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MOTICE -The Horse and Mule season is ser over with me. I've got em and lots of em. For sale or life at prices to suit the times. One big pair of five year old Mules, weight two pounds. I also call your attention to a lot of one and two horse Wagons, Cart Wheels, also and FOLR WHEEL DRAYS. Somethingness there of the pages the process of the process of the pages of the pages.

e and I'll do business with you F. T. MILLS.

### WANTED.

5000 pounds Wool.

5000 pounds Beeswax.

HIGHEST CASH PRICES PAID.

Have some rare bargains in Pire Proof Safes.



his day leased my Barber Shop, at the Second street, to Ed. Guion and Davis, and respectfully solicit the of my old friends for this firm. I a Shave Hair-Cutor anything per-the profession.

Their Contents Rather Than Steir Dates Make Them Valuable. "It is extraordinary," said a book coricctor the other da - the value some peo-ple attach to old be a simply because they are old. Not long ago a friend of mine showed me two old trunks filled with books which he had found in a house originally the property of his wife's grandfa-ther, and which she had recently inherited

OLD BOOKS

from her mother. There were in all perhaps about 300 volumes, most of which bore the dates 1760, 1770, 1705 and so on, and my friend confidently believed that they were worth at least their weight in gold. On the contrary, they were books of very little value and interest, and not worth much more than their weight as waste paper. He politely suggested that I was a liar when I told him that, but he chauged his mind after he had tried in vain to sell the books to second and deal-

"Outside of these overestimated books my friend's wife had a barreful of pamphlets which she was going to use to kin-dle the fire with. Though worthless in my friend's opinion, these had really considerable value, being old Massachusetts, Philadelphia and New York almanaes, Revolutionary pamphlets and breadsides and printed documents relating to Kings and Queens counties, and a dealer paid my friend \$100 for the lot. One of the despised almanacs was Charles Smith's 'Gentleman's Pocket Almanac' for the year 1796, which contained a portrait of-Washington — one of the rarest of the Washington portraits—and yet my friend was going to kindle the fire with it.

"It is really next to impossible to get such people to believe that a book is not of necessity worth money because it was printed a long time ago. Nine out of ten books published before this century are growing more worthless every year. The tenth one has value, higher or lower, in proportion to its character. Occasionally a literary gem, a book of real value to a collector, may be found in a lumber room, but the date on the title page is never-a safe guide."—New York Commercial Ad-

SIR WALTER RALEIGH.

Varied Career of the Distinguished Courtier and Adventurer.

Raleigh's day of days was at the sack of Cadiz in 1596. It was Raleigh who overbore the timid counsels of Lord Thomas Howard, crying out to Lord Essex: "Entramos! Entramos!" a permission so acceptable to the gallant young earl that he threw his hat into the sea for sheer joy. Then Raleigh betook him to his ship and led the van under the batteries and right led the van under the batteries and right into the harbor. When his vessel, shattered by shot, was on the point of sinking, he left it to enter Essex's ship, and, though wounded severely by a splinter, had himself carried on shore and lifted on to a horse to charge with Essex against the Spanish army. Of the sea fight Hak-

luyt says:
"What manner of fight this was and with with what courage performed and with what terror to the beholder continued, where so many thundering tearing peeces were for so long a time discharged, I leave it to the Reader to thinke and imagine." Of the charge on shore he tells us: "The time of the day was very hot and faint, and the way was all of dry deepe slyding sand in a manner, and beside that, very uneven. But the most famous Earle, with

uneven. But the most famous Earle, with his valiant troopes, rather running in deede in good order, then marching, hastened on them with such unspeakable courage and celerity, as within one houres, space and lesse the horsemen were all discomforted and put to flight, their leader being strooken downe at the very first encounter, whereat the footmen, being wonderfully dismayed and astonished at the unexpected manner of the Englishmen's kinde of such fierce and resolute fight, retyred themselves with all speed possible that they could."

We know the story of Sir Walter Raleigh

We know the story of Sir Walter Raleigh but too well—his cruel imprisonment, his more cruel liberation to save his life by more cruel liberation to save his life by accomplishing the impossible and his most cruel execution on a warrant signed 15 years earlier. He knew all that is to be known of success and failure, of courts and treachery, of see fights and assaults on cities, of treasure islands and tempests and long marches in tangled forests.—

Fortnightly Review.

THE MAN AND THE COAT.

There's much in the coat besides the man,
And I'm telling what I know,
Whate'er its texture, if spick or span
Or if it has seen the flowers blow
Many a spring, could it but speak,
Language is far too poor and weak
To tell all that it ever knew,
The whole long story, through and through

Keener than any divining rod In search of a hidden stream The coat of a man might tell a tale Of things you would hardly dream—
Of a man who grasped you by the hand
(When the coat was new and fine),
Whose cordial grip and genial smile
Warmed up your heart like wine;

Of how he passed on the other side
When the garment old had grown,
Though the same man did within abide
(Save with some illusions flown);
Of a woman who laid her sunny head
'Gainst the poor old shabby thing
Loving the same (though you had not bread),
As though you were crowned—and king!

Why shouldn't the heart that's warm an

true, And full as a heart can hold Of manliness—and men are few— Be the same in a coat that's old, God grant the time be coming near, God grant the time be coming hear,
And that miracle yet may be,
When, whate'er a garment man may wear,
Himself is all they will see!

Mattie Holland Swann in Detroit Free

#### O'ROURKE'S DIARY.

Whin I ordhered the advance agains Gineral Floyd-him that was secretary av war-on the hoights opposite Gauley Bridge, on the tinth ov Novimber 1861, never dhramed that the inimy would give uz a clane pair av heels. You may misdoubt me, axin how it kam that I, Dennis O'Rourke, eighth corporal on the com-pany roll, gave any ordher at all, but you must remimber that I was an ordherly on Gineral Coxe's staff, an iv you knew ony thing about war you'd niver axpose your ignerance by axin sich quistions. Sure, it was quite common for the ordherlies to give ordhers—who else, seein they was wid the ginerals an larnt the art av war

offhand, as wan may say?

How I wint to headquarters needs a few words av explanation. I was made eighth corporal bekase whin the company first stood in line the captain (as fine a man as iver stepped out av County Cork) who niver dhrew a sober breath from Sunday morn till Saturday night, closed wan eye an cocked the other along the line an ordhered uz to "dress to the right," and he whipped out an oath as he roared:
"May the divil take me iv they haven"

sint me a shop full av tailors!"

Thin he walked down the line, first wid his head on wan side, thin on the other. Whin he reached the fut, he gave uz the benefit av his obsarvations.

"Fourteen min wid strate legs-enough to make sargints an corporals in a pinch All the rest as bowlegged as iv they'd straddled barrels all their lives!" I was wan ov the 14, so there was n

help for it but to make me eighth corporal. Howsiver, luck was in it. The ordherly, seein the captain made so free wid the drink, thought it was behouldin on him to kape up the honor av the company that way. He got blind drunk, was clapped into the guardhouse, an, as good luck'd have it, two straight legged recruits kem up the same day an a riquist from the colonel to detail a man to sarve at headquarters. There you have it now!"

I mistrusted whether there'd be ounce av brains left in men, for by the life. Whin the captain called me to him in his tint an bored me like a gimblet wid his wan eye, says he:

"I suppose, Corporal O'Rourke, you are aware av the honor confarred on you?" "It's behoulden to you I am," says I. "Are you aware, sor, you will have some hard riding, sor?" says he.
"The harder the better, sor," says I, puttin a bowld front on me. An me that had niver so much as felt a saddle in all my life! "Put me on a horse an iv I can't manage to go as fast as the fastest horse can carry a man—which was no lie

-for unless the baste threw me sure he couldn't do less than carry me!" "Well, well," says the captain, "it's well you know beforehand you'll have company whin you have an empty stomach—there'l be two av you, but for my part I'd be content to know there was only wan empty belly-an I'd prefer that was my horse's."

You need not wonder iv things turned out conthrairy the first day I was tould to saddle an bridle my own horse. I had no stomach to ate, allowin the baste was minded to let my stomach turn buttom up an down ag'in—which it wasn't, for a more contrairy baste niver jolted a man's sides out av him-whin I lay down that night. I was as sore as if all the shillalahs in Kildare had bate the divil's tattoo on my back an legs!

Thin, as luck'd have it, the poor baste could naether ate, bite or sup. He'd crane his head, thin jerk it back again as iv he was chokin. 'Twas the same the next day -an there I was scaart lest the baste should die on my hands: So I took the gineral's nagur cook on wan side. "Whisht now!" says I. "For your life don't mintion it to mortial, but there's somethin wrong wid my poor horse.

Thin I towld him the way av it. So the nagur wint wid me to look at the baste. I poured out some oats. The baste held up his head, made a dive for the oats, thin held up his head as iv he was chokin. I'll niver forget the nagur's look as he made for the horse's neck.

"You'm the mos' ignorant white man ever seed-de mos' ignorant white man in de worl'-strappin dat hoss' throat tight like dat!" The baste almost foundered itself aitin an drinkin that day. I made bowld to say the army is a fine

school for a horseman. Iv a man can't kape his sate afther a few weeks' foragin with the bullets whistlin about his ears there's no vartue in him that a horse would rispect. There was times whin I got leave to ride over to my rigimint, an that was how

I kem to give the ordher that made Gineral Floyd face about an rin like blazes without let or stop till he reached the Hol-stein Valley railroad. Iv you must know the truth, it was this

way. Instid av goin to my rigimint I sometimes wint out av the lines to see wan av the purtiest gurls wan would meet in a day's journey. Iv things hadn't been so conthrary, there's no tellin but she might be Mrs. O'Rourke, but as it fell out juty an my love for my adopted counthry ordhered otherwise.

Now, none av the bukes have it right.

They mustly tell uz that Gineral Coxe sint letachmints av his brigade at Gauley Bridge, that marched up the mountains an dhruv Floyd's foorce aff it. But see now how easy it is to misconsthrue history

an divart honors! I had joost fastened my horse to the fince an sat down comfortably like on the porch with Miss Julia whin kem a second

lieutenant an poked his nose in. He was afut. He had a wee basket, purtendin he was buyin eggs. Says I to myself, "As long as I have a horse atween my legs I'm not the boy to give way to a beg-garly lieutenant av infantry!" So whin ie walked up to the porch an says, "What rigimint do you belong to, my man?" I answered, "Faix, an since you know I'm your man you must know the rigimint."

"Don't be imperent," says he, "or I'll report you."
"Faith," says I, "it's lucky you'll be iv out av camp to the tune av the rogue's

march." He looked at me with open mouth, an thin to flure him I says, "I'd have you to know I riprisint headquarters." Now, the divil was in it or I'd not dared say such a thing to my shuparior officer, but there was Miss Julia, an there niver was an O'Rourke that would demane

himself before a woman. "Very well," says he, quite soberlike.
"An you'll not favor me wid your name?
"I'll find a way to get it."
"To the divil with names," says I.

"Your ugly face is enough for me. I'd have you know I'm mindin my own business, an, as for you, I'd know your ugly face among a thousand monkeys. Be aff with you an see you don't be interferin again in the hoight av sociability atune a lady an a gintleman."

"I will," says he, "an whin I come back

with four muskets you'll have a fine an proper escort to the guardhouse."

So there I was, makin love to Miss
Julia with all my might an the guard-

house invitin'ly open to me.

Howsiver, Miss Julia's father had some fine cattle he wanted to sell for mate, seein it was better to sell it than have it stolen.

I winked whin I told Miss Julia I would soon be back, an thin the ould man an I wint out to look at the cattle. Whin I rode away, the lieutenant was comin up the road with a sargint an four min. "Praise be to God!" says I. "I'm well out av that scrape," as I rode through the

I was thinkin av Miss Julia an wonder in how the lieutenant would look whin he found I had the best av it, whin bang, bang, came the bullets right an left av me.
"Is it into the inimy's lines I've got?"
I asked myself as I turned tail. I was
gallopin like mad whin I heard some wan shout, "Surrinder, you rebel!"
"Surrinder yourself for a fule," says L

"I'd not rin from a thousand av youse. It's you that's cowards." For, although my heart was in my mouth, I put a bowld front on it. "A fine lot you are to be scaart av wan man; frightenin the life out av my horse—makin him turn tail." "By George, it's O'Rourke!"

mane with bullets?" says I ag'in.

Thrue enough it was, an there was the was near at hand. You see, they was on a riconizense—that's the Frinch for find-

adjutant.
"I've been feelin the inimy's lines," says. The adjutant roared.
"Iv you don't believe me," says I, "look at my horse. He's dead bate."

at me sharply. I was in for it thin, but I niver forgot the precept instilled into me by Larry O'Donovan -niver to pinch a lie no matter what comes or goes. "It's the adjutant, gineral, misdoubts

An thin they all roared till I thought they would fall off their horses. Thribble guard juty ud hern a pleasure to me thin

"It's my opinion, gineral, that the inimy is makin ready to retrate."

Iv I'd had a wheen av the rapscallions wan at a time I'd aither broken their heads, or at laste left thim wid sore jaws as a token av my temper—they roared so long an hard whin I answered, though

quences will be iv you mislead me, O'Rourke," says the gineral sternly. You may be sure I stuck to it bravely thin, although it was a lie, made at the moment-I whipt out the first thing came

"I make bowld to asshume the intoire responsibility," says I. Says the gineral to himself, "I can't understand why Benham an Schenk have failed." You see, thim was the ginerals histhory tells you was sint over the hills to attack Gineral Floyd's min in the rear. "Perhaps O'Rourke's right after all." Thin I rode close beside the gineral an

whispered in his ear, "Gineral, an you'll rely upon me I give you the word av an O'Rourke it's thrue what I'm tellin you, an iv I may make so bowld I'd advise you to lay on thim immnjitly-they'll run like wather. It's meself 'u'd like nothin better than to ardher the advance. "I belave you'r right," said he

ordhers to the commanders of the rigi-That was on the tinth, or will it be the ninth, av Novimber-on the tinth as histhory tells you-min from Coxe's brigade crassed the river, wint to the mountain top an sint Gineral Floyd's foorces right about ivery man jack av thim on the re-

Thim's the facts suppressed by histhory Iv it wasn't for Dinnis O'Rourke, though say it that shouldn't, Gineral Floyd's foorces might be in pasthure there to this day.—David Lowry in Pittsburg Press.

Caught. Mr. Truax-The one who can say "No" in such a way as to make a person feel un-

been properly teased. He thought hard for a few minutes and then decided that there was no way out of it.-New York World.

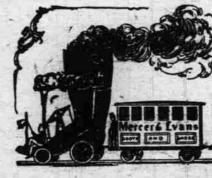
Odd. Isn't It?

The season approaches when the graduate will look about him for a "wider" Extremely So.

fowed money from you and who never paid it back a friend? Egbert—Certainly. I'd call him one of ny dearest friends.—Yonkers Statesman. Mexican Funerals. The Mexicans have a queer way of bury

ing the dead. The corpse is tightly wrapped in century plant matting and placed in a coffin bired for about a shilling. One or two natives, as the case may be, place the coffin on their heads and go at a trot to the grave, where the body is interred, and the coffin is then returned. Air In Caves.

maintaining a uniform temperature, sum-mer and winter, of 54 degrees F. They may be said to breathe twice a year—in-haling during the winter and exhaling



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Schedule in Effect Dec. 11, 1898.

Train 41—Leaves Wilmington 8:20 P. M., arrives Lumberton 5:15 P. M., Pembreke 5:35 P. M., Maxton 6:66 P. M.. Laurinburg 6:23 P. M., Hamlet 6:53 P. M. Connects at Hamlet with trains for Monroe, Cheriotte, Athens, Atlanta and all points South; and with trains for Raleigh, Portsmouth, Richmond, Washington and points North.

Train 41—Leaves Portsmouth 9:26 A. M., arrives Weldon 11:43 A. M., Raleigh 3:36 P. M., Sanford 5:06 P. M., Hamlet 6:55 P. M., Wadesboro 8:10 P. M., Monroe 9:12 P. M., Charlotte 10:25 P. M., and Atlanta 5:20 A. M. arrives Monroe 5:45A. M., a Train 38—Leaves Atlanta 9:50 P. M. Leaves Charlotte 5:00 A. M. Arrives Monroe 5:45A. M., Wadesboro 6:51 A.M., Hamlet 7:43 A. M., Sanford 9:52 A. M., Raleigh 11:13 A. M., Weldon 2:50 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 403—Leaves Washington 5:00 P. M. broke 9:31 Å. M., Lumberton 9:53 Å. M., Vilmington 12.05 noon.

Train 403—Leaves Washington 5:00 P. M., Richmond 9:00 P. M., Portsmouth 8:45 P. M., Weldon 11:10 P. M. Arrives Raleigh 2:14 Å. M., Sanford 3:33 Å. M., Hamiet 5:07 Å. M., Wadesboro 6:01 Å. M., Monroe 6:53 Å. M., Charlotte 8:00 Å. M., Atlants 2:50 P. M.

Train;403—Leaves Charlotte 9:00 Å. M. Arrives Lincolton 10:20 Å. M., Shelby 11:37 Å. M., Butherfordton 12:50 noon.

Train 402—Leaves Rutherfordton 4:20 P. M. Arrives Shelby 5:40 P. M. Lincolnton 6:56 P. M., Charlotte 8:16 P. M., Monroe 9:10 P. M.

Train 402—Leaves Atlanta 12:00 noon. Arrives Monroe 9:30 P. M., Wadesboro 10:30 P. M., Hamiet 11:15 P. M., Sanford 12:55 P. M., Raleigh 2:00 Å. M., Weldon 4:56 Å. M., Washington 12:41 noon.

Train 18—Leaves Hamlet 7:15 P. M. Arrives Gibson 8:10 P. M. Returning, leaves Gibson

Train 18—Leaves Hamlet 7:15 P. M. Arrives
Gibson 8:10 P. M. Returning, leaves
Gibson 6:50 A. M. Arrives Hamlet 7:40 A. M.
Train 17—Leaves Hamlet 7:40 A. M. Arrives
Cheraw 10:00 A. M. Returning, leaves
Cheraw 10:00 A. M. Returning, leaves
Cheraw 10:00 A. M. Returning, leaves
Cheraw
S:00 P. M. Arrives Hamlet 6:20 P. M.
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ATLANTIC & YADKIN

RAILWAY. Schedule in Effect March 26th, 1899.

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Schedule In Effect June 12, 1899.

DEPARTURE FROM WILMINGTON-NORTH BOUND DAILY No. 48-Passenger-Due Magnolia 11.19 9.45 A. M., Warsaw 11 88 A. M., Goldsboro A M. 12.20 P. M., Wilson 1.16 P. M., Rocky Mount 1.58 P. M., Tarboro 2.81 P. M. Weldon 4.82 P. M., Petersburg 6.21 P. M., Richmond 7.30 P. M., Norfolk 5.55 P. M., Washington 11.30 P. M., Balti-mera 1.00 A. M., Philadelphia 3.50 A. M., New York 6.58 A. M., †Boston 3.00

DAILY No. 40—Passenger—Due Magnolia 8.34 7.00 P. M., Warsaw 8.48 P. M., Goldsboro P. M. 9.45 P. M., Wilson 10.88 P. M., +Tarboro 7.04 A. M., Rocky Mount 11.38 P. M. Weldon 1.00 A. M., †Norfolk 10.25 A. L. etersburg 2.85 A. M., Richmond 8.28 A. M., Washington 7.01 A. M., Baltimore 8.23 A. M., Philadelphia 10.35 A. M. New York 1.03 P. M., Boston 9.00 P. M DAILY No. 50—Passenger—Due Jacksonvill except 4.13 P. M., Newbern 5.40 P. M. Sunday

2.25 SOUTH BOUND. DAILY No. 55-Passenger-Due Lake Wacca 3.45 maw 4.58 P. M., Chadbourn 5.28 P. M Marion 6.34 P. M., Florence 7.15 P. M Sumter 8,57 P. M., Columbia 10,20 P. M Denmark 6.18 A. M., Augusta 7.55 A. M. Macon 11.15 A. M., Atlanta 12.85 P. M. Charleston 19.50 P. M., Savannah 1.50 A. M., Jacksonville 7.30 A. M., St. Augustine 10.30 A. M., Tampa 6.05 P. M. ARRIVALS AT WILMINGTON-FROM THE NORTH.

DAILY No. 49-Passenger-Leave Boston f1.03 5.50 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 9.00 A. M., Weldon 11.50 A. M., Tarboro 12.21 P. M. Rocky Mount 12.52 P. M., Wilson 2.40 P. M., Goldsboro 3.21 P. M., Warsaw 4.12 P. M., Magnolia 4.25 P. M. DAILY No. 41-Passenger-Leave Boston 19 9.40 night, New York 9.30 A. M., Philadel phia 12 09 P. M., Baltimore 2.25 P. M Washington 8.46 P M., Richmond 7.30 P. M., Petersburg 8.12 P. M., +Norfolk 2.20 P. M., Weldon 9.48 P. M., +Tarboro 6.00 P. M., Rocky Mount 5.40 A. M.

A. M., Warsaw 7.56 A. M., Magnolia DAILY No. 51-Passenger-Leave Newbern except 9.00 A. M., Jacksonville 10.36 A. M. 12.15

Leave Wilson 6.20 A. M., Goldsboro 7.01

FROM THE SOUTH. DAILY N . 54-Passenger-Leave Tampa 8.10 1.15 A. M., Sanford 3.07 P. M., Jacksonville P. M. 8.00 P. M., Savannah 1.45 A. M. Charleston 6.88 A. M., Atlanta 7.50 A. M., Macon 9.00 A. M., Augusta 2.30 P. M., Denmark 4.17 P. M. Columbia 6:40 A. M., Sumter 8.10 P. M., Florence 9.50 A. M., Marion 10.30 A M., Chadbourn 11.34 A. M., Lake Waccamaw 12.08 A. M.

†Daily except Sunday.
Wilmington and Weldon Railroad, Yadkin plyision Main Line—Train leaves Wilmington, 100 A M., arrives Fayetteville 12.15 P. M., leaves Fayetteville 12.25 P. M., arrives dantord 1.43 Fayetteville 12.25 P. M., arrives Santord 1.43 P. M. Returning leaves Santord 2.33 P. M., arrives Fayetteville 3.45 P. M., leaves Fayette ville 3.50 P. M., arrives Wilmington 6.50 P. M. Wilmington and Weldon Raliroad, Bennettsville Branch—Train leaves Bennettsville 8.15 A. M. Maxton 9.20 A. M., Red Springs 9.53 A. M., Hope Mills 10.43 A. M., arrive Fayetteville 10.55 A. M. Returning leaves Fayetteville 4.40 P. M., Hope Mills 4.55 P. M., Red Springs 5.35 P. M., Maxton, 6.15 P. M., arrives Bennettsville 7.15 P. M.

P. M.
Trains on the Scotland Neck Branch Road leave Weldon 3.55 P. M., Halifax 4.15 P. M.; arrive Scotland Neck 5.08 P. M., Greenville 6.57 P. M., Kinston 7.55 P. M. Returning, leaves Kinston 7.50 A. M., Greenville 8.53 A. M.; arriving Halifax at 11.18 A. m., Weldon 11.33 A. M. Daily day.
Train leaves Tarboro, N. C., daily except Sunday, 5.30 P. M.; Sunday, 4.15 P. M.; arrives Plymouth 7.40 P. M. and 6.10 P. M. Beturning, leaves Plymouth daily except Sunday, 7.50 A. M. and Sunday 9.00 A. M.; arrive Tarboro 10.05 A. M. and 11.00 A. M.
Train on Midland N. C. Branch leaves Goldsboro, N. C., daily except Sunday, 7.05 A. M.; arrives Smithfield, N. C., 8.10 A. M. Returning leaves Smithfield 9.00 A. M.; arrives Goldsboro 10.25 A. M.

leaves Smithfield 9.00 A. M.; arrives Goldsboro 10.25 A. M.

Train on Nashville Branch leaves Rocky Mount at 9.30 A. M., 3.40 P. M.; arrives Nash ville 10.10 A. M., 4.03 P. M., Spring Hope 10.40 A. M., 4.55 P. M. Returning, leaves Spring Hope 11.00 A. M., 4.55 P. M., Nashville 11.22 A. M.; 5.25 P. M., arrives at Bocky Mount 11.45 A. M.; 6.00 P. M. Dally 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 7.90 A. M., and 10.25 A. M.

Fiorence Railroad leave Pee Dee 10.02 A. M., arrive Latta 10.24 A. M., Dillon 10.36 A. M., Rowland 10.54 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 3.00 P. M., Chadbourn 5.35 P. M.; arrive Conway 7.40 P. M.; leave Conway 8.30 A. M., Chadbourn 11.20 A. M.; arrive Hub 12.25 P. M. Daily except Sunday.

Central of South Carolina Railroad leave

11.20 A. M.; arrive Hub 12.25 P. M. Daily except Sunday.

Central of South Caroling Railroad leave Sumter 5.18 P. M., Manning 5,41 P. M.; arrive Lane's 6.17 P. M.; leave Lane's 8.34 A. M., Manning 9.09 A. M.; arrive Sumter 9.40 A. M. Daily. Georgetown and Western Railroad 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.; 5.30 P. M.; arrive Lane's 8.25 A. M.; 5.55 P. M. Daily except Sunday.

Trains on Cheraw and Darlington Railroad leave Florence daily except Sunday at 9.50 A. M.; arrive Darlington 10.16 A. M., Aartsvine 9.15 P. M. Cheraw 11.30 A. M., Wadesboro 2.25 P. M.; leave Florence daily except Sunday at 7.55 P.M.; arrive Darlington 8.30 P. M., Bennettsville 9.17 P. M., Gibson 10.20 P. M. Leave Florence Sunday only 9.30 A. M., arrive Darlington 10.05 A. M.

9.17 P. M., Gibson 10.20 P. M. Leave Florence Sunday only 2.30 A. M., arrive Darlington 10.05 A. M. Bennettsville 7.00 A. M.; arrive Darlington 5.00 A. M. Bennettsville 7.00 A. M.; arrive Darlington 5.00 A. M. Leave Darlington 5.50 A. M.; arrive Florence 9.15 A. M. Leave Wadesboro daily excest Sunday 3.00 P. M., Cheraw 4.45 P. M., Hartsville 7.00 A. M., Darlington 6.29 P. M.; arrive Florence 7.00 P. M., Cheraw 4.45 P. M., Hartsville 7.00 A. M., Darlington 6.29 P. M.; arrive Florence 7.00 P. M. Leave Darlington Sunday only at 8.50 A. M., arrive Florence 9.15 A. M. Wilson and Fayetteville Branch leave Wilson 1.58 P. M., 11.14 P. M., arrive Selma 2.50 P. M., 11.57 P. M., Smithfield 3.09 P. M., Dunn 3.40 P. M., Fayetteville 4.25 P. M., 1.08 A. M., Rowland 6.00 P. M. returning leave Rowland 10.54 A. M., Fayetteville 12.15 P. M., 9.40 P. M., Dunn 1.04 P. M., Smithfield 1.43 P. M., Selma 1.50 P. M., 10.52 P. M., arrive Wilson 2.35 P. M., 11.31 A. M.

Manchester & Augusta R. R. trains leave Sumter 4.29 A. M., Creston 5.17 A. M., arrive Denmark 6.12 A. M. Returning, leave Denmark 4.17 P. M., Creston 5.13 P. M., Sumter 6.03 P. M. Daily.

Pregnalls Branch train leaves Creston 5.45 A. M., arrives 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 Elliott 10.35 A. M., and arrive Lucknow 12.15 P. M. Returning, leave Lucknow 2.10 P. M., arrive Elliotts 3.50 P. M. Daily except Sunday.

\*\*Hoally except Sunday.\*\*

\*\*Hoally except Sunda

Atlantic and North Carolina Railroad



To Take Effect Sunday, Nov. 28,

GOIN	G EAST		OING V	VEST.
Pass'g'r Trains		STATIONS.	Pass'g'r Trains	
Arrive	Leave		Arrive	Leave
P. M. 5 35 6 57 (P. M.	P. M. 3 40 4 32 5 45 7 02 P. M.	Goldsbore Kinston Newbern Morehead City.	A. M. 11 06 10 19 8 57 7 49 A. M.	A, M. 9 10 7 47 A. M.

North, leaving Goldsooro at 11.85 A. M., and with Southern Railway train West, leaving Goldsboro 2.00 P. M., and with W. & N. at.Newbern for Wilmington and intermediate points.

Train 3 connects with Southern Railway tain, arriving at Goldsboro 8.00 P. M., and with W. & W. train from the North at 3.05 P. M. No. 1 train also connects with W. & N. for Wilming ton and intermediate points.

[an 1 tf S. L. DILL. Sup't.

ATLANTIC COAST LINE. SPLENDID OPPORTUNITY FOR AN

# Investment.

The Entire Plant of the

INDUSTRIAL MANUFACTURING COMPANY

Wilmington, N. C.,

### FOR SALE.

Horse-power Ergine, Two Boilers, Shafting, Pulleys, Veneer Machinery and Butterdish Dies, Basket and Crate Machinery and Shapes, Automatic Saw Mill, Rip Saws, Band-Saws and Cut-Off Saws. Also, a Brand new Planer, costing \$900.

In fact, all necessary machinery for the successful manufacture of Sweet-gum Butter Dishes, Berry Baskets, Vegetable Crates, Bar rels, and Packages of every kind. Modern Dry Kiln in connection. Also, a Boston Blower.

> This property has a river front and wharf of 100 feet, with railroad track running into the yard.

There is an inexhaustible supply of gum and raw materials for

miles in every direction tributary to this factory, and to be had at a nominal sum. The machinery is all practically new, and the owners will either sell everything outright on easy terms or will take stock in a company for the operation of this plant. This property is valuable in many respects and is capable of being converted into almost any kind of a manufactory. Freight rates to all commercial centres of the interior and coastwise cities very favorable to this point.

Apply in person or by mail to THE MORNING STAR,

Wilmington, N. C.

bave to tell about it is impossible to | from \$1.00 to \$4.00 a Suit. describe, but my stock is larger than it ever was. I am selling a nice lot of Laundered | Rubber Caps at 10c. Ladies' Crash Skirts at 25, 50, 75c.

Pique Skirts at \$1.50 to \$4.00. Worsted Skirts, nicely lined and well made at 75, 98c, \$1.50, \$2.00. Silk Skirts, up-to-date, at \$4.50.
Ladies' well made Wrappers, nice clean goods, nice styles, trimmed, Better Wrappers, made of best

Duck Skirts at 50c.

ment to select from.

calico, at 69c, worth \$1.00.

Ladies' nice light all wool Capes, trimmed in pearl buttons, at 50c each.

A big lot of fine Parasols for Ladies and Children.

White Silk Parasols for 98c; better quality in Taffeta Silk at \$2.50; beautiful goods at \$1.50; children's at 25. A big stock of Fans of all kinds, rom 1c to \$1.00 each. Nice assort-

kinds. Men's Ladies' and Children's

All grades wool, flannel, mohair, nicely trimmed and well made. Large Hats, straw, at 10c.

For Bathing Suits see ours. In Boys' Suits we have a nice big Nice nobby all wool Boys' Suits at \$1.50, nicely trimmed and well made. We have Summer Coats at every price, from 29c to \$4.50-each. They are all good-fitting garments and upto-date stuff.

A lot of Crash Suits to close at \$1.00 Men's Pants, good seasonable goods, from 29c to \$3.25 a pair. About 2,000 pairs to select from. Good Pants from 50, 75c and \$1.00. Overalls from 25 to 75c.

Straw Hats from 10c up Crash Hats at 12c each. Derby Hats I sold at 75c now 23c to A big stock of Bathing Suits of all 200 dozen Men's and Boys' Shirts.

At Wilmington's Big Racket Store.

Jumpers from 35c to 50,

GEO. O. GAYLORD, Prop.

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AND RULING. THE STAR JOB PRINTING OFFICE. **BOOK BINDERY AND RULING** 

ROOMS ARE COMPLETE IN

THEIR APPOINTMENTS.

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EVERY VARIETY OF PRINTING, RULING AND BINDING DONE **NEATLY, EXPEDITIOUSLY &** 

CHEAPLY. WM. H. BERNARD,

XXXQQQQQQQQQQQQQQQQQQQQQQQQQQQQQQ Warm Weather Wearables.

WILMINGTON, N. C.

By the way, we have about ten dozen Ladies' Balbriggan Yests,

low neck and short sleeves, which were 20c, will be soft for 15c or two for 25c. Very naturally you will ask why the reduction. We will tell you. They are very nice quality and perfect. The only thing is they are Balbelggen and not public.

Mattings and House Furnishings. Don't think of purchasing Mattings or House Furnishings without looking at our line, which is second to none. Nothing is offered here except reliable goods. So remember, if it is cheap, shoddy stuff, you wish, we don't have it. It will be a pleasure to show you through and make prices, or if not convenient for you to come in, write for samples and prices.

Agent for "Her Majesty's Corsets" and Butterick's Patterns. Leave your order with us for The Delineator

BROWN, NORTH FRONT STREET. je 13 tf

SAMUEL BEAR. Sr., 12 Market street, Wilmington, N. C.

NOTICE.

Respectfully, A. PREMPERT.

"Is it Mr. Jones av headquarters I'm indebted to for the clippin av my horse's adjutant, an thin I made sure Gineral Coxe in out fy all's as it should be to be on the

"What are you doing here?" says the "What's this?" said the gineral, lookin

me whin I tell him I was feelin the ini-

if I could have got away from thim, At last the gineral and me as polite as if I was his alquil in aid av joost an ordherly: "An how did they respond, O'Rourke?"
I looked at him as solemniously as iv I was at my grandmother's wake.

for the life av me I niver could see anything to laugh at.
"How? You know what the conse-

per, "but for the sake av appearances I'll jist put it in writin an you'll carry the

der obligations is the one that wins in this world. Miss Wobbsleigh—I suppose so, but of course she must say "Yes" after she has

field, but, strange to say, he is never impressed with the old man's advice to take ten acres and a mule.-Atlanta Constitu-Bacon-Would you call a man who bor-

Certain caves have been reported as



We can generally suit even the most fastidi-

CONTAINS BOTH.

HALP HOLIDAY.

\$6 a vear