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sep 3 tf.

The Morning Star.

A DREAM DREAMED OVER.

The music was throbbing and pulsing;
The flowers, and the palms, and the light,
In smooth, waxed floors were reflected
That glorious gala night.
With the fragrance of roses about her,
In her dainty, pure white gown,
She was, as he whispered to her,
"The prettiest girl in town."

She smiled and flushed and denied it,
As a pretty girl must do,
But by her heart's deep contentment
She knew that he thought it true,
And they danced to the thrilling music—
Oh, life was rapture then!—
When she was the prettiest girl in town,
And he was the first of men!

They parted with anguished sorrow;
Time cleared the clouded sky,
But at last night's ball she lived again
In the charmed days gone by.
His son and her daughter were dancing,
The girl in a pure white gown,
And she heard him say as they passed her,
"You're the prettiest girl in town!"
—Oakland Echoes.

HOW GUNPOWDER IS MADE.

The Part That Each of the Three Ingredients In the Explosive Plays.

Gunpowder has steadily developed as mechanical skill constructed better and better weapons in which to use it, ununtil today it has reached a perfection of manufacture for various purposes which allows its effects to be foretold in any weapon, even to the time it takes a grain to burn and to the distance it will drive a shot.

Roger Bacon's gunpowder was made of saltpeter, sulphur and charcoal. Saltpeter is chemically called niter and is a natural product found bedded in the earth in different parts of the world, chiefly in India and China. Sulphur, too, is found in a natural state in many volcanic countries, like Sicily, while, as is well known, charcoal is made from wood or woody substances by heating them almost to a burning heat in an airtight vessel, thus driving off everything in them but carbon.

Saltpeter, sulphur and charcoal are still the only ingredients of the gunpowder in common use, although a new gunpowder made of different materials is undergoing successful experiment. A mixture of saltpeter and charcoal alone would form an explosive, and sulphur is added chiefly to make it plastic or capable of being pressed into cakes and shapes. All three ingredients have to be purified by the most careful chemical skill before they are combined. Then an exact proportion of each has to be measured out according to the kind of powder to be made.

For the gunpowder generally used you would find in every 100 pounds, if you could separate the ingredients, 75 pounds of saltpeter, 15 pounds of charcoal and 10 pounds of sulphur, but it would be almost impossible to separate the ingredients, for they are not merely mixed together as you might mix pepper and salt, but they are ground and rolled and stirred and pressed together by special machines until they are almost sufficiently united to form a single new substance.

This mixing process is called trituration, and the powder is thus made into the form of big flat cakes, called press cakes, and then broken up and screened into grains of special sizes, or ground to the fine powder used for shotguns and revolvers. The large grained powders are still further stirred together until the grains become highly glazed, and these are called cannon powders. A lighted match may be held to a grain of cannon powder and it will be found almost impossible to set it on fire, but once ignited it flashes off very suddenly and violently.—Lieutenant John M. Ellicott in St. Nicholas.

Running a Race Backward.

A Belgian harrier named Milo, in the interest of originality recently undertook to cover the distance from Antwerp to Brussels running backward.

He started from Brussels on a Friday at 2:40 p. m., and, after many halts, reached Antwerp at 8 p. m. the following Sunday, and finished his race (always backward) at a public house in the Rue du Midi, welcomed by an enthusiastic crowd.

He had for this race special boots prepared with the heels on the front and the soles studded with india rubber rings.

Although many people interested in the affair attempted to accompany him (walking in the ordinary way), they one and all were obliged to abandon him, and only some cyclists succeeded in escorting him to the end of his journey, no doubt with the charitable intention of informing him of the possible and highly probable dangers on the way, as nature, not foreseeing the rapid strides which the march of civilization has made, did not provide man with an eye behind.

No doubt had she known that we should prefer walking backward she would have done so.

Those experienced in this kind of sport aver it is not without its advantages. Personally I fail to see the necessity of walking backward and shall only be convinced when it is proved to me that a man, thoroughly tired with walking forward, may rest himself by walking backward.—Pearson's Weekly.

Selfish.

A woman boarded a street car the other day to find all the seats occupied. She therefore grabbed a strap and stood, if so passive a verb may be applied to the swaying, swinging, jerking and lunging that she was obliged to endure. Presently the conductor came along and demanded her fare. In her uncomfortable position the woman had some difficulty in getting at her purse and extracting the coin therefrom, but the conductor's suspicious glances, coupled with a surly, thrice repeated "Fare!" made her more executive than she might otherwise have been. Then the conductor turned to collect the fare of a woman seated right under the swinging, swaying woman.

Beside the seated woman were two little girls, apparently 5 and 6 years old, and occupying seats also. The seated woman did not offer to pay any fare for them, however, and the conductor did not demand it. Other persons entered the car, grabbed straps and paid full fare. There was not room, of course, for all of them to be seated, but two of them were certainly entitled to the seats occupied by the children, who had paid no fare. As if to add a touch of irony to the situation, the woman accompanying the children presently saw fit to glare up into the swinging, swaying woman's face and observe, "Madam, you're making my little girl very uncomfortable by standing so close to her!"—New York Sun.

A Country Courtship.

John (sheepishly)—I s'pose you'll be gittin married some time?

Betty (with a frightened air)—Oh, I dare say I shall some time.

"I dare say I'll get married too."

"Oh!"

"P'raps we might both get married at the same time."

"Wouldn't it be awful, John, if the parson should make a mistake and marry us to each other?"

"I—I shouldn't mind."

"No—neither should I, to tell you the truth, John."—Pearson's Weekly.

Sure Upon One Point.

"What an elegant place your millionaire neighbor owns. About how many feet front has he?"

"Well, I couldn't tell you about the front, but the night I asked him for his daughter's hand I figured he had about 500 feet back."—Detroit Free Press.

GEN. LEE IN BATTLE.

HE WAS COOL AND FREE FROM EXCITEMENT AT CRITICAL TIMES.

Regardless of the Dangers of His Position at the Battle of Cold Harbor—Why He Abandoned an Important Plan Before Richmond.

The Hon. John H. Reagan, who was postmaster general of the Southern Confederacy, delivered a lecture in San Antonio, Tex., on the evening of April 20 in behalf of the fund for a Confederate monument and "the Southern Battle abbey," in the course of which he related the following:

"On the morning of the second battle of Cold Harbor, in 1864, Judge Meredith and Judge Lyons, two of the judges in Richmond, and myself rode out to the battlefield, crossing the Chickahominy at Mechanicsville and riding along a road a few hundred yards in the rear of our line of battle. The battle was then raging the whole length of our line. Squads of prisoners were from time to time being brought back to the road we were on. When we reached the point where we had a view of the Gaines hill farm, we saw that the enemy's shells were falling in the field about General Lee's headquarters. At that time there was a good deal of solicitude, both in the army and among civilians, about General Lee's exposing himself so much in battle, and it was felt that his loss would be a great calamity. I suggested to Judges Meredith and Lyons that I would ride down to the general's headquarters. They said they would not go, but asked me to suggest to General Lee the question as to whether he could not cover himself by some large trees a few hundred yards in his rear and from these send his orders and receive reports as well as from the exposed position he was then in.

"When I reached his headquarters his staff officers were all out; none but an orderly with him. I mentioned that a good deal of artillery was being used. He said, 'Yes; more than a usual amount on both sides.' He added, 'That does not do much harm.' And waving his hand off pretty much to the front of him, where the musketry firing made a noise much like the tearing of sheets, he said, 'That is what kills men.' I then mentioned to him what Judges Meredith and Lyons had suggested about his covering himself by the large trees in his rear. To this he replied that when the shells began to fall in the field where he was he had ordered the wagons containing the quartermaster, commissary, ordnance and medical stores back behind the timber, but that it was necessary for him to be as near the line of battle as practicable.

"He then said to me that General Grant was at that time assaulting his lines at three different places, with columns of from six to eight deep. Upon this I asked him if his lines should be broken what reserve he had. He replied, 'Not a regiment,' and added that if he should shorten his lines to make a reserve the enemy would turn him, and if he should weaken his lines to make a reserve they would be broken. And he said that had been his condition from the opening on the Rappahannock. He also said that he had lost more men from excessive fatigue and from want of vegetables than by bullets, and requested me to see the commissary general on my way back and urge him to send, as soon as possible, all the potatoes, onions and other vegetables he could. He said that he had requested the men to eat sassafras and grapevine buds as a substitute for vegetables, but that these did but little good.

"There he was, with his back on Richmond, seven miles from the city, his line being assailed by a force vastly more numerous than his own, and he was apparently as cool and self possessed and as free from excitement as if nothing unusual was occurring, even then keeping in mind the welfare and necessities of the soldiers under his command. It made such an impression on me of the greatness and grandeur of his character that I could not forget it, and because of that impression I have made you this statement.

"As illustrative of the intrepid valor and military enterprise of General Lee when that quality would serve his purpose, I will mention another incident, which, as far as I know, has not been noticed by the historians of the war.

"When the Federal army was at Cold Harbor, in front of Richmond, in 1864, with the white house at the head of York river as their base of supplies, General Lee determined to move the great body of his command around General Grant's right and put himself between Grant and his base of supplies and to put Grant between his (Lee's) command and the city of Richmond. This movement, if it had been executed, would have resulted either in the destruction of the Federal army or in the fall of Richmond. After some of General Lee's divisions had been put in motion to execute this plan he received a dispatch advising him that the Federals were advancing on Lynchburg in force, and that without immediate help that city, which at that time contained a large amount of military stores, must fall into the hands of the enemy. He immediately ordered General Breckinridge to go to the relief of Lynchburg with his division. General Breckenridge was furnished a train of cars and with all haste reached Lynchburg in time for his men to get off the cars fighting and saved Lynchburg. This diversion caused General Lee to abandon his plan of getting into General Grant's rear."

The Swiss Army.

The Swiss army is complete in every detail, it is said, the medical, veterinary and commissariat departments being thoroughly organized, and this in spite of the fact that the average cost of a soldier is only £7 a year. The first line forces number an effective total of 137,640 men; in the landwehr there are 80,600 more, and in the landsturm 270,000. Besides, owing to the encouragement given by the state to such institutions as the Societes de Tir, nearly every man in the country knows how to handle a rifle and is more or less of a soldier. Switzerland could at the shortest notice put into the field and maintain an army of 150,000 men at least, properly found and equipped. When the Swiss soldier crosses the threshold of his house, he may be said to be in full marching order, for he keeps his entire kit, rifle—knapsack and cloak—in his home, and every man takes an honest pride in having each article in good condition.—Pall Mall Gazette.

Big Prices Paid by Magazines.

Fabulous prices are sometimes paid for the sensational features in the magazines. A writer who claims to speak with full knowledge of the facts claims the Century company paid $50,000 for its "Life of Lincoln," $18,000 for the serial rights to Mrs. Humphry Ward's novel, "Sir George Tressaday;" from $250 on up to $750 for Kipling's verses, according to size. Charles Scribner's Sons paid J. M. Barrie $25,000 for the serial rights to "Sentimental Tommie;" Robert Louis Stevenson received $7,000 for one of the serials he sold to the McClure syndicate. Other and equally remarkable prices are not lacking. Success in literature nowadays means money just as certainly as does success in other pursuits. It's all in the name and the fame.—Family Call.

AN INDIGNANT FISH.

One Burgall Deprived of Its Prey by the Reckless Interference of Another.

While the burgall, known also as the cunner, is not altogether a bottom feeding fish, still it feeds mostly on the bottom, taking whatever it can find there, nipping the head off a clam when it gets a chance, and not neglecting the worms of many kinds which find a home there.

There were two burgalls in a tank at the aquarium. One day a nereis showed its head above the sand and gravel on the bottom of the tank alongside a little pebble. The nereis is a marine worm that lives at the bottom. This particular nereis might have been three inches in length by an eighth of an inch in diameter. One of the burgalls saw it as soon as it lifted its head above the bottom, and he began to make for it at once, but not precipitately. In fact, he did not seem to notice the nereis at all. He just loafed about in the water, and it just happened apparently that his general movement carried him in that direction.

The nereis was probably looking for food. Gradually it raised its head until it was half an inch above the sand. The burgall, which had started a foot or more away, was then within six inches of it. Then the other burgall saw the nereis, and this burgall made a rush for it. There was nothing for the first one to do now but to make a rush for it too. The two burgalls met head on with their noses right over the pebble alongside which the nereis had raised its head, but the nereis had disappeared.

The force of the collision threw the first burgall off his balance. For a moment he lay in the water at an angle of 45 degrees, but he righted himself quickly and instantly started for burgall No. 2, and chased him round and round the tank and finally up into a corner, where he held him for a minute, and then he swam solemnly away, indignant no doubt that the reckless interference of the other had cost him the prey he had so carefully planned to take.—New York Sun.

Two Laymen Have Been Popes.

It may be well to remark that the canon law does not prescribe that the pope must be a cardinal, or even a cleric. Nevertheless since the election of Urban VI in 1378 the successful candidates have belonged to the members of the Sacred college, although as late as 1758 a noncardinal was voted for several times. At least two laymen—John XIX (1024) and Adrian V (1276)—have occupied the papal throne, and there is today nothing to prevent laymen from being created cardinals, although they are not entitled to vote in the conclave unless they can produce a special permit from the late pope. Up to the meeting of the conclave of 1823 Cardinal Albani had never taken orders, and there is still some doubt as to whether he did so then.—William R. Thayer in Century.

A Public Purifier.

"My friend," said the solemn man, "have you ever done ought to make the community in which you live the better for your living in it?"

"I have done much, sir," replied the other humbly, "to purify the homes of my fellow beings."

"Ah," continued the solemn man, with a pleased air, "you distribute tracts?"

"No. I clean carpets."—London Tit-Bits.

North Carolina in colonial days was called the "Old North Colony," and the name, with state instead of colony, has been retained to the present time. It has also been called Turpentine State.

In the private schools of China a teacher is paid about 1 cent a day for each pupil.

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A M	P M	—WILMINGTON—	P M	P M
.....	2 00	Lv...Mulberry street...Ar	12 40	.....
7 00	2 10	Lv...Surry street....Ar	12 30	3 25
9 50	.....	Ar..Jacksonville.....Lv	.....	12 15
11 00	3 58	Lv " Ar	10 42	10 25
11 58	4 30	Lv..Mayesville.....Lv	11 09	9 18
12 20	4 44	Lv..Pollocksville.....Lv	9 55	8 10
1 30	5 30	Ar..Newbern.....Lv	9 30	8 10
	P M		A M	

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DAILY 7.00 P M No. 40—Passenger—Due Magnolia 8.36 p m, Warsaw 8.48 p m, Goldsboro 9.35 p m, Wilson 10.23 p m, †Tarboro 7.03 a m, Rocky Mount 11.05 p m, Weldon 1.01 a m, †Norfolk 10.40 a m, Petersburg 3.38 a m, Richmond 5.40 a m, Washington 7.00 a m, Baltimore 8.23 a m, Philadelphia 10.46 a m, New York 1.23 p m, Boston 8.30 p m.

SOUTHBOUND:

DAILY 8.30 P M No. 55—Passenger—Due Lake Waccamaw 4.45 p m, Chadbourn 5.19 p m, 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 9.10 a m, Tampa 6.00 p m.

ARRIVALS AT WILMINGTON—FROM THE NORTH.

DAILY 5.45 P M No. 49—Passenger—Leave †Boston 1.00 p m, New York 9.00 p m, Philadelphia 12.05 a m, Baltimore 2.55 a m, Washington 6.30 a m, Richmond 9.05 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 2.15 p m, Goldsboro 3.10 p m, Warsaw 4.02 p m, Magnolia 4.16 p m.

DAILY 9.30 a m No. 41—Passenger—Leave Boston 12.00 n m, New York 9.40 a m, Philadelphia 12.09 p m, Baltimore 2.25 p m, Washington 3.45 p m, Richmond 7.30 p m, Petersburg 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 7.03 a m, Warsaw 7.51 a m, Magnolia 8.00 a m.

FROM THE SOUTH.

DAILY 12.15 a m No. 54—Passenger—Leave Tampa 7.00 a m, Sanford 1.56 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 4.17 p m, Sumter 7.10 a m,, Florence 8.50 a m, Marion 9.31 a m, Chadbourn 10.35 a m, Lake Waccamaw 11.06 a m.

†Daily except Sunday.

Trains on Scotland Neck Branch Road leave Weldon 3.55 p m, Halifax 4.13 p m, arrive Scotland Neck 5.05 p m, Greenville 6.47 p m, Kinston 7.45 p m. Returning, leaves Kinston 7.20 a m, Greenville 8.22 a m Arriving Halifax at 11.00a m, Weldon 11.20 a m, daily except Sunday.

Trains on Washington Branch leave Washington 8.00 a m and 2.00 p m, arrive Parmele 8.50 a m and 3.40 p m; returning leaves Parmele 9.05 a m and 6.20 p m, arrives Washington 11.25 a m and 7.10 p. m. Daily except Sunday.

Train leaves Tarboro, N. C., daily at 5.30 p m, arrives Plymouth 7.35 p m. Returning, leaves Plymouth 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, 5.00 a m; arrive Smithfield, N. C., 7.20 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 5.30 p m. Returning leaves Spring Hope 8 a m, Nashville 8.25 a m; arrive Rocky Mount 9.05 a m, daily except Sunday.

Train on Clinton Branch leave Warsaw 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.

Florence Railroad leave Pee Dee 9.05 a m, arrive Latta 9.34 a m, Dillon 9.56 a m, Rowland 9.52 a m., returning leaves Rowland 6.05 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 12.15 p m, leave Conway 2.30 p m, Chadbourn 5.35 p m, arrive Hub 6.50 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, arrive Darlington 9.28 a m, 10.20 a m and 8.15 p m, leave Darlington 9.31 a m and 10.40 a m, arrive Cheraw 10.40 a m and 12.30 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 4.50 p m and 5.50 p m, arrive Darlington 7 p m and 6.27 p m. Leave Darlington 7.30 p m, 6.30 and 7.45 a m, arrive Florence 8.25 p m, 7 p m and 8.15 a m. Daily except Sunday. Sunday trains leave Floyds 7.30 a m, Darlington 7.45 a m, arrive Florence 8.10 a m. Returning leave Florence 9 a m, Darlington 9.35 a m, arrive Floyds 9.40 a m. Trains leave Gibson 6.15 a m, Bennettsville 6.41 a m, arrive Darlington 7.40 a m. Sumter 9.25 a m. Returning, leave Sumter 6.30 p m, Darlington 8.15 p m, arrive Bennettsville 9.09 p m. Gibson 9.35 p m.

Central of South Carolina Railroad leave Sumter 6.00 p m, Manning 6.35 p m, arrive Lane's 7.12 p m, leave Lanes 8.34 a m, Manning 9.10 a m, arrive Sumter 9.39 a m. Daily.

Georgetown and Western Railroad leave Lanes 2.30 a m, 7.10 p m, arrive Georgetown 12 m, 8.30 p m, leave Georgetown 7 a m, 3 p m, arrive Lanes 8.25 a m, 5.35 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, Fayetteville 4.38 p m. 1.07 a m, Rowland 6.05 p m. returning leave Rowland 9.53 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 1.30 p m, 11.35 p m.

Manchester & Augusta Railroad train leaves Sumter 4.13 a m, Creston 5.25 a m, arrive Denmark 6.30 a m. Returning leave Denmark 4.17 p m, Creston 5.15 p m, Sumter 6.05 p m. Daily.

Pregnalls Branch train leaves Creston 5.45 a m, arrive Pregnalls 9.15 a m. Returning leaves Pregnalls 10 p m; arrives Creston 3.50 p m. Daily except Sunday.

Bennettsville Branch train leave Elliott 11.10 a m and 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 Elliott 8.25 a m and 3.30 p m.

*Daily except Sunday. ‡Sunday only.

H. M. EMERSON, Ass't Gen'l Passenger Agent.

J. R. KENLY, Gen'l Manager.
T. M. EMERSON, Traffic Manager. sep 27 tf

Atlantic & North Carolina Railroad

Time Table.

In Effect Wednesday, May 27th, 1896

GOING EAST. 3 Passenger Daily Ex Sunday. Arrive	Leave	STATIONS.	GOING WEST. 4 Passenger Daily Ex Sunday. Arrive	Leave
P. M.	P. M.		A. M.	A. M.
.....	3 20	Goldsboro	11 25	.....
.....	4 12	Kinston	10 32	.....
5 15	5 25	Newbern	9 17	9 30
6 27	6 42	Morehead City	8 01	8 17
P. M.	P. M.		A. M.	A. M.

Train 4 connects with W. &