

Do We Eat Too Much.

The amount of nourishment which a person needs greatly depends on his constitution, state of health, habits, and work. A sedentary man requires less than one whose duties demand the exercise of his muscles, and a brain worker needs more than an idler. But unquestionably the majority of us take more than we need. Indeed, food and work are distributed most unequally. The man of leisure is also the man of means, and, accordingly, fares sumptuously every day; while the laborer toils for ten hours, and finds it difficult to get enough to repair the waste of his tissues. Yet a Chinaman or a Bengalee will toil under a tropical sun, and find a few pieces worth of rice or jowrah sufficient to sustain his strength. A Frenchman will not eat half what an Englishman engaged in the same work will demand, and a Spanish laborer, content in ordinary times with a watermelon and a bit of black bread, will toil in the vineyards and grow fat on a dietary of onion porridge and grapes. It is true that Mr. Brassey, when building the continental railways, found that one English navy was worth a couple of spare fed foreigners. But, on the other hand, the British Columbian and California gold diggers, than whom a more magnificent set of athletes does not exist, live in the remote mountains of the far west, mainly on beans flavored with a few cubes of pork. But they also obtain the best of water and the purest of air, and their out door and active exercise enable them to digest every ounce of their frugal fare. The English soldiers, though better fed than those of any army except the American do not get one-half the amount of solid nutriment which the idliest of club loungers considers indispensable for his sustenance. An athlete in training is allowed even less food; yet he prospers on the limited fare, and prolongs his life by the regime to which he has been subjected. King Victor Emanuel was a monarch of the most robust physique; yet he only ate one meat per day, and it is manifestly absurd for any man to require three more or less weighty meals, and an afternoon cup of tea, to support the exertion of walking to the club, riding an hour in the park, writing a note or two, and dancing a couple of miles around a ball room. The ancients had their "amethyst," or "sober stones," by which they regulated their indulgence at table. The moderns have not even this, but they have the gut, and their livers to warn them, when it is too late, that nature has been overtasked.

NEW ADVERTISEMENTS.

THOS. E. GILMAN, ATTORNEY AND COUNSELOR AT LAW.

JACKSONVILLE, ONSLOW COUNTY, N. C.

PRACTICES in the courts of Carteret, Onslow, Duplin and Pender counties.

Prompt attention given to the collection of all claims. Persons desiring to purchase or sell lands in either of the above named counties will consult their own interest by sending or corresponding with me. Address THOMAS E. GILMAN, Jacksonville, N. C.

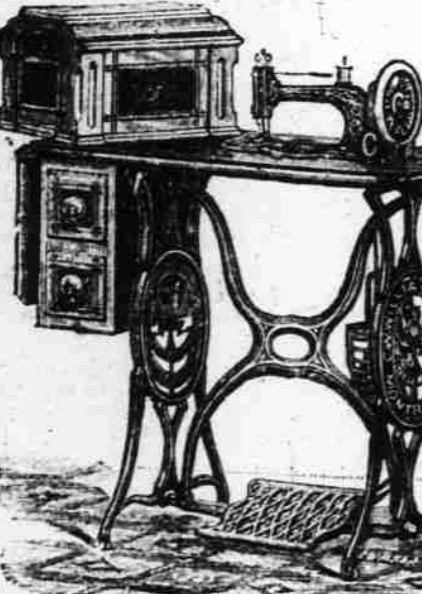
SALE OF REAL ESTATE. Under Foreclosure of Mortgage. BY VIRTUE AND IN PURSUANCE of a decree of the Superior Court of New Hanover County, rendered at the December Term A. D. 1882, of said Court, in a certain action therein pending between W. F. Canaday a Plaintiff, and C. D. Merrill, and C. D. Merrill as Administrator of B. D. Merrill, late Ann Augusta Farrow and Ida May Conkling, Defendants. The undersigned, Commissioner appointed by said decree, will sell by public auction, at the Court House door in the City of Wilmington, on Monday the 4th day of June, 1883, at 12 m., for cash, that certain lot or parcel of land lying, being and situated in the City of Wilmington, County and State aforesaid, and bounded and described as follows: Beginning in the eastern line of Third Street, sixty-six (66) feet northwardly from its intersection with the northern line of Hanover Street, running thence along the eastern line of Third Street northwardly sixty-six (66) feet, thence easterly, parallel with Hanover Street one hundred and sixty-five (165) feet, thence southwardly, parallel with Third Street sixty-six (66) feet, thence westerly, parallel with Hanover Street, one hundred and sixty-five (165) feet to the eastern line of Third Street, the beginning. This 27th day of April, 1883. M. ARSDEN, Commissioner.

\$72 a week made at home by the industrious. Best business now before the public. Capital not needed. We will start you. Men, women, boys and girls wanted everywhere to work for us. Now is the time. You can work in spare time, or give your whole time to the business. No other business will pay you nearly as well. No one can fail to make enormous pay by working at once. Costs nothing and terms free. Money made fast, easily, and honorably. Address True & Co., Augusta, Maine.

ADVERTISEMENTS.

WARR-SAFE KIDNEY-CURE. THE LEADING SCIENTISTS OF TO-DAY agree that most diseases are caused by disordered Kidneys or Liver. If, therefore, the Kidneys and Liver are kept in perfect order, perfect health will be the result. This truth has only been known a short time and for years people suffered great agony without being able to find relief. The discovery of Warner's Safe Kidney and Liver Cure marks a new era in the treatment of these troubles. Made from a simple tropical leaf of rare value, it contains just the elements necessary to nourish and invigorate both of these great organs, and safely restore and keep them in order. It is a POSITIVE remedy for all the diseases that cause pain in the lower part of the body—for Kidney-Liver-Headache-Jaundice-Hematuria-Urinary-Fever-Agus-Malarial Fever, and all difficulties of the Kidneys, Liver and Urinary Organs. It is an excellent and safe remedy for females during Pregnancy. It will control Menstruation and is invaluable for Leucorrhoea and the Whites. As a Blood Purifier it is unequalled, for it cures the organs that make the blood. This remedy, which has done such wonders, is put up in the LARGEST SIZED BOTTLE of any medicine upon the market, and is sold by druggists at 25 cents a bottle. For Diabetes, enquire for WARR'S SAFE DIABETES CURE. IT IS A POSITIVE REMEDY. H. H. Warner & Co., Rochester, N. Y.

THE GENUINE Williams Sewing Machines. ARE ACKNOWLEDGED TO BE THE BEST IN THE WORLD. They have received highest Awards at the Centennial and at all other leading Exhibitions held in Europe and America. EVERY MACHINE WARRANTED BY THE MAKERS. Factories located at Montreal, Canada, and Plattsburg, New York. THE WILLIAMS MANUFACTURING CO., 347 Notre Dame Street, Montreal, May 6-6m.



EVERY MACHINE WARRANTED BY THE MAKERS. Factories located at Montreal, Canada, and Plattsburg, New York. THE WILLIAMS MANUFACTURING CO., 347 Notre Dame Street, Montreal, May 6-6m.

1883. HARPER'S YOUNG PEOPLE. AN ILLUSTRATED WEEKLY—36 PAGES. Suited to Boys and Girls of from six to sixteen years of age. Vol. IV commences Nov. 7, 1882. The Young People has been from the first successful beyond anticipation. N. Y. Evening Post. It has a distinct purpose, to which it steadily adheres—that, namely, of supplying the young with a paper more attractive, as well as well as more wholesome.—Boston Journal and contents generally. It is distinguished by any publication of the kind yet brought to our notice.—Pittsburgh Gazette.

Harper's Young People, Per Year, Postage Prepaid, \$1.50. Single numbers, Four Cents each. Specimen copy sent on receipt of Three Cents. The Volumes of Harper's Young People for 1882, 55 cents, postage, 13 cents additional. Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss. Newspapers are not to order this advertisement without the express order of Harper & Brothers. Address HARPER & BROTHERS, New York.

Richmond and Petersburg Railroad Co.

COMMENCING Tuesday, November 15th, 1882, trains on this Road will run as follows: LEAVE RICHMOND—SOUTH 3:16 P. M., Fast Mail, daily, makes through connections for Savannah, St. Petersburg, and Jacksonville. Pullman Palace Sleeping Cars between Richmond Va and Charleston.

11:51 A. M., Through mail daily connecting for Raleigh, Charleston, Augusta, Aiken, Savannah & Jacksonville. Stops at Shreve, Chester, Centralia, Drewry's Bluff, on signal. Pullman Sleeper between New York and Charleston on this train.

6:30 P. M., Freight daily (except Sunday). 7:30 A. M., Freight daily (except Sundays).

LEAVE PETERSBURG—NORTH 8:30 A. M., Fast Mail, Daily. Stops only at Chester. Pullman Sleepers between Charleston and Milford, Va.

7:30 A. M., Freight daily, (except Sunday) 3:40 P. M., Through mail daily, connecting with Richmond, Fredericksburg and Potomac Railroad for all points east and west. Also making connections with Chesapeake and Ohio Railroad for the Virginia, North and all points north and west. This train stops at Manchester, Chester and Centralia. Pullman sleepers on this train between Charleston and New York.

7:35 P. M., Freight daily (except Sunday) A direct four hours connection is made between Richmond and Norfolk, by trains leaving Richmond 11:30 A. M., and Norfolk 12:25 P. M.

All trains leaving Petersburg will start from the Appomattox Depot. J. R. KENLY, Superintendent. A. POPE, P. & T. Agent. Nov 12 11

PROSPECTUS.

THE WILMINGTON POST FOR 1883,

With its Exceedingly Large Subscription LIST is the Best

ADVERTISING MEDIUM

In this State. It is the Only

Republican Paper

Published in the Second and Third Congressional Districts.

It reaches all classes of the people,

WHITE and COLORED.

It advocates Equal Rights before

the Law and at the Ballot

Box of ALL MEN,

its location is in the

LARGEST COMMERCIAL CITY

in North Carolina.

GIVES THE

LATEST MARINE

AND

MARKET REPORT.

IT IS OPPOSED TO

RINGS AND CLIQUES

Railroad.

Political or

Commercial,

And Exposes them Whenever

Found.

ADVERTISING RATES LOW

SUBSCRIPTION PRICE ONLY

TWO DOLLARS

A Year in Advance.

Do not Forget to Send the Money

With Your Name.

Address,

THE WILMINGTON POST.

WILMINGTON, N. C.

NEW ADVERTISEMENTS.

Midland North Carolina Railway. Atlantic and North Carolina Division.

Time Table, No. 1. In Effect Sunday, July 16th, 1882.

Express, Passenger and Mail Trains run on this road as follows:

Table with columns: Arrive, Leave, STATIONS, Arrive, Leave. Rows include CENTRAL DIVISION (Wilmington, Pine Level Avenue, Moita Mill, Princeton, Copeland's, A & N DIVISION (Goldsboro, Kinston, La Grange, Falling Creek, Core City, Dover, Tuscarora, Clark's, New Bern, Riverdale, Havelock, Wildwood, Hollywood, Dan South Hotel, Atlantic Hotel, MORRHEAD Depot).

Train 48 connects with North Carolina train bound west at 1:00 p. m., and with Wilmington & Weldon train bound South at 4:44 and 8:29 p. m.

Train 47 connects with North Carolina train from the west, arriving at Goldsboro 4:12 p. m., and with Wilmington & Weldon train from the South, arriving at Goldsboro, 9:50 a. m.

Train 4 connects with Wilmington & Weldon train bound south, arriving at Goldsboro 6:54 and 8:29 p. m., and bound North, leaving Goldsboro at 8:05 p. m.

Train 3 connects with Wilmington & Weldon train from the north, arriving at Goldsboro 6:44 p. m.

Trains 2 and 4 are specially adapted for local travel, and will carry first and second class coaches. Baggage will be checked on these trains.

J. W. ANDREWS, Chief Engineer and General Manager.

FAST MAIL AND PASSENGER ROUTE TO THE NORTH AND EAST via RICHMOND, FREDERICKSBURG AND POTOMAC RAILROADS.

Entire trains run through from Wilmington to Washington, via this route without change.

Leave Wilmington, (W & W RR) daily at 7:45 p. m. and 9:30 p. m. and 8:40 a. m.

Leave Richmond at 9:02 a. m. and 12:22 a. m. and 4:47 p. m.

Arrive at Washington at 9:10 a. m. and 11:00 p. m., and 9:30 p. m.

Arrive at Baltimore at 11:20 a. m. and 13:00 p. m., and 11:30 p. m.

Arrive at Philadelphia at 12:44 p. m. and 16:16 p. m., 2:30 a. m.

Arrive at New York at 10:30 p. m. and 10:30 p. m., and 6:50 a. m. Daily, Sunday excepted.

Pullman Palace Sleeping cars on the 6:50 a. m. train to New York, and on the 8:40 a. m. train to Washington. CA TAYLOR, General Ticket Agent. E. D. Myers, Gen'l Supt. Nov 15 11

REAL ESTATE.

792 LOTS ON 17TH STREET. BETWEEN MARKET & MULBERRY STREETS. Size 30 Feet Front BY 80 Feet Deep.

I WILL SELL THE TRACTS OF LAND On 17th St., between Market and Mulberry Streets in Lots of 30 by 160 Feet.

For one-fourth cash, balance in 1, 2 and 3 Years' time.

THE LOCATION Of this Property is in the North-western part of Wilmington.

Are high and level, and the fact that the City cannot tax them makes the investment more desirable.

LOTS

In other parts of the City, also, for sale.

Apply in person, or by letter to,

R. O'NEVERLY FRISER, ATTORNEY AT LAW, POINT CASWELL, N. C.

W. P. CANADAY, Wilmington, N. C.

NEW ADVERTISEMENTS.

OFFICE GENERAL SUPERINTENDENT, PETERSBURG RAILROAD COMPANY, PETERSBURG, VA., June 5, 1882.



COMMENCING SUNDAY, NOV. 5 1882, trains on this road will run as follows:

GOING SOUTH. BOSTON AND SAVANNAH FAST MAIL. Leave Petersburg daily (Wash'n st. depot) at 11:42 P. M. (Stops only at Bedford.) Arrive at Weldon at 3:56 P. M.

NEW YORK EXPRESS. Leave Petersburg daily (Washington street depot) at 12:57 P. M. Arrive at Weldon at 3:12 P. M.

NEW YORK AND JACKSONVILLE MAIL. Leave Petersburg daily (Washington street depot) at 11:04 P. M. Arrive at Weldon at 1:18 A. M.

FREIGHT. Leave Petersburg daily (except Sunday) at 4:00 P. M. Arrive at Weldon at 8:12 P. M.

GOING NORTH. BOSTON AND SAVANNAH FAST MAIL. Leave Weldon daily at 1:30 A. M. Arrive at Petersburg at 3:45 A. M.

NEW YORK EXPRESS. Leave Weldon daily at 1:00 A. M. Arrive at Petersburg at 3:10 P. M.

NEW YORK AND CHARLESTON MAIL. Leave Weldon daily at 1:05 A. M. Arrive at Petersburg at 5:54 A. M.

FREIGHT. Leave Weldon daily (except Sunday) at 10:12 A. M. Arrive at Petersburg at 3:30 P. M.

Sleeping cars and first class coaches on night and day trains.

No change of cars between Wilmington and Washington.

Through tickets sold to all Eastern and Southern points and baggage checked through.

Passengers going south will purchase tickets and check baggage at Washington street depot.

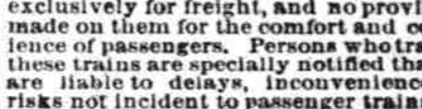
Passengers going north and stopping at Petersburg, will claim their baggage at Washington street depot.

Freight trains on this road are intended exclusively for freight, and no provision is made on them for the comfort and convenience of passengers. Persons who travel on these trains are specially notified that they are liable to delays, inconveniences and risks not incident to passenger trains.

Agents are not required to open their offices for the sale of tickets for freight trains North-bound freight trains stop all night at Mt. Airy, and all passengers will be discharged at that point.

R. M. SULLY, Gen'l Supt. W. P. TAYLOR, Gen'l Ticket Agent. W. J. BROWN, Dispatcher of Trains. Nov 15 11

Wilmington & Weldon R. R. Company.



OFFICE GENERAL SUPERINTENDENT, Wilmington, N. C., April 25, 1883.

CHANGE OF SCHEDULE. ON and after April 29, 1883, at 8:30 p. m., Passenger Trains on the W. & W. Railroad will run as follows:

DAY MAIL AND EXPRESS TRAIN Daily—Nos. 47 North and 48 South. Leave Wilmington, Front Street 6:40 A. M. Depot at Weldon 12:00 P. M. Leave Weldon 3:30 P. M. Depot at Wilmington, Front St. 8:30 P. M.

FAST THROUGH MAIL AND PASSENGER TRAIN, Daily—No. 49 South. Leave Weldon 8:10 P. M. Arrive at Wilmington, Front Street 10:35 P. M.

Mail and Passenger Trains, Daily. No. 45 North. Leave Wilmington 3:30 P. M. Arrive at Weldon 4:00 A. M.

Train No. 49 South will stop only at Rocky Mount, Wilson, Goldsboro and Magnolia.

Trains on Tarboro Branch Road leave Weldon for Tarboro at 7 A. M. and 3:15 P. M. daily. Returning, leave Tarboro at 7:30 A. M. and 1 P. M. daily.

Train on Scotland Neck Branch Road leave Halifax for Scotland Neck at 5 P. M. Returning leave Scotland Neck at 7 A. M. daily.

Train No. 67 makes close connection at Weldon for all points North Daily. All rail via Richmond, and daily except Sunday via Bay Line.

Train No. 65 runs daily and makes close connection for all points north via Richmond and Washington.

All trains run solid between Wilmington and Washington, and have Pullman Palace Sleepers attached.

JOHN F. DIVINE, General Supt. T. M. EMERSON, Gen'l Passenger Agent. April 25 11

RAILROADS.

GEN. SUPERINTENDENT'S OFFICE Wilmington, Columbia & Augusta R. R. Company.



WILMINGTON, N. C., Nov 5, 1882.

CHANGE OF SCHEDULE. ON AND AFTER June 25, 1882, at 1:00 P. M., the following Passenger Schedule will be run on this road:

NIGHT EXPRESS TRAIN (Daily) Nos. 48 West and 47 East. Leave Wilmington 9:50 A. M. Leave Florence 3:55 A. M. Arrive at Columbia 6:50 A. M. Leave Columbia 10:00 P. M. Leave C. & A. Junction 10:30 P. M. Leave Florence at 1:50 A. M. Arrive at Wilmington 6:30 A. M.

Night Mail and Passenger train, Daily, No. 40 West, and Day Mail and Passenger Train, No. 4 Ea. Leave Wilmington 11:10 P. M. Arrive at Florence 3:45 A. M. Leave Florence 12:55 P. M. Arrive at Wilmington 5:35 P. M.

Train 42 stops at all stations. No. 40 stops only at Flemington, Whiteville, Fair Bluff, Marion.

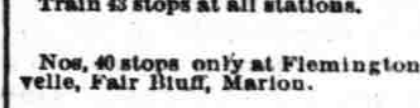
Passengers for Columbia, and all points on C. & A. R. R., C. & A. R. R. Stations, Aiken Junction, and all points beyond, should take No. 40 Night Express.

Separate Pullman Sleepers for Charleston and for Augusta on train 47.

All trains run solid between Charleston and Wilmington. JOHN F. DIVINE, General Supt. A. POPE, Gen'l Passenger Agent. Nov 15 11

Carolina Central Railroad Company.

OFFICE OF SUPERINTENDENT, WILMINGTON, N. C., Nov 12, 1882.



CHANGE OF SCHEDULE. ON and after Nov 15, 1882, the following Schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN DAILY. No. 1 Leave Wilmington 6:15 P. M. Arrive at Charlotte at 7:40 A. M. No. 2 Leave Charlotte 7:50 P. M. Arrive at Wilmington at 9:00 A. M.

Trains No. 1 and 2 stop at regular stations only and points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT. Daily except Sundays. Leave Charlotte 8:30 A. M. Arrive at Shelby 12:20 P. M. Leave Shelby 1:40 P. M. Arrive at Charlotte 3:40 P. M.

Trains No. 1 and 2 makes close connection at Hamlet with R. & A. Trains to and from Raleigh, and at Charlotte with Shelby Division Train.

Take Train No. 1 for Statesville, Stations Western N. C. R. R. Asheville and points West. Also for Spartanburg, Greenville, Athens, Atlanta and all points Southwest. L. C. JONES, Superintendent. F. W. CLARK, General Passenger Agent. Jan 5 11

JOHN WERNER, PRACTICAL GERMAN BARBER AND PERFUMER. 29 MARKET STREET, WILMINGTON, N. C.

MY MANY FRIENDS IN SMITHVILLE and in the country are invited to come and see me. Also Gen'l Capital and Commerce.

Travelers. The best workmen and the best accommodations in the city.

BROWN & PEARSON. FASHIONABLE HAIR DRESSING AND SHAVING SALON, No. 22 North Front Street. Best Workmen employed. Prices as usual. Give us a call. Nov 12 11