approving smile of Him who has thus far so signally sustained and guided us, to preserve inviolate our country's name and honor, of its peace and good order, of its continued ascendancy amongst the greatest governments on WILLIAM MCKINLEY. SAILORS' SUPERSTITIONS.

New Jolly Jack Tar Used to Look Upon the Days of the Week. The old superstition as to lucky and unlucky days has largely passed away. Foreign mails start and arrive on Fridays without any regard for beliefs which were at one time accepted as beyond argument by most sailors. Some thought otherwise, as will later appear. Generally speaking, all saints' days and church holidays were regarded as unlucky, and certain days in each month were rather distrusted. In an old almanac of 1615 we find that July 19, 20, 24 and 81 were noted as "no good anchorage." Sunday was always looked upon as lucky, presumably in reliance on the maxim, "The better the day the better the deed," and the fact of our Lord's

lieved that some occult influence enabled Columbus to successfully clear out of port and discover new land on that day.

winds confined in bags.—London Nantical Magazine.

Swindled. ment should last longer. I thought I

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Wilmington Seacoast Railroad ON AND AFTER MONDAY, JUNE 1st, t ains will run the following schedule:
Leave Wilmington 6 30 a, m,, 10.00 a, m; and 2.30 p. m., 5.10 p. m., 7 15 p m.
Leave Ocean View 7 30 a, m,, 11.00 a, m,, 4 p. m.,, 6.10 p m., 10 p. m.
On and after July 15th there will be no 12 30 p. m. freigh train on the W, S. C. R. R. Freight will be carried at 6.30 a m, 10,10 a, m, and 5 10 p. m.
Sunday Train—Leave Wilmington 10 a, m, 2.30 p. m. Leave Ocean View 12 m, 6 p. m.

W., N. & N. Railway.

In Effect Sunday, May 17, 1886

ORTH BOUND		STATIONS.	SOUTH	
*6 I	18		+7	‡5 ·
7 00 9 50 1 00 1 58 2 70 1 30	8 58 4 30 4 44	-WILMINGTON- LvMulberry street. Ar LvSurry street. Ar AsJacksonville Lv LvMaysville Lv LvPollocksville Lv ArNewbera Lv	P M 12 40 12 30 10 42 16 09 9 55 9 20	12 (5 10 25 9 18

Nos. 7 and 8 passenger trains.

Trains 8 and 7p m make connection with trains on A. & N. C. R. R. for Morehead City and Beaufort.

Connection with Steamer Neuse at Newbern to and from Elizabeth City and Norfolk Monday, Wednesday and Video day and Friday.
Steamer Geo. D. Purdy makes daily trips
Jacksonville and New River points.
*Monday, Wednesday and Friday.
‡Tuesday, Thursday and Saturday.

H. A. WHITING,



SCHEDULE IN EFFECT June 20, 1896.

DEPARTURE FROM WILMINGTON-NORTHBOUND DAILY No. 48-Passenger-Due Magnolia 10.52 .25 A M a m, Warsaw 11.06 a m, Goldsboro 12.01 a m, Wilson 12,52 p m, Rocky Mount 1,35 p m, Tarboro 2.40 p m, Weldon 3.32 p m, Petersburg 5.29 p m, Richmond 6.40 p m, 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. DAILY No. 40-Passenger-Due Magnelia 8.30 p m, Warsaw 8.43 p m, Goidsboro 9.86 p u, Wilson 10.23 pm, †Tarboro 7.08 a m Rocky Monat 11.05 p m, Weidon 1.01 a m, + sorfolk 10.40 a m, Petersburg 2.38 a m, Richmond 3.40 a m, Washington 7.00 a m, Baltimore 8.23 a m, Phuadelphia 10,46 a m, New York 1,23 p m, Boston 8.30 pm.

SOUTHBOUND: DAIL's No. 55—Passenger—Due Lake Wacca-30 P M maw 4.45 p m, Chadbourn 5,19 pm, Marion 6.29 p m, Florence 7.10 p m, Sumter 8.53 p m, Columbia 10.15 p m, Denmark 6.20 a m, Augusta 8.00 a m, Macon 11.00 a m, Atlanta 12.15 p m Charleston 10,53 p m, Savannah 12,50 a m, Jacksonville 7.00 a m, St. Augustine

ARRIVALS AT WILMINGTON-FROM THE NORTH. DAILY No. 49-Passenger-Leave *Boston 1.00 p 5.45 PM m, New York 9.00 p m, Philadeidhia 12.05 a m, Baltimore 2.55 a m, Washington 4.30 a m, Richmond 9.65 a m, Petersburg 10,00 a m, Norfolk 8,40 a m, Weldon 11.55 a m, Tarboro 12.12 p m, Rocky Mount 12.45 p m, Wilson 2.10 p m, Golds boro 3,10 pm, Warsaw 4,02 pm, Magnolia

9.10 a m, Tampa 5.00 p m.

4,16 pm. DAILY No. 41-Passenger-Leave Boston 12.00 9.45 a m a m, New York 9.30 a m, Philadelphia 12.09 pm, Baltimore 2.25 p m, Washington 3.46 p m, Richmond 7.30 p m, Peter burg 8.12 p m, †Norfolk 2.20 p m, Weldon 9.44 p m, †Tarboro 5.56 p m, Rocky Mount 5.45 a m, leave Wilson 6.20 a m, Goldsboro 7.05 a m, Warsaw 7.57 a m, Magnolia 8.10 a m. FROM THE SOUTH.

DAILY No. 54—Passenger—Leave Tampa 7.00 a 2.15 a m m, Sanford 1.55 p m, Jacksonville 7,60 p m Savannah 12.10 night, Charleston 4.55 a m, Columbia 5.45 a m, Atlanta 7.15 a m, Macon 9.00 a m, Augusta 2,25 pm, Denmark 4.17 pm, Sumter 7.10 a m, Florence 8.50 a m, Marion 9,31 a m, Chadbourn 10,35 a m, Lake Waccamaw 11,16 a m.

†Daily except Sunday. Trains on Scotland Neck Branch Road leave Wei don 3.55 p m, Halitax 4.13 p m, arrive Scotland Neck 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 21.20 a m, daily except Sunday.

Trains on Washington Branch leave Washington 8:00 a m and 2 00 p m, arrive Parmele 8.5) a m and 8 40 p m; returning leaves Parmele 9 50 a m and 6 20 m, arrives Washington 11 25 am and 7.10 p. m. Daily except Sunday. Train leaves Tarboro, N. C., daily at 5.3) p m, arrives Plymouth 7.85 p m. Returning, leaves Ply-

mouth daily at 7,40 a m., Arrive Tarboro 9,45 a m mouth daily at 7,40 a m., Arrive Tarboro 9.45 a m.

Train on Midland N C Branch leaves Goldsboro, N, C., daily except Sunday, 6.00 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.

Train on Nashville Branch leaves Rocky Mount at 4.30 p m, arrives Nashville 5.05 p m, Spring Hope 5.20 pm. Returning leaves Spring Hope 8 a m, Nashville 8.25 a m; arrive Rocky Mount 9.05 a m, daily arcept Sunday.

pm. Returning leaves Spring Hope 8 am, Nashville 8 35 a m; arrive Rocky Mount 9 05 a m, daily
except Sunday.

Train or Clinton Branch eave Warsaw for Clinton
Daily except Sunday at 8 20 a m and 4.10 p m; returning leave Clinton at 7.00 a m, and 11 30 a m.

Florence Railroad leave Pee Dee 9 05 a m, arrive
Latta 9.24 a m, Dillon 9 36 a m, Rowland 9 52 a m,
returning leaves Rowland 6 6 p m, arrives Dillon 6.25
p m, Latta 6.37 p m, Pee Dee 6.58 p m, daily.

Trains on Conway Branch leave Hub at
8.30 a m, Chadbourn 10.40 a m, arrive Conway 12.55
p m, leave Conway 2 30 p m, Chadbourn 5.35 p
m, arrive Hub 6.20 p m, Daily except Sunday.

Trains on Cheraw and Darlington Railroad leave
Florence 8 40 a m and 9 20 a m, arrive Darlington
9 20 and 9 50 a m, leave Darlington 9 40 a m, arrive
Cheraw 11 59 a m Wadesboro 1 30 p m, Returning leave Wadesboro 2 p m, Cheraw 3 40 p m, Darlington 7.43 a m and 6 55 p m, arrive Florence 8.15 a
m and 6 50 p m, I'ally exc-pt Sunday. Sunday
trains leave Floys 7 30 a m, Dar ington 7 45 a m, arrive Florence 8 10 a m. Returning leave Florence 9
a m, Darlington 181 a m, arrive Floys 9 50 a m.

Trains leave Gibson 6 15 a m, Bennettsville 6 41 a
m, arrive Darlington 7.40 a m, Sunter 9 30 a m.

Returning, leave Sunter 6 30 p m Darlington 8.15
p m, arrive Bennettsville 9 69 p m, Gibson 9 35 p m.

Central of South Carolina Kailroad leave Sumer
6 06 p m, Manning 6.35 p m, arrive Lane's 7 12 p m,
leave Georgetown 7 a m, 3 p m, arrive Lane's 7 12 p m,
leave Georgetown 7 a m, 3 p m, arrive Lanes 8.35 a
m, 5.25 p m. Daily except Sunday.

Wilson and Fayetteville Branch leave Wilson 2.10
p m, 11.18 p m, arrive Selma 2.53 p m. Smithfield 3.03
p m, Dunn 3.50 p m, Favetteville 4.36 p m, 1.07 a m,
Rowland 6.06 p m, returning leave Rowland 9.59 a
m, Fayetteville 11.10 a m, 9.40 p m, Dunn 11.49 a m,
Smithfield 12.27 p m, Selma 12.34 p m, arrive Wilson
1.20 p m, 11 35 p m.

Manchester & Augusta Railroad train leaves Sum

Rowland 6.06 p m. returning leave Rowland 9.52 a m, Fayetteville 11.10 a m. 9.40 p m, Dunn 11.49 a m, Smithfield 12.87 p m, Selma 12.84 p m, arrive Wilson 1.20 p m, 11 35 p m.

Manchester & Augusta Railroad train leaves Sum ter 4 83 a m, Ceston 5 22 a m, arrive Deumark 6 20 a m. Returning leave Denmark 4 17 p m, Cres on 5 16 p m, Sumter 6 05 p m Daily.

Pregnalls Bratch train leaves Creston 5 45 a m, arrive Preenalls 9 15 p m. Returning leaves Pregnalls 10 p m (arrives Creston 3 50 p m. Daily except Sunday. Bishopville Branch trains leave Elliott 11.10 a m 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, arrive Elliot 8.25 a m and 3 30 p m.

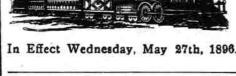
†Daily except Sunday. *Sunday only.

†M. **EMERSON**.

Ass't Gen'l Passenger Agent.

Ass't Gen'l Passenger Agent. I. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager. je 28 tf Atlantic & North Carolina Railroad

Time Table.



Passerger Daily Ex Sunday.		STATIONS.	Passenger Daily Ex Sunday.	
Arrive	Leave		Arrive	Leave
P. M. 5 15 6 37 P. M.	P. M. 8 20 4 12 5 25 6 42 P M.	Goldsboro Kinston Newbern Morehead City	A. M. 11 25 10 32 9 17 8 0! A. M.	A. M. 9 30 8 C7 A. M.

Railway train West, leaving Goldsboro 2.00 p. m., and with W. N. & N. at Newbern for Wilmington and intermediate points.

Train 3 connects with Southern Railway train, arr ving at Goldsboro 3 00 p. m., and with W. & W. train from the North at 3.05 p. m. No. 1 train also connects with W. N. & N. for Wilmington and intermediate points.

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A Combination "Crusader" Blcycle, for either lady or gentleman. Cushion Tires. Brand new. Will be sold cheap. Call in person, or address M., at

Cape Fear & Yackin Valley Railway Co:

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

IN EFFECT AUGUST 23, 1886.

		,	
DAILY	MAIN LINE.	10 45 m m 11 05 " 11 15 " 12 40 p. m 2 40 " 3 08 " 3 15 "	
No. 1.			
7 55 p. m. 4 48 4 30 3 19 1 32 a m 1 03 12 58 12 12 a m 11 45 11 37 9 45	Ar. Wilmington Lve Lv. Fayetteville Ar Ar Fayetteville Lv Ar Fayetteville Lv Ar Fayetteville Junc Lv Lv. Sanford Lv Lv. Chimax La Lv. Greensboro Ar Ar Greensboro Lv Lv. Stokesdale Lv Lv. Walnut Cove. Ar Ar Walnut Cove. Lv Lv. Rural Hall Lu Lv. Mt Airy Au		
DAILY	Bennetsville Division.	NORTH BOUN	
No. 8.		No. 4	
7 15 p m 6 15 " 5 42 " 5 00 " 4 43 "	Ar. BennettsvilleLv LvMaxtonAr LvRed SpringsLv LvHope MillsLv LvFayettevilleAr	9 45 ··· 10 15 ··· 10 (3 ···	
Daily except Sunday.	Factory and Madison Branches.	Daily excep Sunday.	
No. 15. MIXED.		No. 16.	
5 50 p m 4 05 "	Ar Ramseur Lv Lv Climax Lv Lv Greensboro Ar	6 45 a. 8 85	
	H BOUND.	No. 15 mixed: daily exst	
Leave Greens	boro	9 35 а. п	

At Fayetteville with the Atlantic Coast Line for all points North and East, at Sanford with the Seaboard Air Line, at Greensboro with the Southern Railway Company, at Walnut Cove with the Nortolk & West ern R. K. for Winston Salem.

SOUTH BOUND,

SOUTH-BOUND CONNECTIONS At Wainut Cove with the Norfolk & Western Kailroad for Roanoke and points North and West, at Greensboro with the Southern Railway Company for kaleigh, Richmond and all points North and East, at Fayette-ville with the Atlantic Coast Line for all points South, at Maxton with the Seaboard Air Line for Charlotte, Atlanta and all points South and Southwest.

W. E. KYLE. Gen'l Passenger Agent. Gen'l Manager.

DOUBLE DAILY

SERVICE

WEST AND SOUTH. APRIL 5th. 1896. No.41

Arrive Wadesbore Arrive Monroe Leave Monroe Arrive Charlotte Arrive Lincolnton S. A. L. + 9 25 Leave Hamlet 8. A. L. Leave Wilmington S. A. L. * 3 10 Clinton

E. & N. 4 10 Arrive Mobile New Orleans Arrive Celumbia C. N. & L. *10 00 Arrive Augusta P. R. & W. C. + 9 35 M & N. EAST AND NORTH. APRIL 5th, 1895. No 38 No402 Leave Wilmington Arrive Hamlet A.M. 6 75 * 8 15 10 35 9 15 11 21 A. M. 11 26 1 21 " Raleigh

8. A. L | P. M | A. M. * 5 50 * 7 30 6 00 7 50 Arrive in Wilmington from all points North, Fast, South and West, 12 50 noon Daly, and 8.50 a. m. daily except Monday. Pullman Sleepers between Hamlet and Atlanta.
Trains 405, 402, 41 and 38.
Pullman Sleepers between Hamlet and Portsmonth.
Trains 402, 443, 38 and 41.
Pullman Sleepers between Ham'et and Washington.
Trains 403 and 402 Train; 403 and 402 are "The Atlanta Seccal!"

Atlanta Special?'

Fullman Sleepers between Charlotte an I Richmond.

Traios 402 ard 403.

Close connections st Atlanta for New Orleans,
Chartanooga, Nashville, Memphis and the West and
Northerst *Daily. †Daily ex. Sunday. ‡Daily ex. Monday. For further information apply to THOS. D. MEARES, I HOS. D. MEAKES, Gen'l Agent, Wilmington, N.C. T. J. ANDERSON, Gen'l Pass. Agt. I. W. B. GLOVER, Traffic Manager, E. McBEE, Gen Supt. L. ST. JOHN, Vice-President and Gen'l Manager.

The Clyde Steamship Co.

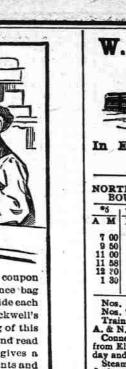
New York, Wilmington, N. C Georgetown, S. C., Lines.



ONLIDA. Saturday, Aug. 29 Saturday, Sept. 5 Wilmington for New York. PAWNEE. Wednesday, Aug 26 CROATAN ONEIDA. Saturday, Bept. 5 Wilmington for Georgetown, S. C.

CROATAN, Tuesday, Aug. 25 Tuesday, Sept. 1 ONEIDA, 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, SE Wilmington, N. C.
THEO. G. EGER, T. M., Bowling Green, N. Y.
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resurrection having taken place on that' Monday had no particular reputation for good or evil. Tuesday was the same. except among Spaniards, who said, "Don't marry or go to sea or leave your wife on that day." Wednesday was the day of Odin, the Norse god, and lucky. Thursday was named after Thor, the Norse god of war, and was auspicious. Friday was the day dedicated to Freya, Norse goddess of love, and having reference to women was not liked on this ground. The true reason for avoiding Friday was, of course, the fact of the crucifixion having taken place on that day, and sentiments of special veneration for the day became converted into a feeling of fear for the results which would follow its violation. The Spaniards, on the other hand, had a considerable veneration for Friday and be-

Saturday was generally considered aus-The origin of the phrase, "A capful of wind," can be traced to a Norse king, Eric VI, who died in 907 A. D. He was credited with the useful power of directing the wind to blow where he wished by the simple method of turning his cap to that point of the compass. His powers were much appreciated and trusted and resulted in his being known as "windy cap." There is no evidence as to whether he could regulate the force of the wind as well as the direction; presumably he could, or his faithful believers would not have been so many. A "bagful of wind" is another common expression and indicates something like a gale. This has been traced down to the classical legend of Æolus and his captive

"No," said the pensive maiden, "it is impossible that this engage-

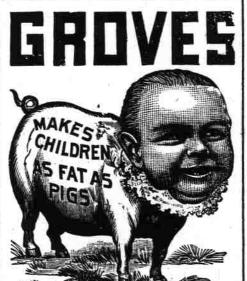
loved you once, but I know better now. Can you forgive me?" "Well, I should say not," hissed the young man, making a grab for his hat. "For more than a year-all for you—I have not been to a picnic: I have played no billiards; I have not taken a drink; I have turned the cold shoulder on every girl that has tried to flirt with me. How am I going to get paid back for all the fun I have missed? Oh, yes, I'll forgive

"The Light of Other Days" was written by Alfred Bunn, a theater manager of London. The song was given to Balfe, who introduced it into his opera, "Maid of Artois." On the first presentation of the opera the song took the house by storm and was repeated five times before the audience would permit the opera



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