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has the signature of det Hillithin wrapone has authority from me to use my name except dawr Company, of which Chas. H. Fletcher is President. 24, 1898.

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not endanger the life of your child by accepting up substitute which some druggist may offer you tow he makes a few more pennies on it), the inents of which even he does not know.

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Ob, mather, my love, if you'll give me your And go where I sak you to wander I will lead you away to a beautiful land-The dreamland that's waiting out yonder! We'll walk in the sweet poer gardenout there, Where mountight and startight are streaming And the flowers and the birds are filling the

CHILD AND MOTHER.

with the fragrance and music of dreaming. There'll be no little, tired out boy to undress. No questions or cares to perplay you; There'll be no little bruises or bumps to caress Nor patching of shockings to vez you. For I'll rock you away on the silver dow

And sing you asleep when you're weary And no one shall know of our beautiful dream But you and your own little deary.

In the bestm that's southed me so often.

And the wide awake stars shall sing in my A song which my dreaming shall soften.

And away through the starlight we'll wan-Away through the must to the beautiful land-Eugene Field.

THE YOUNG RECRUIT

Pathetic Story of a Boy Who Never Showed Judge Falligant can tell a war story bet ter than any living man. Here is a pa-

While at home recruiting his command in men and horses an old farmer friend came to gallant Colonel Bill Deloney and said: 'Bill, my buy here has got the war fover. His mother and I have tried to get is out of him, but it's no use. He swears e'll run away if I don't let him go, so to mounted him on the best racing colt had, and here he is. Take him with you, but I've this much to say . If he ever shows the dominicker, kill him right then and there. Dom't let him come home. 'The old farmer raised game chickens and fought them too. He had a contempt for dominicker roosters because he didn't think they would fight, and that was his blunt way of describing a coward. Deloney turned and saw a fair haired country lad of 17, standing perfectly erect, his lips compressed, but a vivid fire flashing from his steel blue syv-. The boy never

said a word, but parte tenderly from the old man and went to \ irginia to join the "Delensy watched with pride the rapid improvement of the young recruit, but had forgotten the incident until the great cavalry fight at Brandy Station. When squadrons were charging and counter-charging with the intropid clash and dash of the Light brigade, Pierce Young suddenly ordered him to attack a Federal brigade that was forming on the flank.

Get right among them, Bill, and break them up with cold steel!" was the order. 'Dun't give them time to form.' 'The words were hardly spoken when his command, Deloney far in advance, was sweeping down upon the foe, but before he was within 100 feet of the enemy some thing went by him like a cyclone's breath. The Georgia boy was standing on tiptos in his stirrups, bareheaded, his golden hair streaming, with saber high in air, and as he passed, with the light of battle in his face and eyes flashing deflance, he turned in his saddle and shouted, 'Colonel,

here's your dominisher!" "A moment more, and he struck the enemy's line like a cannon shot, his saber sahing on every hand until he was literally backed down by the startled formen When the fight was over, Deloney looked for him, and there he lay in the calm of death, his boyish face glorified with the dying thought, 'They'll tell pa I never showed the dominicker!" "-Atlanta Con-

She Knew the Symptoms. "Si," said the farmer's wife as her nos dles were deftly rounding the heel of a

stocking, "Rube's in love." "Nuthin of the kind!" exclaimed the old pentleman as he jammed his spectacles to the top of his bald head. "Bube's only a hig, awk'ard, overgrowed boy. What are you talkin 'bout, Hannah? Don's seem mor'n a year sence he began wearin 'spenders. He hain't no more'n love than I am -that is, I mean, he hain't doin no more courtin or thinkin 'bout gittin married.' "Sl, you allus was a knowin man 'bout polerties, farmin, judgin of stock, pickin out a good schooltescher fur the districk and all sich, but you must let a woman alone fur knowin when young people's in love. Rube's had the eigns fur sever'i months. He goes round not seein nothin don't eat good, looks sleepy in the morn-

in's, furgits what he was goth to do nex' and don't take interest in things 'bout the place. Don't you notice that he's allus makin some excuse fur goin down to the village, and that three miles away?"
"He allus has a erran'. He went fur some papers an env'lopes this time. That's

"Rube," said the mother innocently could you let me have a couple of sheets of that paper fur to write some recipes Rube blushed and tried to put on.

not guilty look as he declared that he had orgotism the stationery.
"What's that?" snorted the old gentle man. "Walk six miles a purpose to git temethin you forgot? Don't think you kin fool your parents, boy. You are"-But Rube fell up stairs, and the good old lady laughed happily, without even

The Test. Maid (breathlessly)-Ob, miss, both the gents you is engaged to has called, and they're in the parlor, and somehow or oth-or they're found it out, and, oh, miss, I'm 'fraid there'll be trouble!"

Miss Flirtis-Herrors! Oh, dear! What shall I de?" Maid (after reflection)-I'll fix it. I'll run an tall 'om you're crying y'r eyes out 'onuse y'r father' has lost all his money. Then you can keep the one who stays.

Two minutes later the maid returned to say that both the gents had gone.-LonWARSHIP IN ACTION.

WORK THAT COMES AFTER THE FIRST SIGNAL IS GIVEN.

Post For Every Man and Many Nocesmry Things to Be Done Before the Big Guns Can Belch Forth Their Mighty Missiles of Death and Destruction.

Few people outside the naval service know just how a war vessel goes into a fight. To put a battleship in thorough shout two hours, though, of course, it can be done in much less time in case of

if a ship engages an enemy unexpected-ty, so that there is not the usual time for preparation, the call to quarters is sounded immediately and the men take their places in divisions. In this case each di-vision attends to a part of the work of clearing the ship, but ordinarily the first signal is, "Clear for action." At the boatswain's whistle and the verbal com-mand the men move to their positions, those whose places are on deck forming in squads under the direction of the differ-ent officers. The ceptain takes his place on the bridge. Later, when the battle begins, he will go into the protected conning tower, through the narrow slit of which he can watch everything that takes place on deck and the movement of the enemy Near the captain stand the navigator,

who will have charge of the handling of the ship during the engagement, the sig-nal officer and the various aids. First of all the decks and working spaces are cleared. The spars, rigging and boats are secured. Everything movable that will not be needed during the engagement is firmly lashed into place, where it will not inter-fere with the work. The topmen, who are in charge of the little platform high up on the malumast, haul up arms and ammunition and make everything ready in their lofty quarters, even to filling the fire buckets with which to put out a blaze should one be started up aloft. The carpenter, under the direction of the navigator, sees to the removal of awning stanchions, hatch rails and every light object that is not essential to the management of the ship. The chronomoters and other delicate instruments are carefully gathered up and laid away below to save them from destruction by concussion. The torpedo division gets out its apparatus for sending torpedoes and spreads the inter-cepting nets over the ship's sides, where they can be quickly lowered if need be. When the ship is cleared, the call to

quarters is given and the men take their places in divisions. The gun squads stand to their guns and make them ready for use. The hatches, except those that will be used, are covered with gratings and tar-paulins, the carpenter collects his men and with the armorer stands ready to repair any damage that may be done by the enemy's fire or the recoil of the ship's cannon. A man with a lead line is placed at the well and during the fight will make frequent coundings to discover if the ves-sel is injured below the water line. The

hose squad is placed in charge of the fire apparatus, ready for instant service. Down in the sick bay the head surgeon, or "buil doctor," has been directing the laying out of cots, instruments and band-And when I am tired I'll nostle my head ages. One hatchway as near amidships as possible is always left open for the passing down of wounded men. When everything is ready, the officers move to their stations. If the ship is a

> for which they have been impatiently At that command the doors of the magasines are opened and the men who form the different chains of scuttles begin to pass the cartridge cases up to the deck. The delivery of ammunition is in charge of the gunner. In modern naval outfits the gunner is not, as many landlubbers suppose, the man who fires the cannon. He is a warrant officer, and his position is a most responsible one in time of action, for he must see to the prompt and steady delivery of cartridges, shells and projectiles to all the guns. The chief gunner takes his position on the berth, where he can note the progress of the work. Hischief amistant is below in the main magasine, superintending the handing out of powder, and a quarter gunner is in charge

monitor the battle batches are closed, and

the men at last hear the final command

of each of the other magazines and of the delivery on deck. The charges are passed up from the magazines in wooden cases, which are painted black, with the size of caliber and charge painted in large white letters on the side. They are passed out of the mag agine to a man who sends them up to the lower deck. Then they are passed through a slit in the magazine screen-a heavy canvas curtain which is intended to present the nossibility of sparks reaching to the powder stores. From this screen car riers take the boxes to the nearest powder scuttle, where they are passed up to the gun deck and thence to the cannon them-

A crew of 16 men is required to man each of the big guns, such as the 19 inch and 13 inch cannon of the Iowa and Indiana. They are divided inte loaders, spongers, shell men, handspike men, side tackle men, in tackle men and port tackle men and are under the direction of a first and second gun captain. There are also a powder man, who delivers the charge to he gun, a fireman and a wreck clearer. In firing at a ship the target is always the water line. Though the computing nstruments now used are of great value, the only way to get the exact range now, as formerly, is to see whether the first shot falls short or over and to move her up a notch or let her down, as the case may

The firing of this first shot releases the pent up tension of the preparations, which succeeded by a fever of work .- Ex-

The Big Brother.

Children early learn to adopt the manners and the speech of the elder brother the small boy is educated by the one who is at college or in business much more than by his governoss or his tutor. Said a wise observer once: "If only you can get your eldest son well started, if he is manly, truthful and of high principles, the others in the family follow right on in the same direction. The judicious father will take great pains with his oldest boy." In a neighborhood or a school the large boys infinence social opinion and set the fashion for the rest. Always there is some larger boy whom the little lad greatly admires, who is his model, whose smile or whose frown makes or unmakes his happiness. The big brother does not know it, but he is in this changeful world the

one personage whose scepter never totters, whose popularity never wanes and who never goes out of fashion. To his sisters he has the opportunity of showing chivalry, kindness and the deference of the stronger to the weaker. To the baby of the household he is little short of a king. The big brother, bless his heart, when he is a nice, obliging, affectionate and generous fellow, is as important a member of society as any one who can be

If, as sometimes happens, he is either a bully or a coward, then he is more con-temptible than he would be if he had been born in a less fortunate order in the fam ily, for he has, so to speak, broken faith with all that was expected of him.—Har-

What Is a Gentleman? The old story about the French marquis opined that the Almighty would think twice before dazuning a gentleman of quality, doubtless finds an echo in all nuinely "armigerous" bosoms, but we is another tale in Evelyn's diary which puts what I believe to be the English position as pointedly as the other does that of the ancient regime: "March 10, 1682.—V. told a friend of mine who accompanied him to the gallows and gave him some advice that he did not value dying of a rush and hoped and believed God would deal with him like a gentleman"i. e., with courtesy and consideration. Everybody would admit that breeding has

LONDON'S ATMOSPHERE

Most Peculiar Aerial Compositi City In the World. Only by degrees are the marvelous qualities of our London atmosphere becoming known. No city in the world can boast such a peculiar serial composition as that which the inhabitants of the metropolis have served to them daily and nightly, without money and without price, for neither the government, county council, nor vestries have not attenued to the nor vestries have yet attempted to tax the highly nutritive air which we breathe. Most people think that our atmosphere consists of practically nothing. Quite a mistake. It is both meat and drink. A paper contributed to the "Transactions" of the British Institute of Preventive Medicine states that even in a suburb the dust particles number 20,000 per oubi centimeter in the open air and 44,000 in a quiet room, while in the city-O fortunatos nimium!—the totals per cubic cen-timeter were 500,000 when taken from a roof, 300,000 in a court and about 400,000 in a room. In other words, the air of the square mile is 900 per cent thicker than in the suburbs, which is in accord with the general experience that fogs are both more dense and more frequent over the center than in the outskirts. But what is especially interesting is to learn that al-though dust is the great carrier of micro organisms, there is only one of these arti-cles per 38,000,000 atoms of dust. Thus it is calculated a man could live in the metropolis for 70 years and only absorb 25, 000,000 microbes into his system from the air, or about the same number as he drinks in half a pint of unboiled milk. Of course there are other serious objections to dust. but it is something to know that there is only one microbe to many millions of motes.-London Telegraph.

Mr. P. Ketcham, of Pike City, Cal. "During my brother's late sick-BAYS: ness from sciatic rheumatism, Chamberlain's Pain Balm was the only remedy that gave him any relief." Many others have testified to the prompt reief from pain which this liniment affords. For sale by R. R. BELLAMY, druggist.

Relief in Six Hours. Distressing Kidney and Bladder disuses relieved in six hours by the "New Freat South American Kidney Cure." This new remedy is a great surprise on account of its exceeding promptness in relieving pain in the bladder, kidney, back and every part of the urinary passages in male or female. It relieves retension of water and pain. In passing it almost immediately. If you want quick relief and cure, this is your remedy. Sold by R. R. BELLAMY, Druggist, Wilmington, N. C., corner of Front and Market streets.

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Weldon Railroad, Everybody would admit that breeding has not a little to do with gentile instincts, but three generations may be trusted to do as much as 30.—Cornhill Magazine.

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Schedule in Effect May 29, 1898.

North, South and Southwest.

Train 41—Leaves Wilmington 3:20 p. m., leaves Lumberton 5:15 p.m., Pembroke 5:36 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m., Wadesbore 8:11 p. m., Monroe 9:12 p. m., Charlotte 10:25 p. m. Connects at Monroe with train 41 for Atlanta, and and at Hamlet with train 402 for Portsmouth, Richmond, Washington and pointsNorth.

Train 41—Leaves Portsmouth 9:20 a. m., leaves Weldon 11:50 a. m., Baleigh 3:40 p. m., Sanford 5:05 p. m., Hamlet 6:56 p. m., Athens 3:43 a. m., and Atlanta 5:20 a. m.

Train 43—Leaves Washington 4:40 p. m., Richmond 8:56 p. m., Portsmouth 8:45 p. m. leaves Weldon 11:28 p. m., Raleigh 2:16 a. m., Sanford 3:33 a. m., Hamlet 5:67 a. m., Rocking ham 5:23 a. m., Wadesboro 5:33 a. m., Monroe 6:43 a. m., Charlotte 7:50 a. m., Lincolnton 10:35 a. m., Shelby 11:27 a. m., Rutherfordton 12:50 noon, Athens 1:13 p. m., Atlanta 2:50 p. m., Train 38—Leaves Atlanta 7:50 p. m., Athens 11:19 p. m., Monroe 6:05 a. m., Wadesboro 7:01 a. m., Hamlet 8:00 a. m., Raleigh 11:25 a. m., Weldon 2:45 p. m.; arrive Portsmouth 5:20 p. m.

Train 38—Leaves Hamlet 8:20 a. m. Arrives Laurinburg 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton 9:53 a. m., Wilmington 12:05 noon.

Train 402—Leaves Atlanta 12:00 m. leaves Atlants 3:13 p. m., Monroe 9:40 p. m., Leaves Rutherfordton 4:35 p. m., arrive Portsmouth 5:20 p. m.

Train 402—Leaves Atlanta 12:00 m. leaves Atlants 3:13 p. m., Monroe 9:40 p. m., Leaves Rutherfordton 4:35 p. m., Richmond 8:20 a. m., Pembroke 9:31 a. m., Lumberton 9:53 a. m., Wilmington 12:31 noon.

Train 103—Leaves Atlanta 12:00 m. leaves Atlants 11:10 p. m., Sanford 1:02 a. m., Raleigh 2:16 a. m., Weldon 4:55 a. m., Washington 12:31 noon.

Train 19—Leaves Hamlet 7:40 a. m., Train 19—Leaves Hamlet 7:40 a. m., Arrives Cheraw 10:00 a. m., Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 7:40 a. m., arrives Cheraw 5:00 p. m., arrives Hamlet 7:40 a. m., Arrives Cheraw 10:00 a. m. Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 7:40 a. m., arrive North, South and Southwest,

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Condensed Schedule,

In Effect May 26th, 1898. NORTH BOUND. Leave Wilmington
Arrive Fayetteville
Leave Fayetteville
Leave Fayetteville
Leave Sanford
Leave Climax
Leave Climax

Leave Walnut Cove. SOUTH BOUND. eave Fayetteville Junction Arrive Fayetteville.,

Leave Fayetteville... Leave Hope Mills... Leave Red Springs... Arrive Maxton..... Leave Maxton....

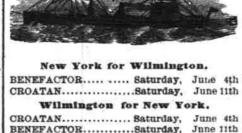
SOUTH BOUND. 12 30 P. M

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J. W. FRY,
Gen'l Manager.
Gen'l Pass. Agent.
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ATLANTIC COAST LINE



Schedule In Effect May 22, 1898

DEPARTURE FROM WILMINGTON-NORTH BOUND DAILY No. 48-Passenger-Due Magnolia 10.46 9.35 a. m., Warsaw 11.14 a. m., Goldsboro A. M. 12:03 a. m., Wilson 12:49 p. m., Rocky Mount 1:30 p. m., Tarboro 2:31 p. m., Weldon 3.25 p. m., Petersburg 5,84 p. m., Richmond 6:40 p. m., Norfolk 5.55 p. m., Washington 11:30 p. m., Baltimore 1:03 a. m., Philadelphia 3:50 a. m., New York 6:58 a. m., +Boston 3:00 p. m.

OAILY No. 40-Passenger-Due Magnolia 8:55. 7.15 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 1:48 a. m., +Norfolk 10:15 a. m., Petersburg 3:14 a. m., Richmond 4 a. m. Washington 7:41 a.m.. Baltimore 9:02 a. m., Philadelphia 11:25 a. m., New York 2.03 p. m., Boston 9:00 p. m. DAILY No. 50—Passenger—Due Jacksonville except 4:13 p. m., Newbern 5:40 b. m.

2.25

SOUTH BOUND. DAILY No. 55-Passenger+Due Lake Wacca 3.45 maw 4:56 p. m., Chadbourn 5:28, p. m., P. M. Marion 6:34 p. m., Florence 7:15 p. m., Sumter 9:32 p. m., Columbia 10:50 p. m . Denmark 6:12 a. m., Augusta 7:55 a. m., Macon 11:15 a. m., Atlanta 12:85 p. m., Charleston 10:50 p. m., Savannah 1:50 a. m., Jacksonville 7:30 a. m., St. At. gustine 10:30 a.m., Tampa 6:05 p.m. ARRIALS AT WILMINGTON-FROM THE

NORTH. DAILY No. 49-Passenger-Leave †Boston 1:03 5.40 p. m., "New York 9:00 p. m., Philadel-P. M. phia 12:05 a m., Baltimore 2:50 a, m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:00 a. m., Norfolk 9:10 a. m., Welden 11:50 a. m., Tarboro 12:29 p. m., Rocky Mount 1:10 p. m., Wilson 2:20 p. m., Goldsboro 3:05 p. m., Warsaw 2:59 p. m., Magnolia 4.12 p. m. DAILY No. 41—Passenger—Leave Boston 12 9.30 night, New York 9:30 a. m., Philadel phia 12:00 p. m., Baltimore 2:25 p. m., Washington 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., +Norfolk

Leave Wilson 6:22 a. m., Goldsboro 7:0 a, m., Warsaw 7.58 a. m., Magnolia 8:05 a. m. DAILY No. 51-Passenger-Leave Newbern except Sunday

2:20 p. m., Weldon 9:43 p. m., *Tarboro

6:00 p m., Rocky Mount 5:40 a m.

12.15 FROM THE SOUTH. DAILY No. 54—Passenger—Leave Tampa 8:10 12.20 a. m., 8anford 3:07 p. m., Jacksonville 8:00 p. m., Savannah 1:45 a. m., Charleston 6:38 a. m., Columbia 5.45 a. m., Atlanta 7:50 a. m., Macon 9:00 a. m., Au gusta 2:30 p. m., Denmark 4:17 p. m., Sumter 6:06 a. m., Florence 8:55 a m., Marion 9:34 a. m. Chadbourn 10.36 a m., Lake Waccamaw 11:09 p. m.

†Dally except Sunday.

Trains on the Scotland Neck Branch Read leave Weldon 4:15 p. m., Halifax 4:30 p. m., arrive Scotland Neck 5:30 p. m., Greenville 6:57 p. m., Kinston 7:50 p. m. Beturning, leaves Kinston 7:50 a. m., Greenville 8:52 a. m.; arriving Halifax at 11:18 a. m., Weldon 11:38 a. m. Dally except Sunday. except Sunday.

Trains on Washington Branch leave Washing on 8:20 a.m. and 2:30 p.m.; arrive Parmele 9:10 m. and 4:00 p.m.; returning leaves Parmele a m. and 4:00 p. m.; returning leaves Parmele 9:35 a m. and 6:30 p. m.; arrives Washington 11:00 a. m. and 7:20 p. m.; Daily except Sunday Train leaves Tarboro, N. C., daily except Sunday day, 5:30 p. m.; Sunday, 4:15 p. m.; arrives Ply mouth 7:40 p. m. and 6:10 p. m. Returning leaves Plymouth, daily except Sunday, 5:30 a. m. mouth 7:40 p, m. and 6:10 p. m. Returning, leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:00 a. m.; arrive Tarboro 10:06 a. m. and 11:00 a. m. Train on Midland N. C. Brench 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 10:25 a. m. 0:25 a. m. Train on Nashville Branch leaves Rocky Mount. 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 8.00 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 8.10 a. m. and 4.15 p. m. Returning, leave Clinton at 7.00 a. m. and 10.00 p. m.

Clinton, daily except Sunday, at 8.10 a.m. and 4.15 p.m. Returning, leave Clinton at 7.00 a.m. and 10.00 p.m.

Florence Railroad leave Fee Dee 9.00 a.m. arrive Latta 9.24 a.m., Dillon 9.35 a.m., Rowland 9.50 a.m. Returning, leaves Rowland 6.00 p.m.; arrives Dillon 6.20 p.m., Latta 6.35 p.m., Pee Dee 7.00 p.m., daily.

Trains on Conway Branch leave Hub at 3.25 a.m., Chadbourn 10.43 a.m.; arrive Conway 12:40 p.m.; leave Conway 12:40 p.m.; leave Conway 12:40 p.m.; leave Conway 1:45 p.m.; chadbourn 5:30 p.m.; arrive Hub 6:10 p.m. Daily except Sunday.

Central of South Carolina Railroad leave Sum-Sunday.

Central of South Carolina Raliroad leave Sumter 6:05 p. m., Manning 6:35 p. m.; arrive Lane's 7:13 p. m.; leave Lane's 8:34 a. m., Manning 9:08 a. m.; arrive Sumter 9:37 a. m. Dally.

Georgetown and Western Raliroad leave Lane's 9:30 a. m., 7:40 p. m.; arrive Georgetown 12:00 m., 9:00 p. m.; leave Georgetown 7:00 a. m.; 3:30 p. m.; arrive Lane's 8:25 a. m.; 5:55 p. m. pally event Sunday. Dally except Sunday.

Trains on Cheraw and Darlington Railroad Trains on Cheraw and Darlington Railroad leave Florence daily except Sunday at 8:45 a. m.; arrive Darlington 9:18 a. m., Cheraw 10:30 a. m., Wadesboro 2:25 p. m.; leave Florence daily except Sunday at 8:25p. m; arrive Darlington 8:50 p. m, Hartsville — p. m., Bennettsville 1:46 p. m., Gibson 10:10 p. m. Leave Florence Sunday only 8:50 a. m., arrive Darlington 9:20 a. m.

Sunday only 8.50 a. m., arrive Darlington 9.30 a. m.

Leave Gibson daily except Sunday at 6:25 a. m., Bennettsville 6:49 a. m.; arrive Darlington 7:40 a. m. Leave Darlington 7:40 a. m. Leave Darlington 7:45 a. m.; arrive Florence 8:10 a. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Hartsville 2:15 a. m., Darlington 6:29 a. m.; arrive Florence 7:00 p. m. Leave Darlington 8unday only 7:50 a. m., arrive Florence 8:15 a. m. Wilson and Fayetteville Branch leave Wilson 2:17 p. m., 11:13 p. m.; arrive Selma 2:50 p. m., 11:58 p. m., Smithfield 3:02 p. m., Dunn 3:50 p. m., Fayetteville 4:25 p. m., 1:07 a. m., Rowland 6:00 p. m.; returning leave Rowland 9:50 a. m. Fayetteville 4:25 p. m., 1:035 p. m., Dunn 11:59 p. m., Smithfield 12:28 p. m., Selma 12:35 p. m. and 1:44 p. m., arrive Wilson 1:17 p. m., 12:19 a. m. Manchester & Augusta Raliroad trains leave Sumter 4:29 a. m., Creston 5:17 a. m.; arrive Denmark 6:12 a. m. Returning leave Denmark 6:12 a. m. Returning leave Denmark 6:12 a. m. Returning leave Denmark 4:17 p. m., Creston 5:18 p. m., Sumter 6:33 p. m. Daily.

Pregnalis Branch train leaves Creston 5:45 a.

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 my 22 tf

Time Table No. 3.

1897, at 12 M. GOING WEST. GOING EAST. Pass'g'r Trains Pass'g'r Trains Arrive Leave Arrive Leave

points.
Train 3 connects with Southern Railway train, arriving at Goldsboro 8.00 P. M., and with W. & W. train from the North at 8.05 P. M. No. 1 train lalso connects with W. & N. for Wilmington and intermediate points.

jan 1 tf. Sup't.

For the speedy and permanent cure of tetter, salt rheum and eczema, Cham berlain's Eye and Skin Ointment is berlain's Eye and Skin Ointment is without an equal. It relieves the itching and smarting almost instantly and its continued use effects a permanent cure. It also cures itch, barber's itch, scald head, sore nipples, itching piles, chapped hands, chronic sore eyes and granulated lids.

Dr. Cady's Condition Powders for horses are the best tonic, blood purifier and vermifuge. Price, 25 cents Sold by

Skin Diseases.

Paily. m., Creson 8:18 p. m., Samere 8:3 p. m.

Pregnalls Branch train leaves Creston 5:45 a.

m.; arrive Pregnalls 9:15 a. m. Returning, leaves Pregnalls 10:00 a. m.; arrives Creston 3:50 p. m. Daily except Sunday.

Bishopville Branch trains leave Elliot 11:10 a.

m. and 7:30 p. m.; arrive Lucknow 1:00 p. m. and 8:30 p. m. Returning, leave Lucknow 6:06 a. m. and 2:00 p. m.; arrive Elliot 8:25 a. m. and 8:30 n. m.

Atlantic and North Carolina Railroad

