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We show an "unequaled" stock of these goods. That is a broad assertion. Nevertheless, we are prepared at all times to substantiate what we say. Our stock of "Warm Weather Wearables" is unequaled not only in variety, style and taste, but in quality and matchless prices. Here the very latest is shown, no "out of date" stuff, but all fresh new goods.

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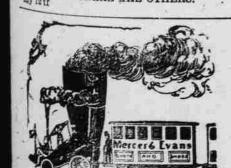
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BUTTER hen you can get my Fox River Clover Hill 25c?

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Lemons! Lemons!

FRESH CHOICE STOCK-FULL 360S. Portuondo's Chicos Cigars ARE PROVING TO BE TRADE HALL & PEARSALL,

WHOLSALE GROCERS.

CLAWED BY A TIGER

A FEARFUL EXPERIENCE IN THE WILDS OF BURMA.

Story of an English Ungineer Who Was Captured by the Natives and Used For Bait In a Trap Set For a Man Eating Monster.

from 1859 till 1856. I had my share of rough work, for I was detailed to survey and explore the country with a view to opening it out by roads, writes Henry Stone in The Wide World Magazine. I was quite young and owed my position to my knowledge of surveying and civil engineering, which I had learned at school at Woolwich. I was surveying a line for a road between Frome and Rangun. I cannot give details, as I have not my diaries by me, but one day some vil-

lagers came to ask me to shoot some ele-phants that were destroying their dhan (paddy fields) I asked them if the herd was a large one. They said yes, but that if the two ringleaders, who looked like twins, were killed the rest would go back quietly into

I was not particularly busy that day, so I agreed to go out. I had a long trudge, and, sure enough, I came on the two insure enough, I came on the two in-separables and accounted for them both. But the day was overcast. We strayed erratically. Finally night came on, and our men acknowledged that they did not know their way out of the forest. I ought to have mentioned that Moung Goung Gee, an independent warrior, half soldier and wholly a dacoit, was in arms at this time and appeared here and there from time to time. Wherever he met our troops he was defeated, of course, but as a rule he only attacked outlying towns, torturing the people and levying blackmail wherever possible. His whereabouts, however, had not been heard of for some time, and as there was no hope of our getting back to my headquarters we lit fires and composed ourselves to sleep.

I suppose it was between 2 a. m. and 3 a. m. when we were savagely awakened, and before we knew for certain whether the whole thing was a fantastic dream or not we were securely bound and taken off to Goung Gee's headquarters, about six miles off.

We had an interview with him next morning. He said he had long wanted to catch a sahib of the detested English and would mete out to me a punishment so terrible that it would effectually prevent others from wandering into his country. As for those with me, he said they had been warned what their fate would be if they

assisted the kala-logue.

He ordered them off for instant torture and execution, but I cannot describe the horrors that followed. Their memory is a horrid nightmare to this day.

About 5 p. m. I was walked off a good six or eight miles through dense jungles, reviled and tortured more or less the whole way, and at length I found myself stripped and thrust into a trap prepared for a tiger —a bamboo arrangement of simple construction. My jailers were needlessly brutal and abused me in every way, hoping I'd like the treatment I should meet from the man eating tiger which hovered about near where the trap had been specially laid.

But previously, while a prisoner and tied to a tree, a Karen girl had, at the risk of her life, given me a little water, and I begged of her to send some one hurriedly to Captain D'Oyly, who was camped a few miles off, to hurry to my rescue. The trap was one of those usually erect ed for tigers in Burma. It was a long, rectangular, boxlike structure made of bamboos. The portion set aside for the bait was only just large enough for me. I crouched there dumbly, half dazed with

fearful position. It was Christmas eve, and the weather very chilly-for Burma. I offered large bribes to my custodians to let me escape, but they only scoffed at me.

hor or and quite unable to realize my

How slowly did the hours pass. The cold was bitter, but I must have dozed off all the same, for I remember being awakened by a clammy something crawling over me. My heart leaped into my mouth. It was only a rock snake, however, creep ing through the bars and seeking an exit somewhere. Oh, the ghastly loathsome-ness of feeling that cold, creepy reptile gliding over my poor, palpitating body! I thanked God when the snake found an outlet somewhere and disappeared.

But shortly afterward the crowning hor ror came. I heard soft footfalls first and then something sniffing round the trap. There could be no doubt that it was the man eater. My heart nearly burst. I was kept in agony for fully ten minutes, and then the beast evidently found the door, for he entered, and I heard the door fall. There was a partition of bamboos between him and me, but I anticipated that he would soon demolish that and then tear me to pieces as I lay huddled up helplessly. It appeared afterward, however, that the Karen girl's brother had been forced to erect the trap and had made the partition of male bamboos of great strength.

In the darkness I could see the great, luminous, wistful eyes of the man eater. The fearful brute, finding he could not get in to me, began to insert his paws gently, but I crept up to the outer bars, and then he could barely reach me. He did succeed, however, in giving me a claw or two on my back and buttock.

As he smelled the blood he began to gnaw at the bars and would doubtless have made short work of them, but there

was a sudden glare of torches, a confused murmur, and then I felt the worst had The Karen girl, with ten of the Sikhs out of the 20 which formed my bodyguard, came up and bayoneted the tiger, who was caught literally like a rat in a trap. Fire they dared not, as they were only a couple of miles from Goung Gee's camp. They released me—more dead than alive—from my living tomb and then improvised a

hammock out of a native blanket and carried me to my camp.

En route I met D'Oyly, who, with a strong force of regulars and irregulars, was hastening to my rescue. He was delighted to see me free and hastened on in the hope of surprising the dacoit leader. The latter, however, was too well served and had decamped before my friends ar-

I lay between life and death for six weeks, for the shock to my system, as well as the exposure to the cold chills of a December night, had brought on a severe attack of fever. But I was truly thankful for my seemingly miraculous escape from that man eater whom I met under such appalling conditions.

As He Saw It. Bobble-Pop, what is a divine healer? Papa-A female physician, my son .-

The African's Endurance. Two cases notably illustrative of the African native's power of endurance are reported from the British Central Africa protectorate. In each instance a man was dragged from his canoe by a crocodile and had an arm bitten almost to a pulp. The men had to be taken long distances over-land. On reaching Zomba each had the injured limb amputated and quickly re-covered. Dr. Douglas Gray, acting chief medical officer there, remarks further in his report upon the growing confidence of the native in the European medicos. Reports of cures—more especially in relation to surgery—spread rapidly among the na-tives, and the one old cure, a fiber band tied round a limb above the seat of disease,

is, he says, fast losing its reputation.— London News. William Black's Nervousness. I am sure that the characters of his stories were more real—to him than most of the men and women whom he encountered in everyday life. They were so real that their fate affected him as if it had been the fate of his dearest friends. For months after he finished "McLeod of Dare," with its great tragedy of baffled love, he was so shaken in nerve that he did not dare to ride in a hansom cab.—Sir Wemyss Reid in Speaker.

Assortment, Mrs. Brown-I was in the new drug

store today. It's just lovely!

Mrs. Jones—Yes?

Mrs. Brown—Yes. They have six diferent shades of pills!—Detroit Journal. In the original deed for the regulation and endowment of Harrow school, dated 1590, it is directed, "You shall allow your child at all times bows, shafts, bow-strings and bracer."

Until about little more than a century ago dwarfs were frequently kept as court toys. Records of them might be multiplied

Court Dwarfs.

Bebe, the dwarf of Stanislaus, king of Poland, lived to be 90 years of age, dying in Paris in 1858, and is variously described as having measured 35 inches and 23 inches. Julia, niece of Augustus, had two dwarfs, each 28 inches in height, and Henrietta Maria had two whose joint height Burma was a most disturbed country was 7 feet 2 inches. The Emperor Augustus had a dwarf named Lucius whose height was 2 feet and weight 17 pounds. The last court dwarf in England was Coppernin, who belonged to the Princess of Wales, mother of George III.

May Come to Pass.

Immigrant Inspector-We have information that you came over here on con Lord Fitsmud (indignantly)—Aw-what-er-er—why, you wude, impudent fellah! I came ovah here to marry Miss Angelina Goldust of New York. Immigrant Inspector (triumphantly)-Well, what's the matter with you? Ain't marriage the hardest kind of a contract? You'll have to go back.—Harlem Life.

### Mother and Babe

NONE but a mother knows the pains, anguish and dread that a woman endures before and during childbirth. And still nearly all this suffering is unnecessary. The faithful use of MOTHER'S FRIEND

will in great measure overcome every distressing symptom, and labor itself will not be a very serious ordeal. Remember that MOTHER'S FRIEND is an external liniment that softens and relaxes the muscles, and is not a dangerous compound of opiates to swallow. Ask your druggist for it or send price (\$1) to THE BRADFIELD REGULATOR CO., Atlanta, Ga. Send for our free illustrated book, "Before Baby is Born."

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for the accommodation of any one who WM. E. WORTH & CO.

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TO ALL POINTS

North, South and Southwest Schedule in Effect Dec. 11, 1898.

Train 41—Leaves Wilmington 3:20 P. M., arrives Lumberton 5:15 P. M., Pembroke 5:25 P. M., M., Maxton 6:06 P. M. - Laurinburg 6:23 P. M.. Hamlet 6:53 P. M. Connects at Hamlet with trains for Monroe, Cherlotte, Athens, Atlanta and all points South; and with trains for Baleigh, Portsmouth, Richmond, Washington and points North.

Train 41—Leaves Portsmouth9:20 A. M., arrives Weldon 11:43 A. M., Baleigh 3:36 P. M., Sanford 5:05 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.

Train 38—Leaves Atlanta 9:50 P. M. Leaves Charlotte 5:00 A. M. Arrives Monroe 5:45 A. 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., Richmond 9:00 P. M., Portsmouth 8:45 P. M., Weldon 11:10 P. M. Arrives Raleigh 2:14 A. M., Sanford 2:33 A. M., Hamlet 5:07 A. M., Wadesboro 6:01 A. M., Monroe 6:53 A. M., Charlotte 8:00 A. M., Atlanta 2:50 P. M.

Train 403—Leaves Charlotte 9:00 A. M. Arrives Lincolton 10:20 A. M., Shelby 11:37 A. M., Shelby 11:37 A. M., Shelby 11:37 A. M., Shelby 11:37 A. M., Rutherfordton 12:55 noon.

Train 402—Leaves Rutherfordton 4:20 P. M., Arrives Shelby 5:40 P. M., Lincolton 6:56 P. M., Charlotte 8:18 P. M., Monroe 9:10 P. M.

Train 402—Leaves Rutherfordton 4:20 P. M., Arrives Shelby 5:40 P. M., Lincolton 6:56 P. M., Charlotte 8:18 P. M., Monroe 9:10 P. M.

Train 403—Leaves Hamlet 7:16 P. M., Arrives Gibson 8:10 P. M., Washington 12:41 noon.

Train 18—Leaves Hamlet 7:16 P. M., Arrives Gibson 8:10 P. M., Returning, leaves Cheraw 5:00 P. M., Arrives Hamlet 6:20 P. M.

Train 18—Leaves Hamlet 6:20 P. M.

Train 19—Leaves Hamlet 6:20 P. M.

Train 19—Leaves Hamlet 6:00 P. M., Arrives Cheraw 1:0:00 A. M. Returning, leaves Cheraw 5:00 P. M., Arrives Hamlet 6:00 P. M., Arrives Cheraw 5:00 P. M., Arrives Hamlet 6:00 P. M.

All t

#### ATLANTIC & YADKIN RAILWAY.

South Bound Daily No. 52	MAIN LINE.	North Bound Daily No. 58.
3 50 p m 1 3 45 p m 2 3 30 p m 1 12 42 p m 1 12 13 p m 1 11 55 a m 11 07 a m 10 86 a m 10 09 a m	Ar Wilmington Lv Lv Fayetteville Ar Ar Fayetteville Lv Lv Sanford Lv Lv Climax Lv Lv Greensboro Ar Ar Greensboro Lv Lv Stokesdale Lv Lv Walnut Cove Lv Lv Rural Hall Lv Lv Mt Alry Ar	12 10 a m 12 28 p m 1 43 p m 3 44 p m 4 15 p m 4 25 p m 5 12 p m 6 13 p m
Bouth Bound Daily No. 64.	BENNETTSVILLE.	North Bound Daily No. 65.
9 07 a m 9 35 a m 10 20 a m	Lv. Bennettsville Ar Lv. Maxton Lv Lv. Red Springs Lv Lv. Hope Mills Lv Ar. Fayetteville Lv	6 15 p m 5 35 p m 4 52 p m
No 46		No. 47.
South Bound Mixed Daily ex. Sunday.	MADISON BRANCH.	North Bound Mixed Daily ex. Sunday.

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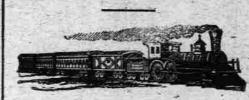
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ATLANTIC COAST LINE.



Schedule In Effect June 12, 1899.

DEPARTURE FROM WILMINGTON - NORTH BOUND DAILY No. 48-Passenger-Das Maguella 11.19 9.45 A. M., Warsaw 11 18 A. M., Goldsboro A M. 12,20 P. M., Wilson 1.16 P. M., Rocky Mount 1.53 P. M., Tarboro 2.31 P. M. Weldon 4.32 P. M., Petersburg 6.21 P. M., Richmond 7.20 P. M., Norfolk 5.55 P. M., Washington 11.30 P. M., Baltimore 1.00 A. M., Philadelphia 3.53 A. M., New York 6.53 A. M., +Boston 3.00

P. M.
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 10.38 P. M., †Tarboro 7.04 A. M., Rocky Mount 11.38 P. M. Welden 1.00 A. M., †Norfolk 10.25 A. M. Petersburg 2.85 A. M., Richmond 3.28 A. M., Washington 7.01 A.M., Baltimore 8.23 A. M., Philadelphia 10.85 A. M. New York 1.03 P. M., Boston 9.00 P. M. DAILY No. 50—Passenger—Due Jacksonvill except 413 P. M., Newbern 5.40 P. M.

2.25 SOUTH BOUND. DAILY No. 55—Passenger—Due Lake Wacca 3.45 maw 4.55 P. M., Chadbourn 5.28 P. M. P M Marion 6.84 P. M., Florence 7.15 P. M. Sumter 8,57 P. M., Columbia 10,20 P. M. Denmark 8.12 A. M., Augusta 7.55 A. M. Macon 11.15 A. M., Atlanta 12.35 P. M.

Charleston 19,50 P. M., Savannah 1,50 A M., Jacksonville 7.89 A. M., St. Augustine 19.80 A. M. Tampa 6.05 P. M. ARRIVALS AT WILMINGTON-FROM THE NORTH. DAILY No. 49-Passenger-Leave Boston +1.08 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

13.21 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 1 9.40 night, New York 9.30 A. M., Philadel phia 12 09 P. M., Baltimore 2.25 P. M., Washington 3.46 P M., Richmond 7.8 P M., Petersburg 8.12 P. M., +Norfolk 2 20 P. M., Weldon 9.43 P. M., +Tarbord 6.00 P. M., Rocky Mount 5.40 A. M. Leave Wilson 6.20 A. M., Goldsboro 7.01

9.00 A. M., Weldon 11.56 A. M., Tarboro

A. M., Warsaw 7.56 A. M., Magnolia 8.09 A. M. DAILY No. 51-Passenger-Leave Newbern except 9.00 A. M. Jacksonville 10.26 A. M. Sunday 12.15

FROM THE SOUTH. DAILY N . 54-Passenger-Leave Tampa 8.10 1.15 A. M., Sanford 8.07 P. M., Jacksonville 1. M. 8.00 P. M., Savannah 1.45 A. M., Charleston 6.33 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 11.84 A. M., Lake Waccamaw 12.08 A. M.

†Dally except Sunday.
Wilmington and Weldon Railroad, Yadkin Division Main Line—Train leaves Wilmington, 9.00 A M., arrives Fayetteville 12.15 P. M., leaves Fayetteville 12.25 P. M., arrives Sanford 1.43 P. M. Returning leaves Sanford 1.4: P. M. Returning leaves Sanford 2.3: P. M. arrives Fayetteville 3.45 P. M., leaves Fayetteville 3.50 P. M., arrives Wilmington 6.50 P. M., Wilmington and Weldon Railroad, Bennetts ville Branch—Train leaves Bennettsville 8.1: A. M. Maxton 9.20 A. M., Red Springs 9.53 A. M. Hope Mills 10.42 A. M., arrive Fayetteville 10.5: 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 7.1: 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 8.52 A. M.; arriving Halifax at 11.18 A. m., Weldon 11.33 A. M. Daily except Sunday.

Trains on Washington Branch leave Washington 8.10 A. M. and 2.30 P. M.; arrive Parmele 9.10 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.

mele 9.35 A. M. and 6.30 P. M.; arrives Washington 11.00 A. M. and 7.20 P. M. Daily except Sunday, 5.30 P. M.; Sunday, 4.15 P. M.; arrives Plymouth 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 10.05 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. Beturning leaves Spring Hope 10.25 A. M.

Train on Nashville Branch leaves Bocky 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. Daily except Sunday, at 8.10 A. M. and 4.15 P. M. Beturning, leave Clinton at 7.00 A. M. and 4.15 P. M. Beturning, leave Clinton at 7.00 A. M. and 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.; arrives Dillon 6.20 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 Baliroad leave

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

Central of South Carolina Bailroad leave Sumter 5.13 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. Dally. 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.; 3.30 P. M.; arrive Lane's 8.25 A. M.; 5.55 P. M. Dally except Sunday.

Trains on Cheraw and Darlington Railroad leave Florence daily except Sunday at 9.50 A. M.; arrive Darlington 10.15 A. M., Aartsvihe 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 8.20 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. Sunday only 9.30 A. M., arrive Darlington 10.05
A. M. Leave Gibson daily except Sunday at 6.00 A.
M. Bennettsville 7.00 A. M.; arrive Darlington
8.00 A. M. Leave Darlington 8.50 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. 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 3.02 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.

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 8.50
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.
\*Daily except Sunday.
\*Sunday only.
H. M. EMERSON,
Gen'l Passenger Agent;
J. R. KENLY, Gen'l Manager.
T. M. EMERSON, Traffic Manager.
je 11 tf

Atlantic and North | Carolina Railroad



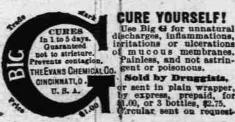
To Take Effect Sunday, Nov. 28, 1897, at 12 M.

GOING EAST. G			OING WEST.	
9 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 05 10 19 8 57 7 42 A. M.	A, M. 9 10 7 47 A. 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. 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. for Wilming ton and intermediate points.

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



## The C. W. Polvogt Co.

Ladies' Gents' & Children's

Bathing Suits in Jersey, Mohair, Duck and Flannette. Full line of Bathing Caps,

15c to 75c. Hammocks, Reed Portieres, Window Shades.

Fifty styles of Matting to select from 10c to 40c per yard.

Just received 500 Umbrellas and Parasols. Ladies' and Gent's Gloria; 36 inches, beautiful handles,

\$1.00 and upward.

July Standard Patterns and Designers now ready.

# The C. W. Polvogt Co. Sole Agents for the W. B. Corsets. See our 50c Summer Corset.



# The Hartman

Woven Wire Fencing IS THE STRONGEST,

EST FENCE MADE. It is strong enough to be used without base boards Made of heavy Galvanized Steel Wire.

WRITE US FOR PRICES.

WM. E. SPRINGER & CO.,

Purcell Building, Wilmington, N. C.

### **Price List for Summer Goods**

Twenty-two dozen fine white and | Blankets, worth \$4.00, now \$2.99, colored Ladies' Hats, sold first of sea- | Men's Summer Coats, well made son from \$9.00 to \$16.50 per dozen, now my price on the lot, 49c each. from \$3.50 to \$6.00. Serge Suits at \$7.00. Some of them worth \$2.00 retail-all nice up to-date goods.

One hundred and forty rolls of new Summer Ribbon, worth 35c and 50c per 14 years old, for \$1.00. yard; your choice now at 25c. Six pieces fine Silk Mohair, in light

and colors, 44 inches wide, worth wholesale \$1.15, my price 63c. In light shades—pink, light green, olive green, old rose and tan. The goods are nearly three times as wide as Silk and much prettier-at 63c less than half price. A nice line of \$1.00 Nursery Corsets for 50c a piece.

Warner's rust proof Caroline Corsets, best Corset made, worth \$1.25, my price 65c. A drive in fine Kid Gloves, samples, only, for 49c, worth 75c. The best A big selection of Ladies' Chateline Bags and Purses at reduced prices,

from 5c to 50c.

Men's Summer Coats, well made, at 29c. Nice Serge Coats and Vests

Boys' Linen Crash Suits from 6 to Twenty dozen Men's Silk Bosom fine dress Shirts, worth \$1.00, my price Men's fine Underwear 50c, shirts and pants, my price 39c. I will save

you 11 cents on a garment.

Big line of sample Underwear at wholesale cost. Ladies' tape neck and sleeves Vest, full size, worth 10c, my price 6c. Belt Buckles at reduced prices, from 5c to 50c. All styles represented. Velvet Ribbon, all widths, fine trimming. Liberty Crenole Chiffon, extra wide and best quality, in colors

The Racket leads in low prices and

everybody knows it. Join the band

of cash buyers and come and trade at the Racket, and get a valuable present

Twenty pairs of fine rare Wool the Blankets to close out, 10-4, five pound free. GEO. O. GAYLORD, Prop.

### OB PRINTING

**BOOK BINDING** AND RULING.

🔅 THE STAR JOB PRINTING OFFICE. **BOOK BINDERY AND RULING** ROOMS ARE COMPLETE IN THEIR APPOINTMENTS.

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

WM. H. BERNARD,

Proprietor.

NOW is the time

To make your deposits

WILMINGTON, N. C.

Wilmington Savings and Trust Co. JUNE FIRST IS THE BEGINNING OF OUR NEXT INTEREST PAYING QUARTER. ALL PEPOSITS MADE ON OR BEFORE THAT DATE

Begin to draw interest at rate of FOUR PER CENT.

## RACKET STORE.

Our last week's Advertisement brought buyers to the old VonGlahn Shoe Store who paid their cash and went away convinced that they had got in the SHOES purchased a dollar's worth of leather for every 331 cents they spent.

### BEAR IN MIND

that the chance to buy a FIRST-CLASS SHOE for a FOURTH-CLASS price, is not going to last forever, for the stock is sell-ing faster and faster each day, and will soon be gone, and then you will have to wait until we can buy another Shoe house out at 25c on the dollar, before we can offer you the same bargain that

at 25c on the dollar, before we can oner you the same bargain that we offer you now.

The most stylish and best qualities of this stock is the part that is left, because the cheaper grades sold fast and furious, and we had no chance to show the finest goods. We are going to sell this week a lot of Ladies' Fine Shoes in Black and Tar, from \$1.00 to \$2.00 that have been selling from \$3.00 to \$5.00. There are fine, stylish, up-to-date goods, whose quality and appearance will convince you quicker than our words.

In Gent's Low-Quarter shoes, both Black and Tan, we have that for which every one is seaking—"Something for almost nothing"—a \$2.00

which every one is seeking—"Something for almost nothing"—a \$2.00 Shoe for 90 cents. Ladies and Misses Slippers at prices that will make you buy, and make you sorry when you have bought that you did not buy more. You want Shoes, we want dollars, and we are going to have your's o some-one-else's, for the live bargains we offer are bound to gather the coin

GEO. O. GAYLORD, Prop.,