AN OPEN LETTER
To MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

DR. SAMUEL PITCHER, *of Hyannis, Massachusetts,* the originator of "PITCHER'S CASTORIA," *the same* that has borne and does now bear the fac-simile signature of Chas. H. Fletcher *on every* wrapper. This is the original "PITCHER'S CASTORIA," *which has been* used in the homes of the Mothers of America for over thirty years.

LOOK CAREFULLY *at the wrapper and see that it is* the one you have always bought, and that it bears the signature of Chas. H. Fletcher *on the* wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is the President.

Dec. 1, 1897. Samuel Pitcher, M. D.

Do Not Be Deceived.

Endanger the life of your child by accepting substitutes which some druggist may offer you (it makes a few more pennies on it), the ingredients of which *even he* does not know.

"The Kind You Have Always Bought"
BEARS THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher.

Insist on Having
The Kind That Never Failed You.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

A CURIOUS OLD CUSTOM.

Marriage Market at Whitsuntide In Russia Attracted Many Visitors.

A correspondent in the London Lady writes the following:

A curious custom connected with Whitsuntide used to prevail previous to, and as late as the early half of the present century in Russia—namely, that of holding a public market, at which all the marriageable women were on view, with the sole object of forming matrimonial alliances with the many bachelors who attended this curious annual show in the hope of being able to select wives. It was always held in the afternoon of each Whit Sunday at the summer gardens in St. Petersburg, which is one of the most popular places of resort. Here the Russian girls who were anxious to find husbands used to assemble in great numbers, accompanied by their relatives and friends.

In a short time the gardens were filled with men who were on the lookout for wives and who walked about inspecting the different maidens who were invariably dressed in their most striking clothes they possessed, and all their jewelry. As a rule each maiden held in her hand a saucer of silver, a spoon, or a large silver ladle, or some other household article of another or lesser value. This was a token that she could bring something of value to her husband which would help toward the furnishing and setting up of the house.

When a man saw a girl whom he thought likely to suit him and to make a good wife, or one with whose beauty he was struck, he entered into conversation with the different members of her family who surrounded her, or, if she had none, with the marriage broker or saleswoman, who for a small sum conducted all the business negotiations, with a view to finding out more about the maiden and the amount of her dowry. The latter being of such importance in the transaction, it often was the first and leading question, and if it proved satisfactory the rest of the business followed. The man stated his position in life and the amount of his worldly goods and gave his name and address to the girl's friends.

In the evening the girl and her friends retired and held a kind of family conclave, when the merits and demerits of each candidate were fully discussed and commented upon. The most eligible suitor was selected, and the girl was asked if she would decide to accept him. This was generally merely a formal observance, as all through the discussion the maiden had taken the prominent part herself, and, provided the man's worldly goods were sufficient for her liking, she agreed readily enough. If, however, she was difficult to please and would have nothing to do with any of the proposed suitors, she had no alternative but to return to her home and wait until the following Whitsuntide and again attend the market, hoping some one more to her fancy might appear next time. This, however, was seldom the case, and it was not often that the same candidate appeared two years running in the summer gardens on Whit Sunday.

A correspondent, writing in 1861, who had been present at one of these annual markets, said that in spite of the custom having been at one time very general it was by that date slowly dying out, and that there were comparatively few candidates for marriage that year, and he thought the custom must eventually be totally abandoned. He attributed this to the influence of outside European opinions and tastes, which were gradually spreading all over the different parts of Russia.

A MATTER OF CHOICE.

A Youth Who Had a Preference and Risked His Life on It.

A Capitol hill man has a son about 20 years old, and the young fellow is very nearly a chip off the old block.

One day last winter the son went to visit friends and relatives among the snow clad hills of Vermont and, of course, while there put in as much of his time in a sleigh as he could, because he knew the Washington climate was not conducive to that sort of amusement, and he wouldn't have an opportunity.

Perhaps it is needless to remark that whenever he went sleighing he took with him one of those pretty, pink cheeked girls for which Vermont is justly famous.

And as far as possible he took a new one every time.

Such is man at 20—and later.

The latter cannot be taken to the wall as often as the former likes to do, and it happened in the case of the Capitol hill laddie that on one of his trips his horse ran away with him, and, not being the most expert driver in the world, he was almost at the mercy of the frightened animal. For a mile or more he succeeded in keeping the horse in the road, but beyond were a hill and a stream, with a narrow bridge over it just at a turn of the road, which could only be taken at a slower pace. The girl called his attention to this and nervously suggested that they jump out, but he wouldn't have it so and assured her that he would be responsible.

Then sounded well, but when they approached the turn the horse would not stay in the road, and, dropping the lines, the young fellow grabbed the girl and waited for the end, whatever it might be. In a minute more the entire combination flew the track and landed in a snow bank 20 feet deep. Some people who saw the accident fished them all out, and for a wonder nobody was much hurt though the sleigh was damaged.

When the youth's father heard the story he was indignant.

"Why, you young jack," he exclaimed, "what in thunder did you drop those lines for? You might have known what would have happened."

"Well, pop," he replied sheepishly, "I couldn't hold the horse, and I could hold the girl, and what else was there to do?"—Washington Star.

Preserved fruits in a state fit to be eaten have been taken from the ruins of Herculaneum.

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Cut this out and take it to your druggist and get a sample bottle free of Dr. King's New Discovery for Consumption, Coughs and Colds. They do not ask you to buy before trying. This will show you the great merits of this truly wonderful remedy, and show you what can be accomplished by the regular size bottle. This is no experiment and would be disastrous to the proprietors, did they not know it would invariably cure. Many of the best physicians are now using it in their practice with their great results, and are relying on it in most severe cases. It is guaranteed to do all that is claimed for it. R. R. BELLAMY'S drug store. Regular size 50 cents and $1.00.

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Zim Bunker's Luck.

"What's the reason all the Bunker boys are rich except Zim?" asked the newcomer into the district of the owner of the next farm. "Why, he was as bright as any of them and just as willing to work."

"Then you never heard of Zim Bunker's luck? It's kind of a byword with us. He got money from his father's estate just like the rest of the boys and concluded to raise blooded stock. He got a Jersey bull calf, and he was offered $50 for his bargain the same day, but wouldn't take it. The calf choked to death that night on a marble. He got a bunch of high priced Cheviot sheep, and they all died with the hoof rot. The Hambletonian horse he had a good deal of money in broke his chest. He had a nice lot of Plymouth Rock chickens and sold them at a fancy price, but the man that bought them gave him a check, and it wasn't worth any more than a pipe lighter. Bad luck hit him at all angles, and he went to bonding up the day. He got a job firing on a tugboat at Detroit, and the thing blew up, and she blew up with it.

"Just as he recovered his mother died and he got some more money and resolved to get clear away from this section so as to change his luck. He took a train for Arizona, and within a week he came back afoot, looking as though he had been in another explosion, and without a cent."

"Bunkoed?"

"No, train robbery. Only one they ever had on the line. People about here are always glad to chip in for Zim, but he can't work for any of them."—Detroit Free Press.

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In 1871, at a celebration held in New York in honor of Professor Morse, the original instrument invented by him was exhibited, connected at that moment by wire with every one of the 10,000 instruments then in use in the country. At a signal a message from the inventor was sent vibrating throughout the United States and was read at the same time in every city from New York to New Orleans and San Francisco.—St. Nicholas.

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TO LITTLETON, N. C.

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TO LINCOLNTON, N. C.

Mineral Springs, Lithia Arsenic and Alum. The waters of the famous Lincoln Lithia Springs, are celebrated throughout the United States for their healing qualities in diseases of the kidney and bladder; also for gout, rheumatism, and the varied forms of dyspepsia.

TO SHELBY, N. C.

The famous Sulphur Springs at Cleveland and Patterson, two and four miles respectively from town. The Cleveland Springs are four in number, viz: White Sulphur, Red Sulphur, Chalybeate and Pure Freestone. For half a century or more these springs have been known to possess rare medicinal virtue, but it is only during the last few years that an effort has been made to bring them before the public and place them where they now stand, in the front rank of well earned popularity.

TO HARRIS LITHIA SPRINGS, S. C.

The Lithia Water at these Springs is noted for its curative qualities for torpid liver, skin eruption, scrofulous diseases, kidney and bladder troubles of every kind, rheumatism and gout. The atmosphere all through the summer is delightful, and the most fastidious can hardly fail to be satisfied with the even balmy climate. Large pools have been provided for bathing, together with dancing pavilion, tennis court, bowling alleys, croquet grounds, etc., for the amusement of the pleasure-seeker and invalid.

For full information in regard to Rates, Schedules, etc., call on nearest S. A. L. Ticket Agent.

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Train 41—Leaves Wilmington 3 30 p m, arrives Lumberton 5 35 p m, Pembroke 5 46 p m, Maxton 6 12 p m, Laurinburg 6 23 p m, Hamlet 6 13 p m. Connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points North.

Train 41—Leaves Portsmouth 9 30 a m, arrives Weldon 11 41 a m, Raleigh 3 30 p m, Sanford 5 03 p m, Hamlet 6 52 p m, Rockingham 7 30 p m, Wadesboro 8 11 p m, Monroe 9 12 p m, Charlotte 10 25 p m, Athens 3 45 a m and Atlanta 6 20 a m. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville, Tenn.

Train 402—Leaves Washington 4 10 p m, Richmond 8 55 p m, Portsmouth 8 45 p m. Arrives Weldon 11 10 p m, Raleigh 2 07 a m, Sanford 3 35 a m, Hamlet 5 10 a m, Rockingham 5 23 a m. Wadesboro 5 54 a m, Monroe 6 48 a m, Charlotte 7 50 a m, Lincolnton 10 30 a m, Shelby 11 [illegible] a m, Rutherfordton 12 30 noon, Athens 1 15 p m, Atlanta 3 50 p m. Connections at Atlanta for all points South and West. Pullman Sleeper, Washington to Atlanta, and Portsmouth to Chester.

Train 35—Leaves Hamlet 8 20 a m, Arrives Laurinburg 8 46 a m, Maxton 9 05 a m, Pembroke 9 81 a m, Lumberton 9 53 a m, Wilmington 12 05 noon. Connects at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta.

Train 402—Leaves Atlanta 1 00 p m. Arrives Athens 3 15 p m, Monroe 9 30 p m. Leaves Rutherfordton 8 35 p m. Arrives Shelby 5 55 p m, Lincolnton 6 56 p m, Charlotte 8 18 p m, Monroe 9 10 p m, Wadesboro 10 31 p m, Rockingham 11 05 p m, Hamlet 11 30 p m, Sanford 1 08 a m, Raleigh 3 16 a m, Weldon 4 55 a m, Portsmouth 7 25 a m, Richmond 8 18 a m, Washington 12 31 noon. Pullman sleepers, Atlanta to Washington, and Chesterfield to Portsmouth.

Train 18—Leave Hamlet 7 15 p m; arrives Gibson 8 10 p m. Returning, leaves Gibson 7 00 a m; arrives Hamlet 7 50 a m.

Train 17—Leaves Hamlet 8 40 a m; arrives Cheraw 10 00 a m. Returning, leaves Cheraw 5 00 p m; arrives Hamlet 6 30 p m.

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CONDENSED SCHEDULE.

In Effect October 10th, 1897.

NORTH BOUND.

	No. 2. Daily.
Leave Wilmington	8 00 a m
Arrive Fayetteville	11 10 "
Leave Fayetteville	11 31 "
Leave Fayetteville Junction	11 28 "
Leave Sanford	12 56 p m
Leave Climax	2 49 "
Arrive Greensboro	3 20 "
Leave Greensboro	3 30 "
Leave Stokesdale	4 18 "
Leave Walnut Cove	4 49 "
Leave Rural Hall	5 19 "
Arrive Mt Airy	6 45 "

SOUTH BOUND.

	No. 1. Daily.
Leave Mt Airy	8 40 a m
Leave Rural Hall	10 04 "
Leave Walnut Cove	10 33 "
Leave Stokesdale	11 06 "
Arrive Greensboro	11 55 "
Leave Greensboro	2 15 p m
Leave Climax	12 43 "
Leave Sanford	2 36 "
Leave Fayetteville Junction	3 56 "
Arrive Fayetteville	4 00 "
Leave Fayetteville	4 10 "
Arrive Wilmington	7 30 "

NORTH BOUND.

	No. 4. Daily.
Leave Bennettsville	8 00 a m
Arrive Maxton	9 02 "
Leave Maxton	9 07 "
Leave Red Springs	9 [illegible] "
Leave Hope Mills	10 20 "
Arrive Fayetteville	10 40 "

SOUTH BOUND.

	No 3. Daily.
Leave Fayetteville	4 45 p m
Leave Hope Mills	5 02 "
Leave Red Springs	5 42 "
Arrive Maxton	6 11 "
Leave Maxton	6 15 "
Arrive Bennettsville	7 15 "

NORTH BOUND.

	No. 6. Mixed. Daily Ex. Sunday.
Leave Ramseur	6 40 a m
Leave Climax	8 25 "
Arrive Greensboro	9 17 "
Leave Greensboro	9 35 "
Leave Stokesdale	11 07 "
Arrive Madison	11 55 "

SOUTH BOUND.

	No. 15. Mixed. Daily Ex. Sunday.
Leave Madison	12 35 p m
Leave Stokesdale	1 23 "
Arrive Greensboro	2 45 "
Leave Greensboro	3 22 "
Leave Climax	4 23 "
Arrive Ramseur	6 05 "

LOCAL FREIGHT TRAIN No. 8.

Leave Wilmington 3 55 p m.
Arrive Fayetteville 1 [illegible] p. m. Passenger coach attached to this train.

CONNECTIONS

At Fayetteville with the Atlantic Coast Line, at Maxton with Carolina Central Railroad at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with Seaboard Air Line, at Gulf with the Durham and Charlotte Railroad, Greensboro with the Southern Railway Company, at Walnut Cove with Norfolk & Western Railway.

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ATLANTIC COAST LINE.

SCHEDULE IN EFFECT SEPTEMBER 22, 1897.

DEPARTURE FROM WILMINGTON—NORTHBOUND.

DAILY 9.35 A M — No. 48—Passenger—Due Magnolia 10.59 a m, Warsaw 11.10 a m, Goldsboro 11.58 a m, Wilson 12.43 p m, Rocky Mount 1.30 p m, Tarboro 2.58 p m, Weldon 3.39 p m, Petersburg 5.04 p m, Richmond 6.50 p m, Norfolk 6.05 p m, Washington 11.10 p m, Baltimore 12.53 a m, Philadelphia 3.45 a m, New York 6.53 a m, †Boston 3.00 p m.

DAILY 7.15 P M — No. 40—Passenger—Due Magnolia 5.55 p m, Warsaw 9.10 p m, Goldsboro 10.10 p m, Wilson 11.06 p m, †Tarboro 6.45 a m, Rocky Mount 11.57 p m, Weldon 1.44 a m, †Norfolk 10.50 a m, Petersburg 3.24 a m, Richmond 4.20 a m, Washington 7.41 a m, Baltimore 9.05 a m, Philadelphia 11.25 a m, New York 2.03 p m, Boston 9.00 p m.

DAILY except Sunday 2 00 p m — No. 50—Passenger—Due Jacksonville 5.55 p m, Newbern 8 20 p m.

SOUTHBOUND:

DAILY 4.00 P M — No. 55—Passenger—Due Lake Waccamaw 5.09 p m, Chadbourn 5.40 p m, Florence 6.48 p m, Florence 7.25 p m, Sumter 8.42 p m, Columbia 10.05 p m, Denmark 6.30 a m, Augusta 7.30 a m, Macon 11.30 a m, Atlanta 12.15 p m, Charleston 10.50 p m, Savannah 2.40 a m, Jacksonville 8.20 a m, St. Augustine 10.30 a m, Tampa 6.45 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 12.00 a m, Baltimore 3.50 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, Rocky Mount 12.45 p m, Wilson 2.16 p m, Goldsboro 3.10 p m, Warsaw 4.03 p m, Magnolia 4.16 p m.

DAILY 9.30 A M — No. 41—Passenger—Leave Boston 12 night, New York 9.30 a m, Philadelphia 12.09 p m, Baltimore 2.25 p m, Washington 3.46 p m, Richmond 7.30 p m, Petersburg 8.12 p m, †Norfolk 2.20 p m, Weldon 9.48 p m, †Tarboro 6.01 p m, Rocky Mount 5.45 a m, leave Wilson 6.30 a m, Goldsboro 7.01 a m, Warsaw 7.53 a m, Magnolia 8.05 a m.

DAILY except Sunday 12 40 p m — No. 51—Passenger—Leave Newbern 9.20 a m, Jacksonville 10 45 a m.

FROM THE SOUTH.

DAILY 12.15 p m — No. 54—Passenger—Leave Tampa 8.00 a m, Sanford 1.50 p m, Jacksonville 6.35 p m Savannah 12.52 night, Charleston 5.30 a m, Columbia 8.50 a m, Atlanta 8.30 a m, Macon 9.30 a m, Augusta 3.05 p m, Denmark 4.55 p m, Sumter 6.45 a m., Florence 8.55 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 Weldon 4.10 p m, Halifax 4.38 p m, arrive Scotland Neck 5.20 p m, Greenville 6.57 p m, Kinston 7 55 p m. Returning, leaves Kinston 7 55 a m, Greenville 8.52 a m, Arriving Halifax at 11 18a m, Weldon 11 55 a m, daily except Sunday.

Trains on Washington Branch leave Washington 8.30 a m and 3 30 p m, arrive Parmele 9.10 a m and 5 10 p m; returning leaves Parmele 9.35 a m and 6 30 p m, arrives Washington 11 00 a m and 7.30 p m, Daily except Sunday.

Train leaves Tarboro, N. C., daily except Sunday, 5.30 p m, Sunday, 4 05 p m, arrives Plymouth 7.40 p m and 6 p m. Returning, leaves Plymouth daily except Sunday, 7 50 a m, and Sunday 9 a m. Arrive Tarboro 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 Smithfield 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 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 35 a m; arrive Rocky Mount 9 05 a m, daily except Sunday.

Train on Clinton Branch leave Warsaw for Clinton Daily except Sunday at 11.15 a m and 4.10 p m; returning leave Clinton at 7.00 a m and 8.00 a m.

Florence Railroad leave Pee Dee 9.10 a m, arrive Latta 9.30 a m, Dillon 9 42 a m, Rowland 10 01 a m, returning leaves Rowland 6 10 p m, arrives Dillon 6.30 p m, Latta 6.44 p m, Pee Dee 7.02 p m, daily.

Trains on Conway Branch leave Hub at 8.30 a m, Chadbourn 10.40 a m, arrive Conway 1.00 p m; leave Conway 2 45 p m, Chadbourn 5.40 p m, arrive Hub 6.30 p m, Daily except Sunday.

Central of South Carolina Railroad leave Sumter 6 42 p m, Manning 7.10 p m, arrive Lanes 7 45 p m, leave Lanes 8.35 a m, Manning 9.05 a m, arrive Sumter 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 55 a m, arrive Darlington 9 28 a m, Cheraw 10 40 a m. Wadesboro 2 25 p m, leave Florence daily except Sunday 6.10 p m, arrive Darlington 6.40 p m, Hartsville 9 35 p m, Bennettsville 9 56 p m, Gibson 10 p m. Leave Florence Sunday only 9 a m, arrive Darlington 9.27 a m, Hartsville 10 10 a m.

Leave Gibson daily except Sunday 6 15 a m, Bennettsville 6 41 a m, arrive Darlington 7 40 a m. Leave Hartsville daily except Sunday 6 50 a m, arrive Darlington 7 15 a m, leave Darlington 7 45 a m, arrive Florence 8 15 a m. Leave Wadesboro daily except Sunday 3 p m, Cheraw 5.15 p m, Darlington 6 39 p m, arrive Florence 7 00 a m. Leave Hartsville Sunday only 7 a m, Darlington 7 45 a m, arrive Florence 8 10 a m.

Wilson and Fayetteville Branch leave Wilson 3.05 p m, 11.16 p m, arrive Selma 3.00 p m, Smithfield 3.05 p m, Dunn 3.50 p m, Fayetteville 4.40 p m. 1.14 a m, Rowland 6.10 p m, returning leave Rowland 10.00 a m, Fayetteville 11.30 a m, 10.30 p m, Dunn 12.07 p m, Smithfield 12.45 p m, Selma 1.00 p m, arrive Wilson 1.45 p m, 12.10 a m.

Manchester & Augusta Railroad train leaves Sumter 4 40 a m, Creston 5 32 a m, arrive Denmark 6 30 a m. Returning leave Denmark 4 55 p m, arrive Creston 5 47 p m, Sumter 6 40 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.

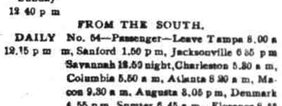
Bishopville Branch trains leave Elliott 11.10 a m and 7.45 p m, arrive Lucknow 1 p m and 8.45 p m, Returning leave Lucknow 6.05 a m and 2.00 p m, arrive Elliott 6.35 a m and 3.30 p m.

†Daily except Sunday. *Sunday only.

H. M. EMERSON,
Gen'l Passenger Agent.
J. R. KENLY, Gen'l Manager.
T. M. EMERSON, Traffic Manager. au 1 tf

Atlantic & North Carolina Railroad

Time Table No. 3



To Take Effect Sunday, October 24th, 1897, at 12 M.

GOING EAST. 2 Passenger Trains Arrive	Leave	STATIONS.	GOING WEST. 4 Passenger Trains Arrive	Leave
P. M.	P. M.		A. M.	A. M.
.....	3 20	Goldsboro	11 05	.....
.....	4 12	Kinston	10 12	.....
5 15	5 25	Newbern	9 07	9 10
6 37	.....	Morehead City	.....	7 47
P. M	P. M.		A. M.	A. M.

Train 4 connects with W. & W. train bound North, leaving Goldsboro at 11 55 a m, and with Southern Railway train West, leaving Goldsboro 9.00 p m, and with W. N. & N. at Newbern for Wilmington and intermediate points.

Train 3 connects with Southern Railway train, arriving at Goldsboro 5.00 p m, and with W. & W. train from the North at 3.05 p m. No. 1 train also connects with W. N. & N. for Wilmington and intermediate points. S. L. DILL, Sup't.
oc 24 tf

J. L. HILL

Printing Company's

Directory of Wilmington,

1897.

Containing a general business and street directory.

Price $3.00.

For sale by C. W. Yates & Co.

J. L. HILL PRINTING COMPANY,

Owner and Publishers,
my 21 tf Richmond, Va.

BOOKSELLERS.

TWO SONNETS WRITTEN AT OXFORD.

MAGDALEN COLLEGE.

Fair are the finest creature sounds. Of these
Is Magdalen full—inaccessible bees that drop
Within bare shelter girth from woods atop,
And round the pinnacles palpitant surprises
Of wrens in outcroft, from a hundred leas,
And laughter of the Cherwell fish that stop
The water crowded a way, and deep that crop
Delicious herbage under charred trees.

The cry for silver and gold for Christendom
Without threads not her silence and her dark
Against the immemorial tower there break
Bellowings like rumors of good men to come,
And, through despairing hours, harmonious make
A rhythmic progress in the ears that hark.

SUNSET IN PORT MAHON.

The plain gives freedom. Higher from the town
Rises a dreamer and a lark, if yore,
Escaped the powerful lamps and gauged no more
Shoals of the game from Cowley's border brown,
But let Orthodox skies with spices drown
His head by Plato's to the grand, before
You see that's never old, the sunset star,
Near Medley Lock was laid in moats down!

He loves the confines best and the the crowd
Below, mind them, nor fall his lax desire
Filled even with light, in space the thin high dread.
Happier than the lily moving cloud
That lets her venture full, a floss of fire,
Abstracted on the ivory bright heaven.
—Louise Imogen Guiney in Boston Woman's Journal.

A LUCKY FIND.

Tale of a Valuable Watch That Was Lost on an Elevated Railroad.

"This watch in itself is a valuable one," said a New York business man as he took the timepiece from the peculiar looking fob in which he carries it, "but it had an adventure last week that gives it a still greater value to me. The fob is an heirloom, and, as you may see, would be apt to attract attention anywhere.

"One afternoon last week I was going up town on a crowded train on the Sixth avenue elevated. The train was so crowded that I was compelled to stand on a car platform close to the brake wheel. As the train was rounding the curve out of West Third street I took my watch from my pocket, removed it from the fob, and, after noting the time, shoved it back into the fob and returned it, as I thought, to the pocket. Instead of getting it into the pocket, however, it was on the outside, and as I let it go it fell. The guard saw it as it fell and reached out his foot to save it from going between the platforms, but failed, and down it went.

"I got off the train at Eighth street and ran back as fast as I could to the spot where the watch had dropped, having, I may of course say, not the slightest hope that the watch would be anywhere to be seen. When I reached the place my heart almost jumped out of my throat, for there in the street, conspicuous among its surroundings, lay the fob, just as I had left it. It was empty. No watch could I find anywhere.

"Some one has found it,"