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-GRAND EXCURSION-
-TO-
MOREHEAD CITY,
Monday, August 4th, 1902.

Southern Railway will operate special train leaving Henderson August 4th, at 7:30 a. m., Oxford at 8:40 a. m., Durham 10:15 a. m., Raleigh 11:11 a. m., Selma 12:05 p. m., arriving at Morehead City at 4:00 p. m. Round trip rate from Henderson \$100, Oxford \$12.50, Durham \$2.50, Raleigh \$2.00, Selma \$1.75. Returning train will leave Morehead City at 4:00 p. m., August 6th, giving two days and two nights at the seashore. For further information call on any agent of the Southern Railway or write.

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DURHAM DAILY SUN.
MONDAY, AUGUST 11.
INDIAN AND BUFFALO.

How the Latter Turned Hunter and Chased the Red Man.

A retired officer of the Northwest mounted police who took part in a Missouri buffalo run forty years ago describes the impression at the time as of an earthquake. The galloping horses, the rocking mass of fleeing buffalo, the rumbling and quaking of the ground under the thunderous pounding, were all like a violent earthquake. The same gentleman tells how he once saw a wounded buffalo turn on an Indian hunter. The man's horse took fright. Instead of darting sideways to give him a chance to send a last finishing shot home the horse became wildly unmanageable and fled. The buffalo pursued. Off they rushed, rider and buffalo, the Indian craning over his horse's neck, the horse blown and fagged and unable to gain one pace ahead of the buffalo, the great angry beast covered with foam, with eyes like fire, pounding and pounding, closer and closer to the horse till rider and buffalo disappeared over the horizon. "To this day I have wondered what became of that Indian," said the officer, "for the horse was losing and the buffalo gaining when they went behind the bluff." This incident illustrates a trait seldom found in wild animals, a persistent vindictiveness.—A. C. Laut in Outing.

The Wild Strawberry.

The wild strawberry is very widely diffused over the surface of the earth, being found in the chill regions of the north as well as in the sunny climes of the south. It is not a tropical plant, however, and except on mountain sides is not found south of latitude 38 degrees north. On the European continent it grows extensively from Lapland and the Shetland Isles to Italy and Greece. It is also found throughout western Asia, but is unknown in China and Japan. It has grown abundantly on the bleak hills of Iceland for centuries. It is found in America from Labrador and British Columbia to the pine woods of the southern states and on the high lands of Mexico and the Andes. The hardy plant, with its tiny scarlet berry, may be said to girdle the earth on the line of the polar circle and several hundred miles southward, except that it is not found in the basin of the river Amur, in Siberia.

Brougham and Milled Port.

Lord Brougham, who as a member of the house of commons was a most abstemious man, upon his promotion to the peerage acquired less commendable habits. During his long and impassioned appeal to the lords to refrain from rejecting the reform bill of 1832 "five tumblers of milled port with a dash of brandy were brought to him at intervals." When he came to his last sentence ("I warn you, I implore you—yea, on my bended knee I supplicate you—reject not this bill") he knelt on the wool sack, whence he slipped to the floor. It is recorded in the "Lives of the Lord Chancellors" that "he remained some time as if in prayer, but his friends, alarmed lest he should be suffering from the effects of milled port, picked him up and placed him safely on the wool sack."

Attar of Roses.

In trade the rose is very valuable, as the attars of India and Persia sell at a very high price, and there are large districts of rose gardens in which men and women are employed, the harvest months being March and April. In Turkey also rose farming is largely carried on, and a very fine attar is got from the rose grown in Kashmir. Even rosewater is a luxury which is by no means to be despised as to price, but the attar of roses is immensely costly, and it takes an enormous number of flowers to distill even a few drops.

The attar is said to have been first discovered by the favorite wife of Jehan Jeer, through whose garden ran a canal of rosewater, on the surface of which the begum found a few drops of the precious attar or oil floating.

The Best Liniment for Strain

Mr. F. H. Wells, the merchant at Deer Park, Long Island, N. Y., says: "I always recommend Chamberlain's Pain Balm as the best liniment for strains. I used it last winter for a severe lameness in the side, resulting from a strain, and was greatly pleased with the quick relief and cure it effected." For sale by W. M. Yearby.

General Gobin, in command of the troops in the strike district, sent a platoon of cavalry to rescue woman who was being persecuted by the strikers.

Mike—How much further does the sign say it is to Noo York, Patsey? Pat—Twenty moiles. Mike—Well, tho't only tin moiles apiece.—Judge.

White Man Turned Yellow.

Great consternation was felt by the friends of M. A. Hogarty, of Lexington, Ky., when they saw he was turning yellow. His skin slowly changed color, also his eyes, and he suffered terribly. His malady was Yellow Jaundice. He was treated by the best doctors, but without benefit. Then he was advised to try Electric Bitters, the wonderful Stomach and Liver remedy, and he writes: "After taking two bottles I was wholly cured." A trial proves its matchless merit for all Stomach, Liver and Kidney Troubles. Only 50c. Sold by R. Blacknall & Son, Druggists.

FOOD AND THE SEXES.

The Male Human Needs to Eat More Than the Female.

According to a writer in the Lancet, the male human needs more food than the female not only on account of his larger stature, but also because he is the more katabolic of the two. The man tends to expend energy and the woman to store it up in the form of fat; he burns the faster. This sexual difference shows itself in the very blood. The man has a larger percentage of chromocytes than the woman, showing that he needs a proportionately larger quantity of oxygen in order to maintain his more active combustion, a fact which one may associate with his comparative freedom from chlorosis. Moreover, weight for weight, his pulmonary capacity is greater than that of the woman, whose smaller respiratory need is further shown by the facility with which she can without discomfort diminish her breathing power by means of the corset.

"The great contrast between the metabolic activity of the two sexes," continues the writer, "was forcibly brought home to me by a military display given by a troop of dusky amazons, with whom were also a few male warriors. The women, in spite of their daily exertions, were all rounded and plump, some very much so, no single muscle showing through the skin, and it was noticed that their movements, though full of grace, lacked energy and 'go.' The men, on the other hand, were spare, their muscles standing out plainly under the shiny skin, and they, in further contrast with the women, displayed a truly amazing agility, bounding about and whirling round in a most astounding fashion. The women, in short, were essentially anabolic, and the men were katabolic. I may here draw attention to the fact that men are apt to be larger meat eaters than women, just as they are, possibly in consequence of this very fact, more prone to drink alcohol and to smoke tobacco."

SLEEPING HEROES.

Mighty Men of the Past That Are Expected to Return.

Is there any race that has not its sleeping hero? A correspondent recently pointed out that the time for the fulfillment of the prophecy that the tenth of Krishna will restore to India her independence is near at hand, and every nation has some such savior to whom the people look. West country rustics still believe that Arthur did not die, but sleeps in Avalon, and that in the hour of Britain's need he will awake, deliver the land and restore the golden age. In Germany it is a popular belief that Charles V. will some day wake from his enchanted sleep to reign over Germany, Spain, Portugal, Denmark, Belgium and Holland. Thousands of French peasants hold that Napoleon is only sleeping and that at some future time he will reappear and rule. And Mr. Newbolt has enshrined the Devon legend that Drake is only listening for the drum.

The Irish peasantry steadfastly refuse to believe that Mr. Parnell is really dead. They assert that his death was a ruse, that he was an interested spectator of his own funeral and that when the time comes he will emerge from retirement to give Ireland her independence. Every true Moslem believes that when antichrist appears Mohammed Mohadi will awake and conquer him. A Moorish legend declares that Bobadil el Chico sleeps spellbound near the Alhambra and that one day he will awake to re-establish the Moors as rulers of Granada. The Servians look to King Lager, slain by the Turks in 1389, as their final hope, and should Switzerland be again threatened by tyrants Swiss folklore declares that the three members of the Tell family who are sleeping at Rutil, near the Vierwald-Staten-See, will rise from their enchanted slumber and maintain the freedom of the land.—London Chronicle.

Hopi Courtship.

When a Hopi maiden decides which of the eligible young men of the tribe she wishes to marry, she goes and sits in his house and grinds corn until he is sufficiently impressed by her industry to marry her.

After the ceremony, which is an elaborate one, the couple go to live in the wife's house. If she tires of her husband, she can obtain a divorce by merely throwing his saddle out of the house. After marriage the house, fields and all their property except the herds belong to the wife.

The Hopis are indulgent parents. The right of the children to do as they please is never questioned.

How a Woman Gets a Seat.

"I will tell you how to work it," said a woman, whose figure showed she would be tired by standing, to a companion in a Broadway car. "When there is no vacant seat, watch for two men who are in conversation and stand right in front of them.

"Each one will want his friend to think he is very polite, so both of them will jump right up and offer their seats. That's the way I do, and it never fails."—New York Herald.

An Effective Way.

"They say," said the young dramatist, "that I shall have to cut my play down, but I really don't know where to begin."

"Why not start at both ends," his candid friend asked, "and work toward the middle?"—Chicago Record-Herald.

Opposite Meanings.

"Cleave" is the best instance of an English word with two opposite meanings. "Nervous," "let" and "propugn" are other instances.

"FRUIT OF THE LOOM."

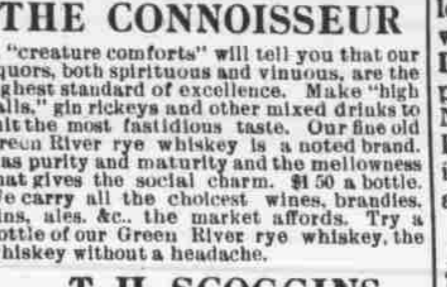
Men and women of taste and judgment go into ecstasies over the wonderful patterns, textures and colors which are "the fruit of the loom." But there is one they rarely consider, and that is the frail and faded woman, old before her time, because necessity compels her to work under conditions, which send her more favored sister to bed and the doctor's care.

The diseases which weaken and torment women, may in almost all cases be cured by the use of Dr. Pierce's Favorite Prescription. It establishes regularity, dries weakening drains, heals inflammation and ulceration, and cures female weakness.

"I had female trouble for eight years," writes Mrs. L. J. Dennis, of 828 East College Street, Jacksonville, Ill. "Words cannot express what I suffered. I sought relief about the medical profession and found none. Friends urged me to try Dr. Pierce's Favorite Prescription. When I commenced taking this medicine, I weighed ninety-five pounds. Now I weigh one hundred and fifty-six pounds—more than I ever weighed before. I was so bad I would lie from day to day and long for death to come and relieve my suffering. I had internal inflammation, a disagreeable drain, bearing-down pain, and such distress every month, but now I never have a pain—do all my own work and am a strong and healthy woman."

"Favorite Prescription" makes weak women strong, sick women well. Accept no substitute for the medicine which works wonders for weak women.

Dr. Pierce's Pleasant Pellets should be used with "Favorite Prescription" whenever a laxative is required.



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Schedule in Effect
JUNE 8, 1902.

DURHAM DIVISION.—Daily Except Sunday.

P. M. A. M.	P. M. A. M.
4:55 7:00 Lv. Durham Ar. 9:15 9:35	
5:07 8:16	Roxboro 7:48 8:16
5:37 8:45	Denniston 7:15 7:45
5:55 9:12 Ar South Boeton 6:55 7:25	
7:07 9:26	Houston 6:40 7:00
	11:45 Ar Lynchburg Lv 4:10

WESTBOUND—Leave Lynchburg.

8:00 a. m.—The Washington and Chattanooga Limited, for Roanoke, Radford, Bluefield, Pocahontas also for Rocky Mount and all stations on Winston-Salem Division and all points north and west. Solid vestibule train to Chattanooga and Memphis, Pullman sleepers to Memphis and New Orleans.

8:15 p. m.—The Chicago Express for Roanoke, Bluefield, Pocahontas, Kenova, Columbia and Chicago. Pullman Buffet sleeper Roanoke to Columbia, also for Radford, Bluefield, Kenova, Chattanooga and intermediate points. Pullman sleeper Roanoke to Knoxville.

Pullman Buffet Palace Cars Norfolk and Roanoke.

7:0 a. m.—for Roanoke Red rd, Bristol, Bluefield, Norton, Pocahontas, Welch.

6:30 p. m.—Daily for Roanoke and intermediate stations.

Trains arrive at Lynchburg daily from the west at 1:50 a. m., 8:50 a. m., 3:35 p. m., and 10:15 p. m.

WINSTON-SALEM DIVISION.

Daily Ex. Sun.	Ex. Sun. Daily
P. M. A. M.	P. M. A. M.
3:00 3:00 Lv. Winston Ar. 9:50 2:00	
3:35 8:43	Walnut Cove 9:01 2:31
4:20 9:18	Nashdon 8:55 2:45
4:15 9:25	Mayodan 8:20 2:44
4:15 10:24	Martinsville 7:19 1:45
7:40 1:50 Ar. Roanoke Lv. 4:35 9:15	

WESTBOUND—Leave Burkeville 12:25 a. m. and 12:40 p. m.

EASTBOUND—Leave Burkeville 4:31 a. m. 11:24 a. m. and 6:35 p. m.

WESTBOUND—Leave Burkeville 12:25 a. m. and 12:40 p. m.

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Corrected Schedule of Seaboard Air Line Railway, July 1, 1901.

Route	No. 241	No. 21
	Ex Sun	Ex Sun
lv New York, O.D.S.S. Co.	3:00 pm	3:00 pm
lv Philadelphia, N.Y.P. & N.	8:55 pm	7:35 am
lv Baltimore, Bay Laps	6:30 pm	6:30 pm
lv Washington, N.W.S.B.	6:00 pm	6:00 pm
Ports out	S. A. L.	9:25 am
lv Richmond, S. A. L.	9:00 am	10:37 pm
lv Petersburg, " "	8:41 am	11:30 pm
lv Durham, " "	4:00 pm	8:30 am

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S. H. REAMS, Agent, Durham, N. C.

SOUTHERN RAILWAY.
IN EFFECT NOV. 24TH, 1901.

Trains leave Durham, N. C.

2:30 a. m. No. 11 westbound daily, for Greensboro and points south and west. Connects at Greensboro with No. 8 north for Danville and Richmond, and south with Nos 89, 33, and 37, for Salisbury, Charlotte, Columbia, Savannah, Charleston, Jacksonville, Atlanta and New Orleans; at Salisbury for Asheville, Knoxville, Chattanooga, Nashville and other points west.

3:35 a. m., No. 12, eastbound, daily, for Raleigh, Selma and Goldsboro. Carries Pullman Sleeper Greensboro to Raleigh.

9:40 a. m., No. 8, eastbound, daily, for Raleigh, Selma and Goldsboro; connects at Selma with Atlantic Coast Line north for Wilson and Rocky Mount, at Goldsboro for Tarboro, and Norfolk. At Selma for Fayetteville and Florence.

9:50 a. m., No. 35, westbound, daily for Greensboro and intermediate local points; connects at Greensboro with U. S. Fast Mail for Danville, Lynchburg, Washington and all points North and West, as also with No. 80 Jacksonville to New York via Richmond. Southern Railway Dining Cars operated on trains Nos. 35 and 30.

9:55 a. m., No. 16, northbound, daily for Oxford, Henderson Jeffries, Keyville and Richmond. No change of cars between Durham and Richmond, where close connection is made to all points north. Close connection at J. J. for Norfolk and Steamboat Lines to Washington, Baltimore, New York and Boston.

2:47 p. m., No. 36 eastbound, daily for Raleigh, Selma, Goldsboro and intermediate stations.

4:43 p. m., westbound, daily, for Greensboro and all points. Connects at Greensboro for Winston-Salem, Salisbury, Charlotte, Columbia, Charleston, Savannah, Jacksonville, Atlanta and New Orleans; at Salisbury for Asheville, Knoxville, Chattanooga, Memphis, Louisville, Cincinnati and St. Louis. Connects northbound with No. 12 for Richmond, Nos. 33, 34 and 40 for Lynchburg, Charlottesville, Washington, Baltimore and New York.

5:00 p. m., No. 74, northbound, daily except Sunday, for Oxford, Keyville, Richmond and intermediate stations.

Pullman and Southern Railway Dining Cars operated on all (through) Main Line trains. No trouble to answer questions.

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