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A FLORAL LOVE STORY.

She painted him Forgetmenots, the bluest ever

seen. He couldn't serenade her within the Night-

For every Thyme he tried it her father's Dog-

And so he set a certain day to meet at Four

Her face was pale as Snowdrops, e'en whiter

The lover vowed he'd Pine and die if she should

"My love will Live Perever. My sweet, will

Give me a little Heartsease; say only, 'I love

She faltered that for him alone she'd Orange

Then swayed like cupple Willow and tore her

For Madder than a hornet before them stood

him Hop. Oh, quickly up Resemany. She cried: "You"

Bue the day, Most cruel father, Haste, my dear, and Let-

But that inhuman parent so plied his Birch rod

there He settled all flirtation between that hapless

The youth a monastery sought and donned a

The maid ate Poison Ivy and died within a

-Catherine Y. Glen in Ladies' Home Journal.

THE YELLOW BONNET

A yellow mist of sunshine drench-

ed the hill slopes that faced the

south and hung low upon the drowsy

The undulant luster of the azaleas

illumined the banks of the limpid

streams like a cloth of gold with a

bord of silver running through it,

and rich clusters of gaudy golden

The raw places on the half tilled

fallows where the wintry torrents

had swept were bathed in yellow ac-

centuated by tufts of butter weed of

It was early morning among the

Cobuttahs, and the world was a

Riding leisurely along the narrow

road that wound through the wood-

lands, at a turn in the road I saw

just ahead one of these quaint old

apple wagons whose dingy yellow

cover matched the color of the pair

of sallow steers that drew it along

at a snail's pace, the slumberous

vehicle lurching from side to side

Plodding alongside was a swarthy

mountaineer, whose tawny whiskers

and broad slouched hat concealed

the face which he hastily and fur-

tively turned toward me as my horse

Now and then he would give the

wheel a lift as it sank in an unusual-

ly deep rut or struck a protuberant

bowlder, scarred with the marks of

"Good afternoon," said I, as

Just then I caught a glimpse of

the face of the driver, turned full

upon me, and from beneath her ex-

aggerated buff sunbonnet her blue

eyes shone with a wondering, spec-

ulative look, and her cheeks glowed

with the only bit of reddening color

in the sallow scene. She appeared

to be a girl of 16 or 17, with a fair,

healthy face framed in a mass of

ruddy hair that matched in irides-

cent splendor one of her own moun-

tain sunsets. It was Nancy Lee, the

the man, returning to the subject

face growing dark because of his

misapprehension of my query. "I'm

from Rabun county, and I've got a

load of apples and cabbiges. That's

"Excuse me," I said hastily. "I

did not mean to inquire into your

business. I am prospecting through

the country and just thought I

would pass the time in a chat as we

are traveling in the same direction."

lief, "I didn't know. So many spies

and informers now'days. Never

can't tell. Bes' to be on a fellow's

"Sometimes we strike a good

"Do you sell many apples?"

guard."

"Oh," he replied in a tone of re-

and attempting to draw him out.

"Are you emigrating?" I asked

"No," he said shortly, his bronzed

maiden moonshiner.

rod were tasseled along its hem.

shade dark.

than her from

Mistletoe.

Blossoms wear,

tuce fice away.

black Monkshood.

valleys.

a deeper orange.

symphony in yellow.

with the rocks and ruts.

blundered over a stone.

wheeled travel.

mountaineer.

officers.

shecked my horse.

"How d'ye do?"

"Traveling far?"

"Rather warm traveling."

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hafter drive thoo to Atlanta and then peddle them out on the streets for nuthin almos', but we manage to come ent "bout evia. Don't cost any more to t avel than hit do to stay at home. Neighbors don't charge one 'nother nuthin fur a little grub when they git tight run, an there's allers er grassfield handy fur the steers this time a year." "It is a good long drive to Atlan-

streak and sell out. Then again we

"Yes, fur a feller that's in a hur-We take our time and kiver the 200 miles 'thout feelin it. 'Bleeged to do sump'n, ye know. We live 40 miles from the nighest railroad, an the miles is mighty long thoo the Cohuttahs, whar it's up hill all the way thar and back," and a feeble attempt at a smile gave his wrinkled face a grotesque expres-

"Pretty bard to make a living under such circumstances, eh?" "Yes, purty tough; but, ye see we don't need much. We raise a few cattle in the mountains an our cabbiges an pertaters an our cawn crop -but thar ain't no money in cawn." "How about making moonshine of

"I don't know a cussed thing bout that," he replied, his face darkening again. "Ef ye wanter fin' out anything 'bout blockade, go to them blasted revenoo detecters. They's the ones what does the devilment an packs it off on us pore farmers-dadburn 'em-jist to git ther costs. Every infernal son of a sarpint un 'em orter be hung."

Fair Marigold a maiden was. Sweet William Again the bright eyes of the maiden in front were turned upon me, Their path was twined with Bittersweet; it did not run through Clover.

The Ladies' Tresses raven were, her cheeks a and a quick movement of her right hand disclosed the gleaming barrel lovely Rose.
She were fine Lady's Slippers to warm her of a winchester rifle concealed under a part of the wagon cover.

Her Poppy was an Elder who had a Mint of "Well, I have nothing to do with that," said I in a conciliating way, An awful old Snapdragon to make one's blood 'only I believe they ought to leave His temper was like Sour Grass. His daughter's heart he wrung With words both flerce and bitter—he had an you alone. It is a small matter for a big government to make such a Adder's Tongue. The lover's hair was like the Flax of pure Gerfuss over." manic type. He wore a Dutchman's Erecches; he smoked

"Ye're jist cayrect, stranger. It is a mighty small thing. Ef they knowed how hard it is to make a livin in these mountains, they'd be easier on us, and ef they'd 'low us to still our cawn an apples we could put in a few jugs what'd load down a wagon, an we could sell it out quicker an git our money back, but they won't let us alone. Informers is as thick as fiddlers in a bad place. They're meaner by a durned sight sny him no. And then he up and kissed her beneath the than the revenoo fellers. People didn't useter cheep on one 'nuther, but ther's so durned many un 'em gone over to the Yankees now tell ye can't giner'ly tell jist who is an

> "W'y, when my dady fus come to good truck, too, an none of your fightin pizen.

"He useter sell it at fo' bits a gal-

lon an made money on it. Now, here I am, hafter haul a load of anples an cabbiges hundreds o' miles over the mountains an don't git pay for the feed o' my steers of I had ter buy it. I hearn a feller readin in the Derlonegy paper t'other day 'bout them pertection an free trade schemes of the politicians. Them's jist what we fellers needs, an of I ever cyast another ballit it'll be fur the man what's fur pertection an free trade. Ef the government'll pertect us an give us free trade, we don't care a dod rot fur no outside compytition. We kin read the Declaration of Independence then shore.

"But free trade and protection are different things. They are just opposite."

"That may be so in your neck o' the woods, but we need both in Rabun county, an the man what runs on that ticket'll carry every single vote in my deestrict, an it's a big un, reachin f'om Little Hiawassee to the Tennessee line."

"Is there any mining going on in your section?" I asked to change the subject a little.

"No, sirree; no minin. Most o the men who owns land in my deestrict have got their land posted When Jim Rankin war in Atlanta las' fall he seed cyards stuck up in some of the windows o' the groceries what read, 'No minors allowed in here, 'an he begged a feller out'n one un 'em, an he kerried it home to Rabun, an his neighbors said it war jist the kink an had some struck off, an most in ginerly now you'll see ther lands posted, 'No minors allowed in here.' It works well, fur we ain't pestered with them now. W'y, one feller had the impydence to cuss President Buchanan fur a Know Nuthin, an we resented it, an Jim Rankin, as cheerman o' the community, give 'im jist till sun up

drawled the to git out, an he got." "Why do you object to the miners?" "Because while they ain't no "Yeas, purty hot, but I'ze used to blockade licker in them regions yit the men Jim Rankin bo'ded with in " 'Pends on what luck I have," he Atlanta said the reason they put up answered, cying me askance after them cyards war beca'se the minthe fashion of those people who are ors'd come in there an drink ther rendered suspicious by being hunted licker an then go an cheep on 'em, down for years and years by revenue an they give 'em fa'r wa'nin to stay out. So we wanted to pertect our-

> selves in case some un accidentally diskivered a drop of blockade, an we don't want no minors nosin roun to play the informer on us"-"Hold up, you there!" came in ringing command, and two horsemen dashed up from behind with rifles leveled at the mountaineer,

and a buggy with two other men followed furiously. "Stop that wagon!" cried one who appeared to be the leader. "You've got it aboard. You're a good one,

Lem Durden, but we've got the evidence this time." I caught a glimpse of the buff sunbonnet as the wearer disappeared in a hazel thicket by the roadside unobserved by the new arrivals and the gleam of the rifle barrel which

she held in her hands as she made good her escape. I knew that there | Crackers. was some mischief afloat, for I had not forgotten Nancy Lee. With an air of sullen vindictiveness the mountaineer stood aside, while the revenue officers began to

rummage about among the apples and cabbages. "Here, Joe, help me with this keg. It's applejack for a million.

Here's a couple of fat jugs of the

regular mountain dew. Here's t'oth-

er keg. Pretty well heeled, eh,

Lemuel? Well, you'll get to Atlan-

ta a good deal quicker than you would with these yaller oxen. Your way will be paid, and you'll get to ride in the first class car. Lemuel.

How do you like that, old hoss?" The mountaineer said never a word, but there was a grim smile on his rugged features that boded no good for the captors.

"Here, Joe," said the chief deputy, "you and Jasper take charge of the wagon. We'll take Lem to Dalton and catch the train. Be careful now and bring in the truck. You know Trammell is mighty careful how we manage these things. Let's all have a snifter, however, before we break up. Stranger," turning to me for the first time, "would you like a drink of the real truck?" I politely declined, and bidding

them good day rode on toward Spring Place, whither I was bound. As I crossed the Amicolola river I cast a glance of wonder and admiration on the awesome beauty of the somber scenery brought out in strong relief by the yellow flood of light from the declining sun which ebbed and flowed around the craggy cliffs, all festooned with drooping laurel and rhododendron.

Suddenly from the depths of the glen I thought I caught a glimpse of a yellow sunbonnet and one swift gleam of two blue eyes ablaze with wrathful excitement, but as the vision was but for an instant I charged it up to my overwrought imagination.

Reaching the mountain village, I entered the hotel, and after an exchange of greetings and a polite excuse for refusing a proffered snifter I sat down in the chair of state on the long piazza to rest my wearied limbs.

Pretty soon I observed an unwonted stir about the courthouse, and strolling over there in the deepening twilight I saw in the center of an interesting circle one of the heroes of the episode of the afternoon. He was bareheaded, and the blood was dripping from a wound in the forearm made by a bullet.

"Yes," he said, panting with fatigue, "we arrested Lem Durden. but he got clear away. We overtook him about three miles beyond Amicolola river an found three kegs and half a dozen jugs mixed up in the load of apples an cabbages. Joe Green an Jasper Hicks were left to fetch the wagon, an me an Johnson an old Lem got in the buggy an started to Dalton. "We all took several drinks

around afore we broke up an war feelin purty good, laffin at old Lem, as we drove into the ford of the Amicolola. "Jist as we riz the bank this side the firin begun. Ther' must 'a'

been a dozen, fur the bullets whis-Geowgy ther wa'n't no revenoo, | tled permisconsly. The hose wheelan a feller could make jist as much | ed round an dashed across the river, licker as he wanted to, an it war | flingin us all out, an old Lem scrambled up the river bank an disappeared in the lorril bushes. "Johnson's hurt bad, shot through the shoulder. I got a swipe in the

> arm, an I guess it'll be sore for some "No, we didn't sec a soul an didn't hear a word said, but, my God, how

the bullets did whistle!' Over the distant barrier of the mountains up leaped the queen of the night, flooding the earth with the golden glory of the harvest moon. Then I thought of the flaring yellow sunbonnet and the blazing blue eyes that I had caught a glimpse of at the crossing of the Amicolola. It was the finishing touch of my "symphony in yellow."-Atlanta Constitution.

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RRIVALS AT WILMINGTON-FROM THE NORTH. DAILY No. 49-Passeager-Leave + Boston 1.03 p 5.45 PM m. \*New York 9.00 p m. Philadelphia 12,05 a m, Baltimore 2,50 a m, Washing ton 4.30 a m, Richmond 9.05 a m, Peters burg 10,00 a m, Norfolk 8,40 a m, Weldon 11,50 a m, Tarbero 12,12 p m, Rocky Mount 12.45 p m, Wilson 2.13 p m, Golds boro 3.10 pm, Warsaw 4.03 pm, Magnelia

4.16 pm.

DAILY No. 41—Passenger—Leave Boston 12 9.4) a m night, New York 9.30 a m, Philadelphia 12.09 pm, Baltimore 2.25 p m, Washington 3.46 pm, Richmond 7.30 pm, Petersburg 8.12 pm, †Norfolk 2.30 pm, Weidon 9.48 p m, +Tarboro 6.01 p m, Rock Mount 5,45 a m, leave Wilso 5.20 a m, Goldsboro 7.08 a m, Warsaw 7,54 a m, Magnolia 8,67 a m. FROM THE SOUTH.

DAILY No. 54—Passenger—Leave Tampa 9.35 a 13.15 p m m, Sanford 2.19 p m, Jacksonville 7 00 p m Savannah 18.45 night; Charleston 5.80 a m, Columbia 5.50 a m, Atlanta 8 20 a m, Macon 9.30 a m, Augusta 3.05 p m, Denmark 4,55 p m, Sumter 6,45 a m., Florence 7,55 a m, Marion 9.31 a m, Chadbourn 19.35 a m, Lake Waccamaw 11,06 a m. Daily except Sunday. Trains on Scotland Neck Branch Road icave Wel

on 4.10 p m, Hali ax 4.28 p m, arrive Scotland Neck 8 20 p.m. Greenville 6.57 p.m. Kinston 7 55 p.m. Re nrning, leaves Kinston 7 59 a m., Greenville 8 53 a m. Arriving Halifax at 11 18a m, Weldon 11 33 a m, dally Trains on Washington Branch leave Washingto 8.23 a m and 1 00 p m, arrive Parmele 9.10 a m and 40 p m; returning leaves Parmele 9,35 a m and 6 30 m, arrives Washington 11 00 a m and 7.20 p. m.

p m, arrives Washington 11 00 a m and 7.30 p. m. Daily except Sanday,
Train leaves Tarboro, N. C., daily except Sunday,
5.39 p m, Sunday, 4 05 p m, arrives Plymouth daily
p m and 6 p m. securings, leaves Plymouth daily
except Sunday, 7 50 a m, and Sunday 9 a m. Arrive
lanute 10.05 a m and 11 a m.
Train on Midland N C Branch leaves Goldsboro, N,
C., daily except Sunday, 7 10 a m; arrive SmithSald
N. C., 8.30 a m. Returning, leaves Smithfield 9 00 a
m, arrive Goldsboro, N. C., 10 25 a m.
Train on Nashville Branch leaves Rocky Monata:
4.30 p m, arrives Nashville 5.05 p m, Spring Hope 5.30
p m. Returning leaves Spring Hope 8 a m, Nassville 8 35 a m; arrives Rocky Monat a; daily
except Sunday.

4.30 p m, arrives Nashville 5.05 p m, Spring Hope 5.30 p m. Returning leaves Spring Hope 8 a m, Nassville 25 a m; arrive Rocky Mout 9 05 a m, delly except Sunday at; 8 2) a m and 4.10 p m; returning leaves Chinton Branch leave Warnaw for Chinton Baily except Sunday at; 8 2) a m and 4.10 p m; returning leaves Chinton at 7.00 a m, and 9.00 p m.

Florence Railroad leave Pee Dee 9.10 a m, arrive Latta 9.30 a m, Dillon 9 42 a m, Rowland 10 00 a m, returning leaves Rowland 5 38 p m, arrives Dillon 5.56 p m, Latta 6.09 p m, Pee Dee 6.30 p m, daily.

Trains on Conway Branch leave Hub at 8.30 a m, Chadbourn 10.40 c m, arrive Conway 1.00 p m, leave Conway 2 25 p m, Chadbourn 5.20 p m, arrive Hub 6.00 p m, Daily except Sunday.

Central of South Carofina Railroad leave Sumter 6.42 p m, Manning 7.10 p m, arrive Lane's 7.48 p m, leave Lanes 8.36 a m, Manning 9.06 a m. arrive Sunter 9.35 a m. Daily.

Georgetown and Western Railroad leave Lanes 9.30 a m, 7.55 p m, arrive Georgetown 12 m, 9.14 p m, leave Georgetown 7 a m, 3 p m, arrive Lanes 8.35 a m, 5.35 p m. Daily except Sunday.

Trains on Cheraw and Darlington Railroad leave Florence daily except Sunday 8.50 a m, strive Darlington 9.28 a m, Cheraw 10.40 a m.

Heave Florence daily except Sunday 8.10 p m, arrive Darlington 8.40 p m. Hartsville 9.35 p m, Eane Florence Buday only 9 a m, arrive Darlington 9.27 a m, Hartsville 10.10 a m.

Leave Gibson daily except Sunday 6.15 a m, Rennettsville 6.41 a m, arrive Darlington 7.45 a m, arrive Florence 8.15 a m. Leave Wadesboro daily except Sunday only 7 a m, Darlington 7.45 a m, arrive Darlington 7.15 a m, leave Florence 8.00 a m, arrive Florence 6.55 p m. Leave Hartsville Sunday only 7 a m, Darlington 7.45 a m, arrive Florence 8.10 a m.

Leave Gibson daily except Sunday 6.50 p m, Darlington 7.45 a m, arrive Florence 8.10 a m.

Leave Hartsville Alla p m, arrive Darlington 7.45 a m, arrive Florence 8.10 a m.

Sendando of the month of the month of the m, the month of the m, arrive Florence 6.55 p m. Leave Hartsville 9.10 a m, arrive Su

Gen'l Passenger Agent. J. R. KENLY, Gen'l Manager, T. M. EMERSON, Traffic Manager, my 4 tf

W. N. & N. Railway

In Effect Sunday, May 17, 1896 DAILY EXCEPT SUMDAY.

STATIONS. A M P M 200 Lv...Walnut street...Ar 12 30 2 10 Lv...Surry street ...Ar 12 30 3 11 00 3 58 Lv...Maysville....Lv 15 00 2 12 30 4 44 Lv...Pollockryille...Lv 16 00 2 13 30 4 44 Lv...Pollockryille...Lv 9 55 1 2 1 7 M

Nos. 5 and 6 mixed trains
Nos. 7 and 8 passenger trains.
Trains 8 and 7 p 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 Elisabeth City and Norfolk Monday, Wednesday and Friday.
Steamer Geo. D. Purdy makes daily trips between
Jacksonville and New River points.

\*\*Monday, Wednesday and Friday.

\*\*Tnesday, Thursday and Saturday.

†\*Dally except Sunday.

H. A. WHITING.

H. A. WHITING, General Manager

J. W. MARTENIS, Traffic Manager my 22 tf Atlantic & North Carolina Railroad

GOING EAST,

In Effect Wednesday, May 27th, 1896. GOING WEST.

STATIONS. Arrive P. M. P. M. 8 20 4 19 5 15 5 25 6 37 6 48 P. M. P. M. A. M. A. M. 11 95 10 32 9 17 9 3C 8 02 8 07 A. M. A. M. Train 3 counsets with Southern Railway train, arriving at Goldsboro 3.00 p. m., and with W. & W. train from the North at 3.05 p. m. No. 1 train also counects with W. N. & N. for Wilmington and intermediate points.

S. L. DILL, Sup't.

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ATHENS, WILMINGTON, NEW ORLEANS, CHATTANOOGA AND NEW YORK, PHILADELPHIA, WASHINGTON, NORFOLK, RICHMOND.

DOUBLE DAILY

SERVICE

SCHEDULE IN EFFECT March 28, 1897

ATLANTA, CHARLOTTE,

WESTWARD. Leave Maxton
Leave Maxton
Leave Hamlet
Leave Hamlet
Leave Rockingham
Leave Wadesboro
Leave Marshville
Arrive Monroe
Leave Monroe
Arrive Charlotte
1 Arrive Mt. Holly
Arrive Lincolnton Arrive Lincolnton.... Arrive Shelby...... Arrive Ellenboro..... EAST WARD.

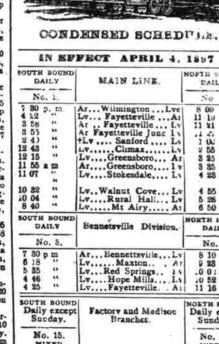
Leave Mt. Holly
Leave Charlotte. \*5 10 sm
Arrive Mosroe. 5 58 sm
Leave Mosroe. 6 05 sm
Leave Mosroe. 6 05 sm
Leave Marshville. 6 25 sm
Leave Wadesboro 7 01 sm
Leave Rockingham, 7 41 sm
Arrive Hamlet. 7 55 sm
Leave Hamlet. 8 45 sm
Leave Laurinburg. 9 11 sm
Leave Laurinburg. 9 11 sm
Leave Laurinburg. 10 18 sm
Arrive Wilmington. 12 280 pm ...... NORTHWARD. SOUTH WARD. 

\* Daily. + Daily, except Sunday. Both trains make immediate connections at Atlanta for Montgomery, Mobile, New Cricans, Texas, Lalifornus, Mexico, Chattanooga, Nashville, Memphis, Macon, Florida For Tickets, Sleepers, etc., apply to

THOS, D. MEARES, Gen'l Agent, Wilmington, N.C. A., NEWLAND, Gen. Agt. P. Dept. 6 Kimball House, Atlanta, Ga. St. JOHN, Vice-President and Gen'l Manager, W. B. GLOVER, Traffic Manager, E. McBEE, Gen Supt. T. J. ANDERSON, Gen'l Pass. Agt.

Cape Fear & Yadkin Veiler Hallway Co SOUTH GELL, MILLER

General Offices, Portsmouth, Va.



No. 4. No. 16. MIXED. WORTH BOUND

SOUTH BOUND,

+MEALS. NORTH-BOUND CONNECTED & At Fayetteville with the Atlantic Coast Line for points North and East, at Sanford with the Seaboard Air Line, at Greensboro with the Southern Railway Company, at Walnut Core with the Nortolk & West ern R. R. for Winston Salem.

At Wainut Cove with the Norfolk & Western Kailroad for Rosnoke and points North and West, at Greensboro with the Southern Railway Company for Raleigh. Richmond and all points North and East, at Fayette-ville with the Atlantic Coast Line for all points South, as Maxton with the Beaboard Air Line for Charlotte. Atlanta and all points South and Southwest.

No. 16. MIXED. daily ex st

W. E. KYLE, Gen'l Passenger Agent. J. W. FRY, Gen'l Manager,

The Clyde Steamship Co New York, Wilmington, N. C.



PAWNEE. Saturday, April 24 CROATAN. Saturday, May 1 Wilmington for New York. CROATAN. Saturday, May 1 PAWNEE, Wilmington for Georgetown, S. C. PAWNER, Tuesday, April 27 CROATAN, Tuesday, May 4 Through Bills Lading and Lowest Throughtee guaranteed to and from points in North and outh Carolina.

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