The Kind You Have Always Bought, Bears the Fac-simile Signature

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THE REAL PROPERTY.

"Mother's

Nor ther charrens tasking a

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both mother and child, and make

Mother's friend' in the greatest

or or moretys of price, \$6 Per Settle.

to the present year of

Theo is \$65000, (ARR).

AWONG MY BOOKS. Among my booms what red is there. From westing word! What helds for excel-If tills appeal or closely being low, And dronging dim the freeing show I revest still in vision a race. A. will fibre other the charter air. The ware crings of Clymer share constitutes framed from On see the pracest of Europea Sow-America my basilto Whatever for . . world may wear-For others let ber beauty blow.

the man forget to frowning fate Annual cold little area Per a La New York Times. THE LIGHTHOUSE SERVICE

t Pullwise Letter Written by a Woman is her Beers the Auxistics of the Life. - on Ly the Light " Mary boy " be written by threating Kashida or this Cautiney. Mr Nobbet quotes the . I they written to a friend to tirear, who lived for many years on warm Head, off the Maine coast. Nonemove & there the rows in no far distant that you a part of mymilf. When we that value beloom are, and somethers

a work all night, though I know 'reck people expect you to." - bloom of was watching. And a regard I have wateried the lights ory of monghts has personal ordered light Last to all these rooms I always put the lamps

view out budy. If I ever have a grave come: I would like it in he in the form of a Rightheoner by betteren. For Stamp Collectors.

Finer or five years ago the faships of programmting white china places by contagn compare ports of stanguages or significant num pasticrite rase popular all over the coun Many moved and inverseing designs serve produced, and some of the plates of signed and arranged with such hume that hey could fairly be culled works of art. come a piny than the famey for such work

ately placed on exhibition a number of The torong hora, harderte, francolete, otwhich own very huntiful. He took up used suppose of United States envelopes which were clearly embraced, and cutting rest the creal portraits used them just as I cerni varieties of gold and silver frames. Perturps the most beautiful were the lock ets or bromehos bearing Queen Victoria's portrait, which were taken from the English envolupes made of heavy white paper, and from the early suvelopes of Caylon. Tasmania, etc. Many other interesting designs were made from postions of post ago staceps. -liaryer's Hound Table.

Lord Byron's Protest. Lord Byron suffered from various an soyances to which all famous personages are subjected. In an effort to avoid one of them he wrote the following letter. which was addressed to the editor of Galigtable Messenger, Paris, and was dated from Ventee, Italy, April 27, 1819; Sir. In various numbers of your jour nal I have seen mentioped a work entitled The Vampire, with the addition of my name on that of the author. I am not the sother and never heard of the work in question until now In a more recent pa per I perceive a formal annunciation of The Vanupire, with the addition of an amount of my 'residence in the island of Mirylone'-an island which I have occuing some years ago through the Levans, and where I should have no objections to reside, but where I have never yet resided. Neither of these performances are mine, and I presume that it is neither unjust mor ungracious to request that you will favor me by contradicting the advertisement to which I allode. If the book is clover, is would be base to deprive the real writer, whoever he may be, of his bonor,

of nebedy's duliness but my own." The Makers of Dwarf Trees. Closely related to the Chinese farmers to the class of men who, with a taste for the

and if stupid I desire the responsibility

scape gardeners. They delight in producing miniature copies of nature. walks wind in and out through dwarfed and grotesque shrubbery. They pends are spanned by dainty bridges. The scene sugghess a playground for the wee ones, either little children or fairios. To produce the dwarf trees, the gardeners either confine the roots within a small, from bound cask, or the more rapid method is to select a vigorous branch upon the desired tree, and bind around it a hand of leaf mold. This is kept moist until roots creep into the mold; then the branch is severed from the tree. Soon flowers and fruit develop, for their buds were formed by the parent tree. - Lippinosti's Magnaine.

GRIDLEY'S CHOICE.

IT WAS A WISE ONE, AS SUBSEQUENT EVENTS PROVED.

The Law and the Condemned Murderer Made a Combination That Became the Cause of Sheriff Hartwester's Destruc-

San Pete county is located in Utah, and Jush is the state where they sometimes shoot murderers instead of hanging them. But, although custom supports death by the bullet, there was a time when the territorial laws were more liberal. They offered a condemned man a full menu of death. One sentenced to give up the ghost for a capital offense was allowed to choose between hanging, shooting and decapitation. 'At least so it was written in the leather backed books. But only one man is known to have chosen the alleing proc-

Gridley, who had no first name, and whose surname was a matter of conven-tence according to the part of the country to which he was residing, had injudicious ly killed a man who was contracting to bring an irrigation ditch into the San Pete country and to spend some money among the people. Previously Gridley had assastanted a few odds and ends of super-Snous men, and little had been thought of , but on this occasion the disappointment of the people, thus suddeply and wickedly deprived of their ditch and the prosperity which its construction would ring, surmounted custom, and Gridley was arrested, and to his intense surprise looked up, tried and convicted of murder. The district judge came down one day when he had nothing better to do, and milling the convict Gridley before him told him that according to law he could select either to be made into a target, to he dropped at the end of a rope, or to be isected in the neighborhood of the neck. "Well, judge," said Gridley, "if it's all the same to you, I've always kind of hankered to have my head chopped off. It seems such a first class an bon ton way of shufflin off. Most any feller can go over into Colorado er Nevada an be tied to a leam, but this here looks like a surt of ex-

dusive thing. Choppin it is."

Everybody in the courtroom was surrised and many were eminently dis-"The Gridley hangin" had been alked of for two weeks and several exrations from outside camps had been armged for, and it was a serious question reception committee whether or syrking but hanging would suit the astica of the expected guests. Especially nes James D. Hartwenter, the sheriff, dis arted by tiridley's decision. Hartwenter was a humane man, and he had been putting in several dayant practicing a crew of marksmen and a rang of scaffold experts with the view of making Gridley's exit as comfortable and expeditious as possible when it came to the day of the passing out. Hartwenter himself had no liking for the business of methodically killing men by programme, but he felf that with a lot of inknown riflemen alming at a culprit's heart there could be no after remorse, bemuse nobody would ever know whose bullet had killed, and to some extent the same enditions prevailed in a hanging where the cord was cut by a man unknown to those present. But a decapitation! There was no fashion of conevaling identity in such a case-no comfortable way of believing that nobody knew just who had done the killing. And as he, the sheriff, was

the official directed to perform on the slaughtering day, he felt intensely worried He went to Gridley in his cell. fool notion is this of yourn's Don't you know you'll spile your clothes an waller chicken killed for dinner. What sort of a dignity is there to the demise of a man abbreviated by use of a butcher's cleaver! What you want to do is to git up there on a scaffold like a man with some idea of etiquette and be swung off like the rwan

Gridley fired up. "Who is furnishin the goods for this here entertainment," he demanded "me of Swan Creek" The judge passed the thing up to me, an I made my But, doggune it all, don't you see I'm an interested party' I don't want to have to stand out there in the sun an chop at you like a man workin on stove wood. I ain't used to it, an moreover, you ain't used to it, an we'll make a blamed botch of

Gridley leaned tack independently and puffed turice at his cigar. "Jim," he said. I voted fer you, an I'd do most any reasomable thing for you. But look here! This matter of your desires ain't nothin to me. This is a parymount case. I ain't makin no kick on the killin, but bein the star buarder, so to speak. I demand my rights Look here! Who was shot last month! Hunko Pado, a blamed Mexican that you an me wouldn't reco'nize socially. An a miserable critter without lineage nor posterity. An that's the way it's been toned gentleman has ever been hung or shot. Do you think I'm goin to start it! No. sir. There's semethin renowned an blood ettrrin an dignified in bein behead ed, an them's my choosins. Why, they'll triegraft about it all over the cost, an I'll be notorious like the president of the I nited States, an so on. It's the greatest moment of my life. There is a tide in the affairs of men, you know, an this is my Who remembers Hunko Pado or Grason today! No one. But fer years this camp'il talk about how Gridley stood up an took his killin like a man in a pictur,

an you'll none of you fergit me." Hartwenter was and and gloomy. He had no taste for his forthcoming job, and he argued and entreated Gridley to be obliging, but Gridley would not. It was the chance of his lifetime, and he did not mean to throw it away. Hartwenter offered to paint the gallows in three colors and have some flowers for distribution as souvenirs. In vain. The heartsick sheriff on the night before the day set for the execution visited Gridley for the last time with his final appent. But Gridley, growing eloquent concerning the unique character of his impending decease, positively re-fused all proffers of rope or bullets. Hartwenter eyed him for a few minutes, and then, with a sigh, he said: "All right, Gridley They's only one thing for me to

And he went out and seemingly forgot to lock the door.

The Swan Creek people came near maktion with the sheriff when they arrived in town the next morning and found that Gridley had escaped. But wiser counsel prevailed, and they evened it up by bury ing Hartwenter under an svalanche of votes at the next election, his successful competitor being a redheaded butcher who had no fine feelings about decapitation or much of anything else. - Chicago Record.

Porcupine quills are a necessary of life anglers, for they make excellent floats for bottom fishing. Also scores of penholders are made from the black and white spikes, and many kinds of ornamental screens and fans are pleced and knitted of

Semething like 2,000,000 porcupine quills reach Britain every year, and they chiefly come from India, also a few from Scain. The animal has to be hunted and killed before the quills can be obtained. and many hundreds of porcupines are slain for this purpose every year. The quills are carefully extracted and dried, packed in crates and shipped away to Europe, where they are used for all manner of things in the way of tackle and ornamentation. A porcupine is always worth killing for every "spike pig" car-ries 10 shillings worth of quills on his fretful back.—London Answers.

Mercenary girl, that Miss Coldbeart."

'Jimmyboy wrote on a slip of paper 'I love you' and handed it to her in church Sunday. She scratched out the 'I' and 've' and said she'd have him if he would put the amount of his fortune in figures below."—Chicago Journal.

Said the anvil to the bellows, "You have too much wind." Said the bellows to the anvil, "None of roug fromy. "I want a pull er," said the politician.
"You need a push," said the clerk, and
threw him out of doors.—Hardware. - "FLIES" ON VESSELS.

Not the Little Insect, but a Weather Vane There is much curious sea lore in ar without a Compass" in St. Nicholas, Mr. Kobbe says:

The fly at the masthead is often used as a sign to steer by. It revolves on a pivot, and benco, like a weather vane, shows the direction from which the wind is blowing, whereas a flag attached to a halyard streams directly astern or at an angle more to less affected by the speed and course of the vessel. A glance at the fly having eleven the wind's direction, a glance at the hinnacle shows from what point of the compass it comes. Tana, by watching the fly, and thus keeping the ship always at tile same angle to the wind, you are able

The ships of different nations have disertive flies. The American and the English fly is a little triangular pennon. German ships often have a small tupering bug at the masthead, and French vessels a dog vat .- a line of corks with colored fea hers in a wire. The steamers of the French line from New York to Havre have a dog vane at each mosthead. It is one of held distinguishing marks. Steering by the fly is one way of steering

T the wind, but there are other tricks

or finding the wind point. A sailor can

nd the point of a stiff breeze by simply citing it blow against his face. In a light air, almost a caim, he lifts his cap and turns his head until he feels the cool breath on his moist brow, which is far more mensitive than his sun tanned face r he moistens the edge of his hand and, turning it toward the wind waves it gently back and forth and tound fro until the colness of the sir is felt on one side of that narrow surface and not on the other In heavier airs he will moisten the pain the hand and hold it flat to the wind. The wind point being found, the ship i sailed as close to the wind as possible, the Imsman keeping his eye on the sall sech. The least quiver, and a turb of the wheel keeps her off enough to fill her sails, but with an experienced hand on the wheel there will be no quiver along the lerch, for an "A. Il." can tell by the feel of the belin when the ship is about to come up late the wind. As the vessel comes up he strain on the rudder is lessened, and by prickly checking her he keeps the salls rap full and asleep "-keeps them from ulvering-and holds her on her course without so much as a glance at the com

Humorous Letter Writing. Paganini Redivivus, having seen an un flattering notice of a musical performance of his, wrote the following letter: "I look pop all critics who praise me as men of ntelligence and worthy of the greatest re spect, and I look upon those rare ones who dispraise me as having a screw loose in their cerebral development. I consider that if the person who wrote the notice was

idiots, and if he was not present he is a mean, unnuanly cur, and should get seven years' hard labor." An autograph bunter, begging a well known journalist's autograph, wrote: "If you deem the request unwarranted on my part, send the refusal in your own hand writing and with your own signature that I may know it is authentic. An Oxford undergraduate wrote to Dick-

present at the performance he is only

verthy to be an inmate of a home for

ens. "Sir-Seeing that you insert rhymes in your serial, I send you some. The reply was, "Sir-We don't insert rhymes without reason."-London Tit-

Within two years three men have com mitted suicide in Chicago because of un requited love for a certain pretty girl of

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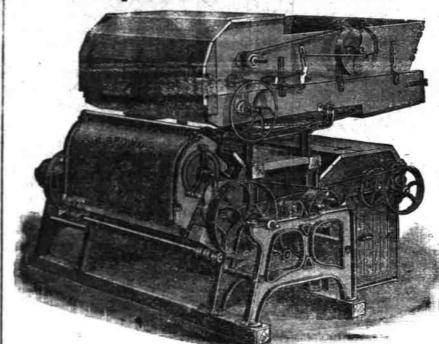
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TRAINS ARRIVE WILMINGTON. .30 P. M., Daily, from New York, Philadelphia, Baltimore, Washington, Charlottesville, Lypchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Knoxville, Ashevile, Salisbury, At'anta, Cha lotte and all points North, South and West,

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SCHEDULE IN EFFECT AUGUST 16, 1897.

DEPARTURE FROM WILMINGTON-NONTHBOUND.

DAILY No. 48-Passenger-Due Magnolia 10.89 35 4 M a m, Warme 11 1 a m, Governor 11.88 a m. Wilson 19,43 p m. Rocky Mount 1,20 p m, Tarboro, 5.58 p m, Weidon 8.39 p m, Petersburg 5.54 p m, Richmond 6.50 p m, Nortolk 5,00 p m, Washington 11,10 p m. Baltimore 12,58 a m., Philiadelphia 3,45 a m, New York 6,58 a m, +Boston 8.00 p m. DAILY No. 40-Passenger-170e Magnolis 8.55 p m, Warsaw 9.10 p m, Goldsboro 10.10 p m, Wilson 11.06 pm, †Tarboro 8.46 a m, Rocky Mount 11.57 p.m. Wesdon 1.44 a m, † Norfolk 10.80 a m, Petemburg 8.84 a

11,25 a m, New York 2,03 p m, Boston 9.00 pm. DAILY No. 60-Passenger-Due Jacksonvill exc.pt 3 58 pm, Newbern 5 20 pm, This train leaves from Walnut s reet.

m, Richmond 4,20 a m, Washington 7,41

a m, battimore 9.06 a m, Philade.phia

2 (0 pm SOUTHBOUND: DAILY No. 55-Passenger-Due Lake Wacca-,00 P M maw 5,09 p m, Chadle urn 5,40 p m, Mar rion 6.43 p m, Florence 7.25 p m, Sumter 8.42 p m, Columbia 10.05 p m, Denmark 6.3) a m, Augusta 8.20 a m, Macon 11 8: a m, Atlanta 19.15 p m, Charleston 10.50 p m, Savannah 2 47a m,

Jacksonville 8,30 a m. St. Augustine 10.30 a m, Tampa 6.45 p m. ARRIVALS AT WILMINGTON-FROM THE AIL) No. 49-Passeager-Leave ti osto: 1.08 p

.45 PM m, New York 9.00 p m, Philadelphia 19.06 a m. Baltimore 2.50 a m. Washington 4,30 a m, Richmond 9.05 a m, Petersburg 10.00 a m, Nortolk 8.40 a m, Weldon 11.50 a m, Tarbero 13.12 p m, Rocky Mount 12.46 p m, Wilson 2.12 p m, Goldsboro 3,10 pm, Warsaw 4.02 pm, Magnolia 4,16 pm. DAILY No. 41-Passenger-Leave Boston 12

9.30 a m night, New York 9,30 a m, Philadelphia 12.09 pm, Baltimore 2.25 p m, Washington 3.46 p m, Rickmond 7.30 p m, Petersburg 8.12 p m, tNorfolk 2.20 p m, Weldon 9.48 p m, +Tarboro 6.01 p m, Rock Mount 5.45 a m, leave Wilso 5.20 a m, Goldsboro 7.01 a m, Warsaw 7.58 a m, Magnolia 8.05 a m. DAILY No. (1-Fassenger-Leave Newbern except 9 20 a m, Jacksonville 10 42 a m. This

Sunday train arrives at Walnut street. 12 40 sm FROM THE SOUTH, DAILY No. 54-Passenger-Leave Tampa 8.00 a 15 pm m, Sanford 1,50 pm, Jacksonville 8 85 pm Savannah 12.53 night, Charleston 5.30 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 pm, Sumter 6.45 a m., Florence 8.55 a m. Marion 9.84 a m. Chadbourn 10.85 a m, Lake Waccamaw 11,06 a m.

Daily except Sunday. Trains on Scotland Neck Branch Road leave Weldon 4.10 p m, Hallian 4.28 p m, arrive Scotland Neck 5.20 pm, Greenville 6.57 pm, Kinston 7 50 pm. Rsturning, leaves Kinston 7 50 a m. Greenville 8 52 a m. s triving Halifax at 11 18a m, Weldon 11 88 a m, daily sucept Sunday.

Trains on Washington Branch leave Washington 8.20 s m and 1 00 p m, arrive Parmeter 9.10 s m and 6.30 8.20 s m and 1 00 p m, arrive Parmer 0.10 s m and 2 i0 p m; returning leaves Parmer 9.35 a m and 6.30 p m, arrives Washington 11 00 a m and 7.20 p m. Parly except Sunday, 4.06 p m, arrives N and 6.30 p m, arrives N and 6.30 p m, sunday, 4.06 p m, arrives N and 6 p m, settle 1.30 p m, arrives N and 6 p m, settle 1.30 p m, arrives N and 6 p m, settle 1 and 1 a m and 6 p m, settle 1 a m and 6 p m, settle 1 a m and 6 p m, settle 1 a m arrive Sunday, 7.10 a m, and Sunday 0 a m, Arrive 1 around 10.00 a m and 11 a m

Train on Midland N C Pranch leaves Goldstote, N. C., 8.30 a m. Returning, leaves Smithfield 9.00 a m, arrive Goldsboro, N. C., 10.25 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 5.30 p m, arrives Nashville 5.05 p m, Spring Hope 5.30 p m, arrives Rocky Mount 2.00 a m, daily except Sunday. Train or Clinton Branch leave Warsaw for Chinton Train or Clinton Branch leave Warsaw for Clinton
Daily except Sundays 11.15 a m and 4.10 p in; returnsing leave Clinton at 7.00 s m, and 3.66 s n.

Yiorence Railroad leave Pee Dec 9.10 s m, strive
Latta 9.20 s m, Dillon 9.42 a m, Rowland 10.6 s m,
returning leaves Rowland 6.10 p m, arrives Drilon 6.30
p m, Latta 6.44 p m, Pee Dec 7.78 p m, Carlo
Trains on Conway Branch leave Hob at
8.30 a m, Chadbours 10.40 m, arrive Conway 1.00
p m, leave Couway 2.45 p m, Chadbours 5.40 p
m, arrive Hob 6.20 p m, Daily except Sunday
Central of South Carolina Railroad leave Sumest
6.42 p m, Manning 7.10 p m, arrive leave 7.45 p m,
Central of South Carolina Railroad leave Sumest p m, 1889c Collway 2 45 p ft., Chalbeard 5 40 p m, arrive Hub 6 20 p m, Daily except Sunday.

Central of South Carolina Railroad leave Sumter 6 42 p m, Manning 7.10 p m, arrive Lanes 8 745 p m, leave Lanes 8 25 n m. Manning 2.05 a m. arrive Sunter 9.35 a m. Daily.

Georgetown and Western Railroad leave Lanes 9.80 a m, 7.55 p m, arrive Georgetown 12 m, 9.14 p m, leave Georgetown 7 a m, 8 p m, arrive Lanes 8.25 a m, 5.25 p m. Daily except Sunday.

Trains on Cheraw and Darlington Railroad leave Florence daily except Sunday 8.10 p m, arrive Darlington 9.28 a m, Cheraw10.40 a m, Wadesboro 2.25 p m, leave Florence daily except Sunday 8.10 p m, arrive Darlington 8.25 p m, Gibson 10 p m, Leave Florence Sunday only 9 a m, arrive Darlington 9.27 a m, Hartsville 9.36 p m, Gibson 10 p m, Leave Florence Sunday only 9 a m, arrive Darlington 9.27 a m, Hartsville 6.41 a m, arrive Darlington 7.40 a m, Leave Hartsville daily except Sunday 6.30 a m, arrive Darlington 7.15 a m, leave Darlington 7.45 a m, arrive Florence 8.15 a m, Leave Madesboro daily except Sunday 6.30 a m, arrive Florence 8.15 a m, Leave Madesboro daily except Sunday 8.30 p m, Orlington 7.45 a m, arrive Florence 8.15 a m, Leave Madesboro daily except Sunday 8.30 p m, Cheraw 5.15 p m, Darlington 5.25 p m, arrive Florence 8.15 a m, Leave Wadesboro daily except Sunday 9 p m, Cheraw 5.15 p m, Darlington 5.25 p m, arrive Florence 8.16 a m, arrive Florence Hartsville Su.day only 7 a m. Darlington 7 45 a m., arrive Plorence 8 10 a m.

Wilson and Fayetteville Branch leave Wilson 1 06 pm, 11 16 pm, arrive Selma 3 00 pm, Smithfield 3 08 pm, Duon 3 10 pm, Favetteville 4 40 pm, 1.14 a m, Rowland 6.10 pm, returning leave Rowland 10 00 a m. Fayetteville 11 20 a m, 10 20 pm, Dunn 12 07 pm, Smithfield 12 48 pm, Selma 1 00 pm, arrive Wilson 1 42 pm, 12 10 a m.

Manchester & Augusta Raliroad train leaves Sumter 4 40 a m, Creston 5 32 a m, arrive Denmark 6 30 a m. Returning leave Denmark 4 56 pm, ston 5 47 pm, Sunter 6 40 pm Daily.

Pregnalls Brarch train leaves Creston 5 45 a m, arrive Pica, nalls 9.15 a m. Keturning leaves Pres nalls 10 pm arrives Creston 3 50 pm. Daily except Sunday. B: hopville Brarch trains leave Elliott 11.10 a m and 7,45 pm, arrive Lucknow 1 pm and 8 45 pm, Returning leave Lucknow 6 05 a m and 2 00 pm, arrive Elliot 8.25 a m and 3,30 pm.

†Daily except Sunday. \*Sunday only.

H. M. EMERSON

Gen'l Passenger Ager.

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

7 M. EMERSON. Traffic Manager an 1 to Wilmington & Newbern R. R.



In Sunday, August 1, 1897 DAILY EXCEPT SUNDAY

SOUTH Nos. 5 and 6 mixed trains Nos. 7 and 8 passenger 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 Beanfort.
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.
\$Tuesday, Thursday and Saturday.
†Daily except Sunday.

T. M. EMERSON, Traffic Manager. H M. EMERSON, Geo'l Passenger Agent.

Atlantic & North Carelina Railread Time Table.



In Effect Wednesday, May 27th, 1896.

GOING WEST. Passenger Daily Ex Sunday. Passenger Daily Ex Sunday. Arrive Leave Arrive Leav P. M, P. M. 8 20 4 12 5 15 5 25 6 87 6 42 P. M P 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, arriving 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,

ma. 87 tf

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