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eething troubles, and cures constipation. Casteria contains no paregoric, morphine Copium in any form.

"For several years I have recommended Castoria, and shall always continue to do its merits so well known that it seems a castoria, and small always commune work of supererogation to endorse it. Few so as it has invariably produced beneficial work of supererogation to endorse it. Few are the intelligent families who do not keep EDWIN F. PARDEE, M. D., Castoria within easy reach."

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Princess and Chesnut.

Castoria destroys worms, allays feverish- "Castoria is so well adapted to children ness, cores diarrhoea and wind colic, relieves that I recommend it as superior to any prescription known to me."

"The use of Castoria is so universal and

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CARLOS MARTYN, D. D.,

But there was one thing he never omitted in his letters, and that, though we knew it was there before we saw it, always made our eyes fill, "Give my love to Jennie."

Whilst others sow for him and read

On our journey back a strange, awful thing happened. I was close to Jennie. Her hand was in mine, and we were dreaming of the happy times to come, when suddenly we were aroused by the shrill whistle of the engine, and a few seconds after the carriage began to rock violently from side to side. I cannot say that I was not alarmed, but when Jennie put her arm round me and clung to me for protection, as trustfully as a child to its mother, my courage returned. For I was proud of that implicit trust, so that I forgot my fear in

in, she's in!'

we were old enough, tramped over the under surface glowing a dull red as ing madly, 'Off with the brake, man; off with the brake,' I began to underscrewed the brake, and then, under a tomed to the gloom we made out about full head of steam, the engine left the a couple of hundred yards up the line carriages behind. 'Bill,' he shouted, 'jump off, jump off!' Of course I wouldn't, and said so. He didn't stop to argue, but turned to attend to the lever, pushing it as far open as it would go, still shouting, 'Jump off, jump off!' "I thought of my little ones at home,sir, and all in a twinkling, like a flash of lightning, I saw them fatherless and my wife weeping bitterly for me and for an instant I thought of jumping off. But it was only for an instant, for even as the thought came something told me my duty was to stop. And there I stop-

ped, and now I'm glad I did.

"In silence, save for the panting of round the curve. They hadn't seen us

was silent. "That is all, sir," he continued, turning from me to the crushed figure under the engine. "He gave his life for you." Then, kneeling down, he took Hugh's old hand into his own and said: "God bless thee, Hugh, my best and only friend. Goodby!" and walked

Why not try a remedy so long tried

Manhood Restored

NERVE AND BRAIN TREATMEN THE ORIGINAL. ALL OTHERS IMITATIONS, Is sold under positive Written Guarantee, by authorized agents only, to cure Weak Memory, Dirziness, Wakefulness, Fits, Hysteria, Quickness, Night Losses, Evil Dreams, Lack of Confidence, Norvousness, Lassitude, all Drains, Youthful Errors, or Excessive Use of Tobacco, Opium, or Liquor, which leads to Misery, Consumption.

insanity and Death. At store or by mail, \$1 a box; six for \$5; with written guarantee to cure or refund money.

Druggist, Sole Agents, Wilmington, N. C.

nte for I could tell that he never ceased to love her. Do you know, sir, very often when he's fallen asleep off duty I've seen him smile as sweetly as a child and murmur 'Jennie, Jennie.' Don't cry, miss; he's a lot happier now where he is than he ever would have

'We've never been on this line before sir, and shouldn't have been tonight, only just as they were getting the engine ready to bring your train she went off the turnstile somehow or other, and the driver was thrown off and his head hurt. Of course you wouldn't hear of it, sir, there's many a hundred accidents that people never hear of, because a railway man's life isn't of much account, and if one's killed they can easily get another. At any rate, that's why we were told to take the excursion back.

"We didn't like it. It's very awkward, you see, sir, when you are on a strange line, because you don't know exactly when to look for the signals, nor where the curves and inclines come. However, it had to be done, and so we backed down in good time and waited for the signal. Just about two minutes before we were due to start, you went up the platform, and I saw you and the oung lady get into one of the carriages. I didn't know how it was, but somehow your faces seemed strangely familiar, and I was wondering who you were, when suddenly he saw you and gave a great start, and the blood rushed into his face. Then he looked at me with such an appealing, miserable look that I felt quite scared.

'Bill,' he said in a hearse whisper, 'it's them.' I knew in a minute who von were then, but I didn't like that look. It was just as though he was going mad. However, there wasn't much time to think of it, for just then the signal was given and we were off. We went splendidly and rattled past the station in fine style, until, just as we got on the single line, we saw this goods train slipping along toward us at fearful rate down the incline and knew that in two minutes at most there'd be a smash. She was a long way off, but, then, you see, a goods train has no brakes, and we hadn't any worth speaking of.

"It's awful, sir, when a thing comes o you like that, just when you are least expecting it. You feel choked like-as though you must do something and don't know what it is. Hugh turned off steam and whistled, while I screwed down the brake until I heard the wheels grinding on the rails, but we both knew that we could never stop in time, or, if we could, the goods train would be smashing into us before we could reverse.

"Suddenly Hugh sprang on the tent der, yelling out like mad, 'Bill, she's

"I didn't know what he meant, but Lsaw him fling himself over the back of the tender, in front of the carriages, and a few seconds after I heard the clank of iron and knew he had unlinked the couplings. How he did it, sir, I don't know. He must have laid himself over the buffers somehow and leaned over, lifting the heavy links. "In ten seconds he was back, shout-

" 'Bill,' he cried, turning to me with a wild light of triumph in his eyes, Bill, we shall save the passengers and -Jennie and Jim. Don't you see, lad, how it will be? We shall stop the goods train by throwing it off the line, and the carriages are nearly stopped nowlook!' I glanced behind. The train of carriages was 100 yards away and slowing down rapidly. The passengers were

the engine, we gripped each other's hand and waited. Oh, that waiting! I feltnay, heard-my heart thumping like the engine itself. I tried to pray, but my brain was in a whirl. I longed for the tension to cease, for the end to come. Just then the goods train appeared for steam was on, but instantly we heard the sharp whistle and knew they were doing their best to stop. I saw Hugh glance quickly from the goods train to the carriages, and his eyes lit up once more with a great, triumphant joy, as he gazed up to the sky. Then, before could say a word, or lift a finger, he seized hold of me, and crying, 'It's your only chance, lad!' lifted me clean off the engine and swung me on to the bank. I remember falling and hearing a dull crash and a fearful scream, and then all

slowly away. -Strand Magazine.

A Household Treasure.

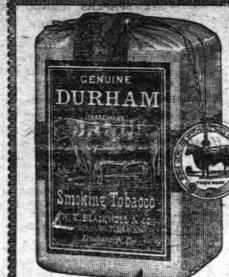
D. W. Fuller, of Canajoharie, N. Y., says that he always keeps Dr. King's New Discovery in the house and his family has always found the very best results to follow its use that he would not be without if procurable. G. A. Dykeman, Druggist, Catskill, says that Dr Ding's New Discovery is undoubtedly the best Cough remedy; that he has used it in his family for eight years, and it has never failed to do all that is claimed for and tested. Trial bottles at R. R. BEL LAMY'S Drug Store.

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CLUB RATES FOR 1897.

TWO SUBSCRIPTIONS, in one remittance \$ SIX SUBSCRIPTIONS, do. do. TEN SUBSCRIPTIONS, do. do.



In Effect Sunday, May 17, 188

NORTH BOUND		STATIONS.	SOUTH	
*6	18		+7	\$5
7 00 9 50 11 00 11 58 12 30 1 80	8 58 4 30 4 44	-WILMINGTON- Lv. Mulberly street. Ar Lv. Surry street. Ar Ar. Jacssonville Lv Lv. Maysville Lv Lv. Pollocksville Ly Ar. Newbern Lv	10 42	12 (6 10 2 9 18 8 50

Nos. 5 and 6 mixed trains.

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 Beautort.

Connection with Steamer Neuse at Newbern to and from Elizabeth City and Norfolk Monday, Wednesday and Friday.

Steamer Geo D. Purdy makes daily trips between Jacksonville and New River points.

*Monday, Wednesday and Friday.

†Toesday, Thur,day and Saturday.

†Daily except Sunday.

ATLANTIC COAST LINE.

, SCHEDULE IN EFFECT DEC. 13, 1896. DAILY No. 48-Passenger-Due Magnella 10.57

,35 A M a m, Warsaw 11,11 a m, Goldsboro 12,01 a m, Wilson 12.46 p m, Rocky Mount 1.20 p m, Tarboro 2,50 p m, Weldon 8.29 p m, Petersburg 5,32 p m, Richmond 6,40 p m Norfolk 6.05 p m, Washington 11.10 p m Baltimore 12,58 p m, Philadelphia 8,45; New York 5.53 a m, † Boston 8.80 p m DAILY No. 40—Passenger—Due Magnolia 8.55 7.15 P M p m, Warsaw 9.10 p m, Goldsboro 10.10 p

m, Wilson 11,66 pm, †Tarboro 6,45 a m Rocky Monat 11.55 p.m., Weidon 1.44 m, † Norfolk 10.30 a m, Petersburg 2.22 m, Richmond 4.20 a m, Washington 7.41 a m, Baltimore 9.05 a m, Philadelphi-11,25 a m, New York 2.08 p m, Boston SOUTHBOUND:

DAILY No. 55-Passenger-Due Lake Wacca maw 4,32 p m, Chadbourn 5,04 p m, Ma rion 6.05 p m, Florence 6.45 p m Sumter 8,27 p m, Columbia 9,50 p m, Denmark 6.20 a m, Augusta 8.00 a n, Macon 11.00 a m, Atlanta 12.15 p m Charleston 10,20 p m, Savannah 12,50 a m Jacksonville 7.00 a m. St. Augustin 10.80 a m, Tampa 4 85 p m. ARRIVALS AT WILMINGTON-FROM THE

NORTH. DAILY No. 49-Passenger-Leave *Boston 1.08 p 5,45 PM m, New York 9.00 p m, Philadelphia 12.05 a m, Saltimore 2.50 a m, Washington 4.30 a m, Richmond 9.05 a m, Petersburg 10.00 a m, Norfolk 8.40 a m, Weldon 11.50 a m, Tarboro 12.12 p m, Rock Mount 12.45 p m, Wilson 2.12 p m, Gold boro 3,10 pm, Warsaw 4,03 pm, Magnoli 4.16 pm. DAILY No. 41-Patsenger-Leave Boston 12.0 9.30 a m a m, New York 9.30 a m, Philadelphi

12.09 pm, Baltimore 2.25 p m, Washing ton 3,46 p m, Richmond 7,80 p m, Peter burg 8.12 p'm, †Norfolk 2.25 p m, Wei don 9.44 p m, †Tarboro 6.05 p m, Rock 6.15 a m, Goldsbore 7.00 a m, Warsa 7.51 a m. Magnolia 8.03 a m. FROM THE SOUTH. DAILY No. 54-Passenger-Leave Tampa 7,40 12.15 p m ,m, Sanford 1.45 p m, Jacksonville ? 10 p;

Savannah 12.10 night, Charleston 5.30 a m Columbia 5.50 a m, Atlanta 7.15 a m, Ma con 9.00 a m, Augusta 2,25 p m, Denmar 4.87 pm, Sumter 7.12 am,, Florence 8.5 a m, Marion 9.34 a m, Chadbourn 10.35 a m, Lake Waccamaw 11.06 a m. Daily except Sunday. Trains on Scotland Neck Branch Road leave Well

don 4.10 p m, Hall: ax 4.28 p m, arrive Scotland Nech 5.20 p m, Greenville 6.57 p m, Kinston 7 55 p m. Returning, leaves Kinston 7 20 a m. Greenville 3,22 a m. Arriving Halifax at 11 00a m. Weldon 11,20 a m. dally except Sunday. Trains on Washington Branch leave Washingto 8.00 s m and 2 00 p m, arrive Parmele 8.50 a m and

8 40 pm; returning leaves Parmele 9 50 a m and 6 80 m, arrives Washington 11 25 am and 7.20 p. m. Daily except Sunday. Daily except Sunday.

Train leaves Tatholo, N. C., daily at 5.3) p. m., arrives Plymouth 7.40 p. m., Returning, leaves Plymouth Add p. m., Arrive Tarboro 9.10 a. m., Trais on Midland N. C. Branch leaves Goldstore, N., C., daily except Sunday, 7.10 a. m.; arrive Smitabelli N. C., 8.31 a. m., Returning, leaves Smithfield 9.01 a. m., arrive Goldsboro, N., C., 19.35 a. m.

Train on Nashville Branch leaves Rocky Mount at 4.30 p. m., arrives Nashville 5.05 p. m., Spring Hope, 5.10 p.m., Returning leaves Spring Hope, 8 a. m., Nashville 8.25 a. m.; arrive Rocky Mount 9.05 a. m., delly except Sunday.

4.30 p m, arrives Nashville 5.05 p m. Spring Hopp 5 % pm. Returning leaves Spring Hope 8 a m, Nashwille 856 am; arrive Rocky Mount 9 65 am, desly except Sunday.

Train or Clinton Branch leave Warsaw for Clinton Daily except Sunday at 11.10 a m and 9 15 p m; returning leave Cinton at 7.00 a m, and 3.00 p m.

Floreore Railroad leave Pee Dee 9 10 a m, arrive Latta 9.30 a m, Dillon 9 42 a m, Rowland 10 69 a m., returning leaves Rowland 5 38 p m, arrives Dillon 5.55 p m, Latta 8.09 p m, Pee Dee 6.3.) p m, daily.

Trains on Conway Branch leave Hub at 8.30 a m, Chadoonn 10.40 c m, arrive Conway 1.00 p m, leave Conway 2 25 p m, Chadbeurn 5.20 p m, arrive Hub 5.00 p m, Daily except Sanday.

Trains on Cheraw and Darlington Railroad leave Florence 8 55 a m, 9 49 a m and 8 00 p m, arrive Darlington 9 28 a m, 10 20 a m and 8 20 p m, leave 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 45 p m, leave Cheraw 4 45 p m, arrive Wadesboro 2 25 p m, Returning leave Florence 8 15 a m, arrive Plorence 8 10 a m, arrive Florence 9 a m, Darlington 7.40 a m Summer 9 25 a m. Returning leave Florence 9 a m, Darlington 7.40 a m Summer 9 25 a m. Returning leave Sumter 6 45 p m, Gibson 9 5 p m, arrive Lanes 8, 25 p m, Leave Georgetown and Western Railroad leave Lanes 9, 30 a m, 7 10 p m, arrive Sumday.

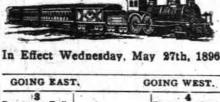
Wilson and Fayetteville Branch

Initiation Fee, 25 cents per Share

Gen'l Passenger Agent. J. R. KENLY, Gen'l Manager.

T.M. EMERSON. Traffic Manaper. dec 15 tf EAtlantic & North Carolina Railroad

Time Table.



Passerger Daily Ex Sunday. assenger Dail: Ex Sunday. STATIONS Arrive Leav A.M. A.M. 11 25 10 32

Train & connects with W. & W. train bound North, leaving Goldsboro at 11 35 a m. and with Southern Railway train West, leaving Goldsboro 2.09 p. m., and with W. N. & N. at Newbern for Wilmington and intermediate points.

Train 8 connects with Southern Railway train, arr.ving at Goldaboro 8.00 p. m., and with W. & W. train from the North at 8.05 p. m. No. 1 train also connects with W. N. & N. for Wimington and intermediate points,

Ma 27 ti

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CONDENSED SCHEDULE.

IN EFFECT NOVEMBER 15, 1896.

DAILY.	MAIN LINE.	BAILY		
No. 1.		Now.		
7 45 p. m. 4 35 4 4 12 4 2 55 1 12 41 1 12 10 1 11 55 a m 11 07 1	Ar. Wilmington Lve Lv. Fayetteville Lv. Ar Fayetteville Lv. Ar Fayetteville Junc Lv Ar Fayetteville Junc Lv Lv. Sanford Lv Lv. Chmar Lv Lv. Greensboro Ar Ar Greensboro Lv Lv. Stokesdale Lv	11 00 a 11 21 " 11 27 " 1 00 p. 2 50 " 8 18 " 3 25 "		
10 82 4 10 04 4 8 40 4	Lv. Walnut Cove Lv LvRural Hall Lv LvMt Airy At	5 10 "		
SOUTH BOUND	Bennetsville Division.	DAILY		
No. 3.	The State of the second	No. 4.		
7 52 p m 6-17 " 5 36 " 4 45 " 4 28 "	Ar. Bennetisyile Lv Lv. Maxton. Ar Lv. Ked Springs. Lv Lv. Hope Mills. Lv Lv. Fayetteville. Ar	9 40 4 10 18 4 11 01 4		
Daily except Sunday.		Daily exce Sunday.		
No. 15. MIXED,	2	No. 15. MIXED.		
6 00 p m 4 15 " 3 20 "	Ar, RamseurLv Lv ClimaxLv Lv Greensboro Ar	8 35		
	H BOUND,	No. 1 MINED daily ex		
LICHTE SIDKEN	borodale	10.17		
	B BOUND.	No.		

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

SOUTH-BOUND CONNECTIONS At Walnut Cov. with the Norfolk & Western Kailroad for Reanoke and points North and West, at Greensbore with the Southern Railway Company for haleigh. Richmond and all points North and kast, at Fayette-ville with the Atlantic Coast Line for all points South at Maxton with the Scaboard Air Line for Charlotte Atlanta and all points South and Southwest

W. E. KYLE. Gen'l Passenger Agent

J. W. FRY. Gen'l Manager.



APRIL 5th, 1896. No.41 P. M. Leave Wilmington, S. A L. *3 20 Arrive Maxron Arrive Hamlet 6 12 Arrive Wadesboro 8 51 Arrive Wadesboro 8 55 Leave Monroe 8 56 Leave Monroe 9 10 Arrive Charlotte 9 10 20 Arrive Lincolnton		AND SOUTH,	
Arrive Maxron	APRIL 5th, 18	No.41	
Arrive Hamlet 6 %. Leavé Hamlet 7 15 Arrive Wadesboro 8 01 Arrive Monroe 8 8 8 8 8 8 8 8 9 10 Arrive Charlotte 9 10 Arrive Lincolnton 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Leave Wilmington,	S. A L. P. M.	
Arrive Monroe 8 56 Leave Monroe 9 10 Arrive Charlotte 10 20 Arrive Lincolnton	Arrive Hamlet	" 6 5	1
	Arrive Monroe	8 55 9 10	
Arrive Rutherfordton "	Arrive Shelby	: 1	

S. A. L. + 9 25 9 50 10 25 10 45 8. A. L. Leave Wilmington Arrive Chester

Leave At anta Ar Montgomery E. & N. 4 10 Arrive C. lumbia C. N. & L. *10 00 Trive Augusta P. R. & W. C + 9 85 MAN Arrive Macon EAST AND NORTH APRIL 5th, 1896. No 88 No402 S. A. L Ra'eigh 11 26 1 21 Henderson Weldon Norfolk

Arrive in Wilmington from all points North, East, South and West, 12 50 noon Parly, and 8.50 a. m. daily except Monday. Pullman Sleepers between Hamlet and Atlanta.

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Pullman Sleepers b tween Hamlet and Portsmon'h.
Pullman Sleepers b tween Hamlet and Portsmon'h. Atlanta Special "Pullran Sleepers between Charlotte and Richmond. Trains 402 at d 403
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*Daily. †Daily ex Sunday. ‡Daily ex. Monday.
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New York, Wilmington, N. C



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Children Cry for Pitcher's Castoria.

Blow, winds! Your rage but shakes the tree And roots it surer in its place. Scatter your rain, ye cloud and free The buds that wait your frowning gracel Roll down, O river, to the sea And widen in your onward racel Peace through a sunny span may keep His garden in some quiet glen

GROWTH

And tend his flocks on moor and fen. The flowers of peace are death and sleep. The strife of living makes us men. Ah, joy it is to win the goal
By tireless work and danntless will, Yet may the life rise orbed and whole From clouded hopes and loss and ill. Our baffled toils upbuild the soul.

And failure so is victory still. —A. St. John Adcock in Spectator.

HUGH'S HOME COMING My brother Hugh and I were twins and loved each other with a fervor that grew in intensity as we advanced in years. Perhaps the peculiar affection which is said to exist between twins

Hearse Exclusive for Whites \$5.00. Carriage for funeral, \$2.50. Hearse for White and Colore, \$4.00. Horse and Buggy one hour, \$1.00; afternoon \$2.00. Carriage, Team and Driver one hour, \$1.00; afternoon \$3.50. Horse and Surry one hour, \$1.00; afternoon, \$3.50. Team and Irap one hour, \$1.00; afternoon, \$3.50. Saddle Horse one hour, \$1.00; afternoon, \$1.50 - Furniture Wagon with careful attention, \$1.00 rev.load. was strong in us. Our home, a little cottage of rough newn stone, was situated in one of the wild but beautiful vales that lie north

> We played together, Hugh and I. climbed the rocky hills together, boated eparable. The dangers of one were the dangers of the other; his sorrows were mine, and my joys were his. So our lives passed in simple, childlike happiness until we were 18, when a thing happened that strained the strength even of our love to its very uttermost tension. We would either of us have willingly

loyed. But we would also, if there had been need, as cheerfully and willingly died for each other. Many times we walked together to her home at Bala and pulled across the ake. Sometimes Hugh rowed, and she and I sat side by side in the stern and steered the little boat. Sometimes the position was reversed, and I pulled while he sat by Jennie's side and held the rudder lines. But it could not go on so always. We knew that she could not make us both happy, though, so far, as we thought it over, she had shown no preference for either, unless, as I some-

times fancied, her eyes rested longer and with different expression on me than on him. Yet it must come to an end, and so one gloriouşly bright summer day we strolled arm in arm up the mountain side and sat down at the turn of the footpath, from whence we could see the white cottage and the beautiful lake behind it. It was there she lived, and oh, for ong did we gaze lovingly, with full, remulous hearts, at the dear place. That scene; the lake, its wavelets dancing and sparkling like diamonds in the sunlight, the great mountains which encircled it as with a rampart-nay, rather as a gem, is encircled by the metal which

protects it-and the cottage, with its clinging ivy and jasmine and scented honeysuckle, the fair roses, which shefairer even than they-had tended. How it spoke to us that day! Yet it was not of sparkling lake, nor of swelling hills, nor even of the embowered cottage that we thought, but of what we knew was in that cottage-to us the center of the whole scene, the jewel in its casket. "Jim," at last said my brother, and his voice sounded far away, so faint was t and choked with emotion, "Jim, we

cannot always be together. She must

choose one of us. Promise me that

whichever of us she takes, you or me-

and we will take no unfair advantage one over the other-promise me that you will still be friend and brother, and that nothing in the world shall come between us. I dared not trust myself to speak, but grasped tight the hard, rough hand he' held out to me. Then, each with one long look into the other's face; to see perchance the honoring, trustful love mirrored there silently, with a foreboding of a great sorrow, we went down the mountain arm in arm, as we had gone up. And so for the future we never went to see her together, but took our little, simple presents en different days,

and never did either return without the

other meeting him on the way to see by

his face whether it had ended.

But there was nothing unfair, nothing below board. We could always look one another straight in the face, give the honest grip of the hand and walk home together as we had always done. Jennie soon showed that she cared for me most, yet I am sure, she shed many tears that she should need to pain him, for I know she was aware that my brother loved her as well and truly as L However that be, one bright day, the brightest and most glorious in all that glorious summer, I told her all my thoughts and asked her to be mine-to live with me always. I could not help it. Something within me, of which I had no control, seemed to be speaking from my mouth, as though all my power and will had been taken from me and

But, though my heart thrilled with joy when I folded my arms round her, and she lifted up her face in love and trust, and I kissed her, even then I thought of Hugh and felt like a mean coward, a sneaking, underhand supplanter, as though I were taking a cruel advantage over him. So when I went home my joy was tempered with a feeling almost of shame. For the first time in my life I was unwilling to meet him, for the first time unable to look him in the face, and as I saw his figure in the purple distance I felt that I would do anything to avoid the eager scrutiny

It was as I feared, for even as he

ed he saw how it was and stopped, still

came toward me with his arm outstretch-

of his eyes.

given to that strange, throbbing soul

and wish me jy. I took him by the hand and led him into the ash wood where the shadows lay deepest, and with much stammering and hesitation told him alt. Never shall I forget the deadly pallor, the look of agony that seemed to

mechanically holding out his hand to

greet me. The while a great sorrow swept over his face, he tried to smile

have frozen on his handsome sunburned face. I saw the tears till his eyes and his broad chest heave with his strong, manly emotions and longed to comfort him. At last, in a low, trembling voice, he said, "God bless thee, lad-and Jennie too." And then, with his hands clinched and his head low down, he staggered slowly away. And I sat there feeling that I would rather a thousand times have died than have caused him

that cruel pain. Once only did I see him after that, for when at last I mustered courage to go home they told me how he had gone

in and kissed them one by one with tremulous lips, and while they were wondering fearfully why he was so pale had gone out and had not come back. I

Three years passed away-three years of happiness only marred by the memory of that last sad scene. I remembered his agony. Saw, over and over again, his heaving chest. Heard his panting breath and knew that he could not have forgotten Jennie. I knew not then that the truest happiness a man can have comes from 'the doing of a noble, self sacrificing action, and that, surely, must have been his. We never saw him. Occasionally he wrote to us-never, however, giving any address, and his letters were posted at widely separated places. He was an engine driver, and

that was all we knew.

We were going to be married early in the spring, and I was looking forward with ardent longing to the consummation of my hopes. Happy times they were, and today was happier than that in the summer, when, the farm work being done, she and I went for a holiday to Chester.

feeling of sweet responsibility. Almost immediately the train began to slacken down in speed, and at last came

to a standstill, and at the same instant we heard a fearful crash. Then all was I let down the window and looked up the line Great soft clouds of steam on the tiny lakelet together and, when | were rolling silently toward us, their hills to school together. We were in- though dyed with blood. Our train was ly drifted away and our eyes got accustwo engines locked together as in a death embrace, while the fragments of

the goods train lay scattered around. We hurried toward the scene of the and cheerfully died for her-the girl we accident. The heavy goods engine lay on its side, and jammed between it and the rocky bank was the passenger engine. The fire had been shaken out and the dying embers glowed with a dull red light, as they lay spread out on the ground among fragments of wheels and twisted rods. From under the goods engine we dragged one poor fellow with many groans, for his leg was broken, and the escaping steam had scalded him fearfully, and then with half his body crushed hopelessly under a tangled mass

> his eyes closed. Oh, 'twas a horrid sight! It turned me sick, and I tried to prevent Jennie seeing it. But she, eager to be of service, pushed me aside, and gazed at the poor, wounded figure lying there so helplessly and then gave a scream of anguish and clung more closely to me. "Jim, Jim!" she exclaimed. you see who it is? It's Hugh!" And Hugh it was, in his rough engine driver's clothes, with a deadly paleness showing through the soot on his face

> of iron and steel we found another with

and great drops of perspiration on his brow. We thought him dead at first, but at Jennie's exclamation he opened his eyes and smiled faintly at us. We were powerless to help him; we could not move that great mass of steel, norcould we draw him away from it, for even as we but touched him with a vague idea of saving him he groaned in agony. And so, though it made us faint with horror, we knelt by his side and watched the tide of life quickly ebbing. His right hand was crushed under him, but his left was free, and as Jennie tenderly and gently stroked it-all

greasy and sooty as it was-his fingers closed over hers and held them. It seemed to give him relief, for a smile, more beautiful than I have ever seen on the face of man, either before or since, lit up his face with a great joy. "Jim," he panted, and his voice was faint and low, so low that I had to place my ear close to his lips to catch the whispered words, "I cannot last -many minutes-pray God-it may be

short. It was-for your-sakes. I saw you-on the train. Kiss me, Jim-kiss me, Jennie-only once-the first-and last-I'm coming home again." In silence, with eyes brimming over, we kissed the pale lips and, gently wiping the death drops from his forehead, waited for the end. It was not long. We saw the film fast dimming his eyes, the eyelids gently closing. We saw the fines of agony on his face gradually softening, the panting of his heart

quieting, and knew that the end was

With one sweet smile-in which it seemed to me there was more of heaven than of earth-one last convulsive effort, he placed Jennie's hand in mine and whispered, "Jim, make her happy." That was all. The poor, bruised body lay still—the spirit had flown. Hugh had "come home" at last. I know not how long we knelt there reverently, not daring to speak, but with tears streaming down our facestears of which I have never been ashamed. But, as I helped Jennie up

and was leading her away, still sobbing, some one touched me on the shoulder, and turning round I saw a man whom I recognized instantly as the stoker of our engine. His left arm was langing loosely and helplessly in a rough sling which some thoughtful passenger had extemporized. He drew his right hand across his eyes, and, looking not at me, but at the dead, said, "You're his brother, sir, aren't you?"

I nodded-I could not speak, for at the

moment any words would have choked

"Sir," he said, "I know all about you

and the young lady. Him"—it did not need anything to tell me that he meant Hugh-"him and me were pals. I went to the shed, sir, just two months after he did, and we've just stuck together like brothers ever since. And, sir, he has told me many a time about you. He was never jealous of you; he always said that you deserved her and would make her happier than ever he could. But I was certain that beneath his kind,

quiet manner he must often have been

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Farm Crops and Processes,

BY VIRTUE OF A DECREE OF THE SU-Deprior Court of New Hanover county, in the cause therein pending wherein Thomas J. Gore is plaintiff and E. W. Hewlett and wife Fannie F. Hawlett are defendants, made at the September term, 1986, the undersigned Commissioner therein appointed will expose for sale, at the Court House door, on Friday, the Sih day of January, 1897, at 11 o'clock M., to the highest bidder, at public auction, for cash, all that lot of land in the City of Wilmington, N. C., bounded and de cribed as follows: Beginning at a point in the northern line of Dock street 110 feet west of the northwestern intersection of Eighth and Dock streers, and running thence westwardly along the said no thern line of Dock street 4 feet, thence northwardly parallel with Eigh h street 130 feet thence eastwardly parallel with Dock street 4 feet, and thence southwardly parallel with Dock street 4 feet, and thence southwardly parallel with Dock street 4 feet, and thence southwardly parallel with Dock street 18 feet, and the same convered by mortgage to the plaintiff by the defendants which is see rade at pages 54 et seq. et Boch No. 18 of the Records in the office of the Register of Dee's of New Hanover county, N. C. This the 8th day of Doccomber, 1895

JOHN G. MARSHALL, dee 8 50t

cluding taxes, are only about Two Hundred Dollars. J. D. CROOM, President. W. B. HARKER, Secretary.

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