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The Morning Star.

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Streaks the dull west with fire.
The myriad lips of night
Are vocal with desire,
And, lo, the radiant moon
Flowers from the black lagoon. The Adriatic's bride,

Child of the shifting sea, Lifts from the circling tide Her olden majesty. The moon's transmuting ray Has giorified decay. Afar the chiming joys
Of bells are skyward rolled, While, petrellike, we poise On ripples of pale gold.

An apotheosis Of all youth's dreams is this. As notes of music blent In mellow harmonies fall
On listening ears intent,
So tower and dome and wall
Form to our wondering sight
A harmony of night.

-Clinton Scollard

MY FIRST VOYAGE.

I sailed from the East India docks on lept. 1, 1857, in the full rigged thip Duncan Dunbar, 1,874 tons, for Sydney. This lessel was named after her owner, who was so memorable a man in the history of British shipping that I cannot at panse a moment to refer to him. To the eternal bonor of Duncen Dunor balt said that he began life as a rag ad bottle merchant and worked with net wargy and skill that he died posessed of more than two millions of English cold and the fluest fleet of merchant ships at that time trading to air parts of the world from the river Thames. He was remarkable for his

avarice, and many diverting stories of his cheeseparing struggles were current on board his own vessels. Unlike the shipowner of today, who is with scarce an exception one of a company, Dunbar was the sole holder of his fleet. He died in 1861, and a portion of his great wealth went to Mr. Gellatly, a very kind, gentlemanly person, who had

married the rich man's niece and for years managed his business down near I went to sea as a midshipman in the merchant service. But this is a catchpenny term. Outside the royal navy there are no midshipmen. Consequently, as I did not ship as an apprentice, I

must have signed articles as a boy sim-I think the premium charged for the first voyage was 60 guineas. The outfit cost about 80. So that to send a lad on a voyage in those days was costlier to a parent than putting him to a first class school, where he would have got some education, perhaps learned good man-

ners and probably acquired a taste for trade or one of the professions. Certainly of the midshipman in the merchant service in my time not half remained at sea after the first voyage, and hardly a youth out of our numbers ever found a place upon the quarter deck, even in the laughably low capacity of fourth mate. Most of the captains and officers began as apprentices or rose

from the ferecastle. I was 13 years and 7 months old when I went to sea and was undoubtedly too young for the vocation. I had no strength of body for the rough usage of the midshipman's berth. I was too tender to go aloft or to keep the deck through long,

bitter nights. I well remember the day and the hour when I stepped on board the Duncan Dunbar, in the East India docks. It was all wild confusion to my inexperienced gaze. Immediately after I had gained the ship she began to warp out of dock Drunken seamen on the forecastle were shricking and gesticulating to equally drunken people ashore. The waist and quarter deck were full of "lumpers," or "runners," elbowing crowds of weep-

ed and clutching screaming infants. Eight or nine midshipmen were running about the poop. I could merely hold on and look on. The confusion was complicated by noise. Every one seemed to be shouting, and nothing was at peace on board that frigate built ship, freighted to her chain plate bolts for the other side of the world, except her blue peter, signal of departure, blowing serenely at

ing steerage passengers, shabbily dress-

her foreroyal masthead. No work seemed expected of me. It was required, however, that I should not get in the way. As I succeeded in getting very much in the way I was purposely knocked about, and when at last I was bowled down the poop ladder by a handsome rush of brass bound "third voyagers" I was glad to take refuge, with black eyes and streaming

nose, in the midshipmen's berth. This was, in that ship, a narrow compartment in the steerage under the quar-ter deck. You reached it by a manhole called the booby hatch, down which sank a perpendicular ladder. All was gloom and misery and evil smells when I went below for the first time, and for long afterward did this state of wretch-

The emigrants were of the poorest and shabbiest. They were lodged in this part of the vessel, and they quarreled all the, day, and their babies cried all night. No one can imagine in this age of the steamship the sufferings which the emigrants underwent in the times of the sailing ship. They cooked their own food, and I have seen a crowd fighting like drunken seamen at the galley door for a place for their saucepans or kettles.

Not that the emigrant of today is a particularly well fed, well berthed man, but he is transported quickly. If his sufferings are keen, they are soon over. In my time they were uncommonly sharp, and they lasted four or five months. The midshipman's berth was fitted

with 12 banks in double tiers. A narrow slip of table ran down the center. The edge of this table was like a saw from the action of the knives of the young gentlemen," who used it for entting up plug tobacco. Every bunk was to be filled this first voyage of mine, so that we were 12 midshipmen, worth some £700 for the voyage to the owner. irrespective of the value of our labor. Moreover, each lad subscribed 10

guineas for what was termed mess mon-So here was another £120 odd ponnás to add to the cost of the hire of a dirty little sea parlor in the bowels of a ship stuffed with cargo, bulkheaded off in that part of her of which the emigrants made a Whitechapel alley.

A boy is young at 18½, and I felt myself to be a very little fellow indeed when I stood in the door of that midshipmen's berth, peering into the gloom with eyes brilliant with fear and aston-ishment. Was this to be my home until I returned to England? Was yonder rude shelf to replace the white, soft bed I had been used to? It was the middle of the day. Yet but for the flame of a sputter-ing lamp, dangling like a coffeepot from the center of the upper deck, it would have been difficult to see. In fact, this compartment was lighted by three scattles, or portholes, only, round bullseyes of immensely thick glass, which weight of the cargo, so that when our

cabin was on the lee side these windows were always under water. This is not an inviting picture I am drawing. It is the truth nevertheless. The apprentice nowadays goes to sea at much less cost and is far better used than was the heavily charged midship-man of my day. "Everything good comes when it's too late," murmurs poor, heartbroken little Jane Eyre when she rejects the coveted willow pattern

plate. I have often wished that much of what is good on board ship nowadays invented in the rough fifties. I should have been glad, for example, to be shipmates with double topsail

yards. I hear of apprentices fed from the captain's table. I hear of apprentices instructed in navigation by the master and mates of the ship. Had it depended upon the captains I served under I never should have lifted a sextant to my eye. · I did not choose my bunk. It had been chosen for me. It was the most uncomfortable bunk in the berth. It was gonsistent with sea tradition, therefore, that the youngest and weakest should occupy it. On entering to look for it I found it an athwartships upper bunk. The lower

tle older than I, just a little stronger, and, like myself, a first voyager. I knew my bed place by this token— to the bundle of bedding was attached a label bearing my name, "William Clark Russell, Midshipman, Ship Dun-can Dunbar, E. I. D." But where was my chest—the chest that contained my

There were no chests in this berth, no place for such things-scarcely room, indeed, for a man's leg between the rows of bunks and the edge of the table. As I was going out a very tall, slim midshipman came in. His badge was dim, his buttons greenish. I, on the contrart, was most unhappily resplendent-a brand new sailor-and this old stager

knew me at right. "What are you craising about down her after?" said he. They gave me a black eye up stairs.

"Up stairs, up stairs!" he roared. There's no up stairs at sea. The guffy. Didn't you know that afore you ship-

"Didn't I know what?" said I innocently, for I did not understand him. "Come here," said he. I approached him. He drew me close and plucked three hairs from my head. The pain was not very sharp, but this did not render the action the less brutally mean and

"If you don't pay attention," said he, "to what's said to you, you'll be bald before we're out of soundings. What are you mousing about down here for?" "I am looking for my sea chest, sir," I answered, beginning to think this tall

midshipman a great and important person aboard the ship. Grasping me by the collar of my jacket and the seat of my trousers he raised me high and strode with me, thus pillared, into the 'tween decks.

"What's your name?" said he. "Russell," said I. "What a horrible name!" he exclaim ed. "My name is Goole. How much

better Goole sounds than Russell." He

continued to hold me aloft. "What are your initials?" he asked. "W. C. R " "There you W. C. R., then!" said he. And he dumped me down as though I had been a sailor's bundle upon one of

ten or a dozen sea chests, moored in all

sorts of places in the steerage.

A midshipman's chest! It was called in my time "a hurrah's nest" because everything was always on top and nothing at hand. When I lift the lid of that chest in memory, I am visited by a faint, close smell of marine soap. I still possess the Bible I took with me, and the volume, like my memory, is haunted with that dim smell of marine scap in bars, by the impulse and influence of which I am able to see the ship, the gloomy 'tween decks, the midshipmen's berth, the patched figures of the emi-

grants as vividly as though I was aboard that vanished craft again. I lift the lid of my sea chest, and what do I find? Some dozens of colored shirts, all so ungovernably stiff that I feel as unhappy as a turtle till they have been soaked; a great quantity of drill trousers, hard as the shirts, which had they been distended as the windsail is by the breeze, would have stood on end

without a wearer. In that chest were brass bound jackets and waistcoats, and black silk handkerchiefs for the making of streaming sailors' knots for the neck. In short, I was more ornamentally than usefully equipped, and before we were abreast of the Cape of Good Hope I should have been glad to exchange my finery for warm, homely pilot cloth and the plain under-

wear of the forecastle. Mr. Goole, who looked as long to my youthful gaze as the mizzen royal yard, is the marine ogre of my first voyage, and in those distant memories he goes on pulling my hair, tweaking my nose, twisting my ears, punching my head, and in many other ways making himself a terror to me. Having dumped me down on my sea chest, he drove me up to the quarter deck, and thence on to the

poop. What now followed I cannot clearly remember. I recollect being greatly scorned by the younger midshipmen, and pitied and protected by the third mate. But whether I pulled at a rope or did anything except get in the way of useful people while we were towing down to Gravesend I do not know. It was a scene of enchantment, but

not like something out of a fairy book, nor was it on the sweet side of magic. The liver colored river was crowded with craft of all sorts, stirring up chocolate colored froth as they drove aslant through the Reaches. Our yards towered to the dingy heavens of the isle of Dogs. They were massive as a frigate's with the furled gear, and the ship looked like a frigate with her wide spread of shroud, large tops and short royal mastheads.

We anchored at Gravesend for the night, and all through that night I lay in my clothes in my bed and slept as deeply as if I had been drugged. I was awakened by a terrifying commotion. "Tumble up—out you come! All hands unmoor ship!" The third many stood in the door roaring out these un intelligible syllables. Then, observing

that I did not make haste to jump up, the long legged ogre, Goole, dragged me ont of my bed and ran me capters and bootless to the deck. It was raining bard-a dark, sufky, sallow Thames morning. The crew were setting the topsails and bellowing like terrified men at the ... yards. Too cap-

tain, looking over the mak of the poop, seeing me bareheaded and gaping up at the suils, told me to ma below and put on my boots, cap and otiskins. I discovered my oilskins-after searching all about the steerage-under my mattress, but the leggings stuck to each other like

cold wax, and I flung them down. I put on the waterproof coat and returned on deck smelling like an oil can, but I do not think I did more, or was asked to do more than stare about me. The ship was again in tow of the tug. She carried single topsails, and those three lofty breasts rose white as snow to

the crosstrees. The rain sometimes drove with us, and sometimes it sheered aslant. It was a weeping picture. Unspeakably melancholy did the gray waters of the Thames bank sides and flats appear in that drenched and leaden atmosphere. By and by the third mate, stepping up to me, said kindly, "What's your name?"

"William Clark Russell, sir." "I am not a court of justice," said he, langhing. "I don't administer oaths Russell, my sonny, come along down to breakfast," and with that the kindly creature—he was a shaggy Orkney is lander, a grand, active young seaman of 20—gripping me with the hand of a bear, conveyed me below into the mid-

shipmen's berth. He took the head of the table. The "young gentlemen" sat upon the edges of their bunks on either side. An empty pickle case was passed along, and, top ended, served me for a seat.

A boy waited upon us. They called him the midshipnen's servant. He had been in a man-of-war and was the smartest little sailor lad I can recollect. He danced the hornpipe charmingly, was liberally tattooed over the arms and chest, walked with the flowing and knowing roll of the brine seasoned tar. and was, I think, about 15 years old. He put a great dish of huge brown steaks upon the table, and then brought pots of coffee, and loaves of bread, and salt butter, and we fell to amid a great

noise of talk and clanking of cheap cutlery upon tin plates. I began to feel that I was seeing life and going to be a man. But all at once, the river having by this time opened into wide water, with bunk was to be occupied by a lad a litthe weight of the swell of the still distant North sea beating like a delicate pulse in it, the ship slightly pitched. I dropped my knife and fork and turned

She pitched again, and this time I pitched with her amid the mingled aughter and wrath of the rest of the roung gentlemen at breakfast. Fortunately there were three other "first voyagers," all of whom were quickly "taken worse."-W. Clark Russell in Youth's Companion.

Mark Twais on Shipber 1 L. Mark Twain looks upon a journey eross the ocean much as another man might look upon crossing the East river on a ferrylean. The hunorist enjoys the ocean and the de of idleness which is enforces on on. Hi does not know what it is to be sick, and after his own fashion he has a good time. This "fashten" is more pleasing a himself than to any one who happen to share his stateroom, as did a found of mine recently. This friend told me that he never crossed the ceean with a man who stuck

closer to his stateroom. When the genial Mark awakens, usually about 7 o'clock, he reaches out for his pipe and book and begins to smoke and read. He keeps this up until about 11 in the morning, when he calls for his morning coffee, which he takes while in his berth. Then he smokes and reads again until about 1, when he begins to write. At 5 he stops long enough to dress, take a turn around the deck, and goes to the saloon for his dinner. This is the only time of the day when the passengers see him. After dinner he takes a stroll on the deck, goes back to his stateroom, undresses and begins to read and smoke once more, which he keeps up steadily until far into the night. Pittsburg Dispatch.

Bad For the Teeth. The practice of taking hot and ice cold drinks, especially when alternated at short intervals, as when hot coffee or tea and ice water are taken at meals, the careless use of the toothpick, which often irritates and wounds the gums and causes them to recede, the too free use of artificial sweets and the use of tobacco are all causes for the decay of the teeth. The most potent cause, however, says an authority, is the lack of natural exercise of chewing, which will bring to

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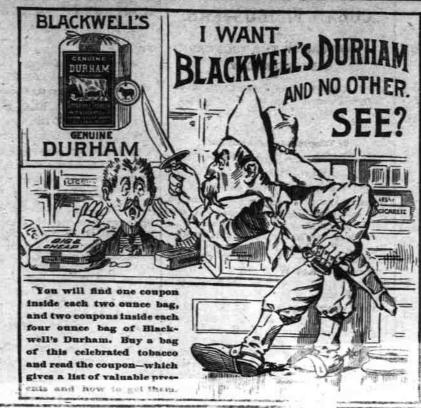
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10,46 a m, New York 1,23 p m, Boston

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12.09 pm, Baltimore 2.25 p m, Washing

ton 3,46 p m, Richmond 7, 80 p m, Peters

burg 8.12 p m, Norfolk 2,20 p m, Weldon 9.44 p m, +Tarboro 5.58 p m, Rocky Mount 5.45 a m, leave Wilson 6.15 a m, Goldsboro 7,63 a m, Warsaw 7.51 a m, Magnolia 8.00 a m. FROM THE SOUTH. DAILY No. 54-Passenger-Leave Tan 12.15 a m m, Sanford 1.55 p m, Jacksonville 7,00 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 p m, Denmark

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4.80 p m, arrives Nashville 5.05 p m, Spring Hope 5.80 p m. Returning leaves Spring Hope 8 a m, Nashville 8355 a m; arrive Rocky Mount 9 05 a m, daily except Sunday.

Train or Clinton Branch eve Warnaw for Clinton Daily except Sunday at 11.10 a m and 8.45 p m; returning leave Clinton at 3 00 p m, and 11.30 a m.

Fiorence Railroad leave Pee Dee 9 05 a m, arrive Latts 9.24 a m, Dillon 9 35 a m, Rowland 9 52 a m, returning leaves Rowland 6 66 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 10.49 a m, arrive Conway 12.55 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 8 55 a m, 9 40 a m and 7 45 p m, leave Plorence 8 55 a m, 9 40 a m and 7 45 p m, leave Plorence 8 55 a m, 9 40 a m and 8 15 p m, leave Cheraw 12 45 p m, arrive Wadesboro 2 25 p m, Returning leave Wadesboro 3 p m, arrive Cheraw 4 50 p m, leave Cheraw 12 45 p m, arrive Plorence 8 .55 a m, arrive Plorence 8 .55 a m, arrive Florence 8 .50 p m, Darlington 9 .50 p m, 6 .50 p m, arrive Florence 8 .50 p m, Favetteville 4 .50 p

†Dully except Sunday, *Sunday only. H. M. KMERSON, Ass't Gen'l Passenger Agent. I. R. KENTY CHI Mannet. T.M. EMERSON, Traffic Manager sep 27 tf EAtlantic & North Carolina Railroad



In Effect Wednesday, May 27th, 1896 GOING EAST. GOING WEST. Passerger Daily Ex Sunday. Passenger Daily Ex Sunday. STATIONS. Arnve Leave P. M. P. M. 3 20 4 13 5 15 6 37 6 42 P. M. P. M. A. M., A. M., 11 25 10 32 9 17 9 30 8 01 8 17 A. M. A. M.

Train 4 connects with W. & W. train bound North, leaving Goldsboro at 11.35 a m, and with Southern 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.

S. L. DILL, Sup't, ma 27 tf

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Daily escept Sunday, No. 15. MIXED. No. 16. No. 16 NORTH BOUND ailyexst No. 15. SOUTH BOUND. MIXED,

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 Wainut Cove with the Nortolk & West ern R. K. for Winston Salem.

At Walnut Cove with the Norfolk & Western Kailroad for Roanoke and points North and West, at Greensboro with the Southern Railway Company for Faleigh, Richmond and all points North and East, at Fsyetteville 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. J. W. FRY,



SERVICE WEST AND SOUTH. APRIL 5th, 1896. No.41 P. M. eave Wilmingtor,

Arrive Maxton Arrive Hamlet Leave Hamlet Arrive Wadesboro 8 01 8 55 Arrive Charlotte Arrive Lincolaton Arrive Shelby Arrive Rutherford Leave Hamlet Armye Osborne Kollock Cheraw S. A. L. + 9 25

4.17 pm, Sumter 7.10 a m., Florence 8.50 a m., Marion 9.31 a m., Chadbourn 19.35

8,00 a m and 2 00 p m, arrive Parmele 8.50 a m and 8 40 p m; returning leaves Parmele 9 5) a m and 6 20 p m, arrives Washington 11 25 a m and 7,10 p. m. Arrive Mobile E. & N. 4 10 Arrive Columbia C. N. & L. *10 00

Arrive Augusta P. R. & W. C. + 9 85 M & N. EAST AND NORTH. APRIL 5th, 1896. No 38 No402 Leave Wilmington A.M. 6 5 * 8 15 10-35 9 15 11 21 Ra'eigh 11 26 1 21 P. M' 1 0 2 33 * 3 06 * 4 05 S. A. L P M A. M. * 5 50 * 7 30 6 00 7 50 Arrive Po t mouth
"Norfolk

A. C. L. *6 40 *6 40 P. R. R. 11 10 10 40 A. M. P. M. 112 48 12 05 *3 45 2 20 *6 53 * 4 53 Arrive in Wilmington from all points North, Fast, outh and West, 1250 noon Daily, and 8.50 a. m. laily except Monday. Pullman Sleepers between Hamlet and Atlanta. Trains 405, 402, 41 and 38. Pullman Sleepers between Hamlet and Portsmonth. Trains 402, 403, 38 and 41. Pullman Sleepers between Ham'et and Washington. Pullman Sleerers between Ham'et and Washington. Frains 403 and 402 Tra'ns 403 and 402 are "The

Arrive Richmond Washington

Atlanta Special "Puliman Sleepers between Charlotte and Richmond.
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E. Sr. JOHN, Vice-President and Gen'l Manager,

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