

FASHIONS

RED AND BLUE.

A pretty as well as serviceable combination for gowns is navy blue with trimmings of red. Red silk, taffetas,



or surah, red satin and braid are much used on dresses of blue serge, mohair etamine and the canvas fabrics so popular.

Our model shows a striking example of this mode. The fabric is serge. The skirt is made with a front gore, one gore on either side; the back is composed of three gores, the central one forming a box-plate, the side ones being laid in side plaits. Red silk braid is put on apron fashion, round in front and pointing upwards in the back. A second group of six rows forms a point at the back.

The waist has a deep belt or corset effect of red silk drawn smoothly over a fitted lining, and fastening at the outer back. A circular basque of the serge with one row of braid is sewed to this. Over it is worn a short Eton jacket, which overlaps in front, fastening at the left shoulder and arm-size, and like the back trimmed with rows of braid, which cross at the center. This method of trimming the backs of waist, like the front, is noted on many of the imported gowns. The sleeves of the "leg o' mutton" shape. The flaring collar is trimmed with rows of braid which cross at the back. Hat of red roses and blue tulle.

WASH WAISTS.

Models for waists design to be laundered, are much in demand. The one we show has many advantages, being made with a view to laundering,



The sleeves are fitted close to the top, and have two cape-shaped tops which are simply gathered into the arm-size and edged with lace. The back of the waist is seamless with a few gathers at the belt. The front is likewise seamless, and gathered into the belt. The box-plate, with three tucks at the top, is made entirely separate and is tacked to the waist at neck and belt. The basque is cut circular. The folded belt fastens in the back. The high collar of silk is made detachable.

The fabric in the model is red dimity with a white dot. Gulpure lace of two widths is used for the trimming with pearl buttons on the crosswise plaits in front. The standing collar is of red silk.

Some of the models have belt and collar of silk of a contrasting shade.

NUN'S VEILING.

The mode of trimming waist, sleeves and skirts with rings of hoops is one of the novelties of the season. It is not



a style to be lightly donned; for, unless one is extremely slender or extremely tall, it is likely to be very unbecoming. Our model is an example calculated to draw attention anywhere. It is of old blue Nun's veiling with bias band of black satin. The skirt is cut circular and fits smooth at the top all around; the placket being at the left side of the front, and is prettily hidden

under a jabot of black chiffon. The waist is fastened at the left shoulder and under-arm; both back and front being seamless. A belt of black satin is deep enough to outline the waist well, as it holds the blouse up gracefully.

The sleeves have a short full double ruffle of the satin in lieu of the usual puff.

A standing collar of black satin has a tie of black chiffon which encircles the neck in soft folds, ending in a bow of generous dimensions.

The hat is of black straw, tulle and velvet, with a black algrette. Under the brim at the left side are pink roses, which cause the hat to tilt coquetishly.

FOR MID-SUMMER.

The organdies, lawns, dimities, etc., which are showing in such profusion this year are a delight for they no longer



require a lining of silk, and the less expensive ones are made with a view to laundering. When a lining is necessary, white or colored lawn is used. Sometimes the dress is made entirely without lining and a slip or skirt and cover of colored lawn are worn under it. Our model has a plain waist, seamless both back and front, and slightly gathered at the waist. A deep gathered belt of the same fabric is made separate, and fastens at the left side under three tiny bows of ribbon. The fichu is also made entirely separate, and is trimmed with a ruffle of the same. The fitted sleeves are wrinkled in mousquetaire fashion and are sewn up before being gathered. A tape stitched over the seams, through which a smaller tape is drawn, is to hold the fullness in place. A medium full puff finishes the top. The skirt is cut straight, and gathered into the band. The underskirt of plain lawn is gored, and carefully fitted over the hips.

FASHIONABLE WRAP.

This fashionable wrap, consisting of an Eton jacket body, with sleeves of the cape shape, presents a meaning of



using small lengths of different fabrics with the best results. It is unusual to see the entire garment made of one material.

Black and white is a combination much employed. Our model is an elaborate affair, created out of a variety of fabrics. The body is of black moire with a trimming at the top of white satin overlaid with jetted net, to stimulate a bolero. A full ruffle of black satin doubled with Lierre lace on either side of it, forms the neck ruche, and trimming in front. The sleeves are of black net accordion-pleated on a foundation of white satin. The edges of the net are trimmed with full ruffles of black net over white net. Bows of black satin are set at the shoulders.

Hat of black and white straw, trimmed with cerise colored chiffon and black tips. The algrette is white.

A MORNING SACQUE.

There seems to be no limit to the extravagance possible in such simple and necessary garments as breakfast



jackets or house sacques. Chiffon, that joy of the woman who loves dainty garments, is employed even for these

homey articles. The utility of this fabric is often underrated, for it seems very delicate, but let it be accorded-pleated, and one is surprised at the amount of wear it will stand.

Pink chiffon is used for the jacket which hangs loose both back and front, being joined to the fitted lining to simulate a yoke. The fitted lining and sleeves are of pink silk of the same shade. Sleeves capes are of chiffon. The yoke as well as all the chiffon, is trimmed with rows of black insertion.

The collar is of black satin, with loops and ends of the same at either side of the front. Bows of pink satin ribbon are set on both sides of the collar. The same model in Nun's veiling of pale blue was trimmed with white lace.

An Invasion of England (London Spectator.)

We wish there were any hope that our countrymen would take the terrible collapse of Greece to heart, for it might induce them to take certain precautions for the defence of their own land of which at present they will not hear. They rely at heart absolutely upon the superiority of their fleet, and refuse to consider two statements, both of which, nevertheless, are demonstrably correct. One is that if any power, or which is more probable, any coalition of powers, ever declares war upon us the whole energy and all the power, or that combination will be devoted to a scheme of invasion, the root idea of which will be that the presence of a foreign army on British soil even for a week will inflict so tremendous a blow upon Great Britain that the defeat and capture of the army would not be an excessive price to pay for the resulting gain.

No one will enter on a long maritime campaign in which he could hardly hope to win, or will dream of exhausting Britain by desultory expeditions over all the world. He will plan an invasion of some kind or he will remain at peace. Such an invasion may be most improbable, but when we consider the amount of military capacity which would be directed to devising it, the frequency with which new expeditions are discovered and for a time kept secret, and the desperate efforts that would be made to draw off the British fleet, it is rash to believe that it would be impossible for us to lose for forty-eight hours the command of our own waters. The Emperor Napoleon once accepted Fulton's offer, had Villeneuve succeeded in keeping Nelson at a distance without fighting him, had we had at the moment of invasion to face a serious internal trouble, Napoleon might have invaded the island, and the whole course of history might have been changed. And the second statement is that the impact produced by an enemy's landing would, even if he were in the end defeated, be far more disastrous than Englishmen have ever realized. The frequency with which we suspend its beating. Our world of trading and manufacturing depends for vitality entirely upon the condition of our banking system, and if there were a run for gold, which to a certain extent at all events would be inevitable, the result would be temporarily disastrous work. It certainly would cease if we were defeated in the first battle on our own soil, and the English certainty that we should not be defeated, is rather an assumption than a truth proved beyond dispute.

Our soldiers would no doubt die as the Greeks—we mean no aspersion on their courage—did not die; but we might have an incompetent general, we might have to meet soldiers armed with a new weapon, as the Austrians had at Königgratz, or we might be visited by one of those strange panics to which all soldiers, our own included, are occasionally liable, which they themselves cannot explain, and which for a moment, the crucial moment, reduce the resources of the army to helplessness. Or, and this is by far the most probable form of possible disaster, after the most creditable fighting on our part, the fortune of war might turn against us, and all England might know that we were before St. Petersburg, without knowing also that the enemy had been paralyzed by the losses incidental to his success. The single idea would be that the road to London was open, and the effect of that idea would be for the hour such as the world has never witnessed.

The Promise of Currency Reform (New York Herald, May 31.)

The chief reason for the recent hard times is the fact that Mr. McKinley repudiated the implied pledge made in his last campaign to temporarily cease to all the democrats whose votes made his election possible, began his administration wrong end first.

The country needs the currency that he was elected, and immediate steps to secure a rational monetary system on a sound basis, and that is the confidence at home and abroad, a failure to take those steps has kept alive the distrust of foreign investors and caused them to withdraw their money from our country, and has made even our home capitalists afraid to launch out into new enterprises.

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New Roller Bridge at Cherbourg.

The new roller bridge which crosses the Charles X basin of the port of Cherbourg is of steel, 180 feet long, 17 feet wide, and serves for ordinary and rail traffic. It rests on a sort of double bogie, and on each side are two pairs of wheels bearing a cross piece, about the horizontal axis of which the whole bridge oscillates, the bogie thus allowing the motion not in a horizontal but in a vertical plane, which is the most novel and interesting feature of the bridge. When in the lower position, at which the track is on a level with track on shore, the bridge rests on iron shoes. When it is to be withdrawn, the central plunger first lifts it 42 inches, then the hydraulic rams, placed under the bridge in the usual way, come into play and pull the bridge by means of chains. The main vertical ram has a diameter of 36.41 inches, the two horizontal rams diameter of 14.2 inches, the thicknesses of the cylinder walls are 2.5 and 6.3 inches.

Bucklen's Arnica Salve

The best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or is a sure and certain remedy for all the above. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per bottle. For sale by R. R. Blumly.

I Miss Thee
I miss thee, O I miss thee, when the radiant morning breaks,
And the sombre shadows fleeing, the slumbering slumbers wake,
I miss thee, O I miss thee, when the stars shine forth anew,
And the roses bear their petals to the freshness of the dew!
I miss thee!

Shall I miss thee, shall I miss thee, when some day in glad surprise,
I look upon the glories of the heavenly paradise,
When I seek thee through its gardens where the blossoms never fade,
Through the green of shining meadow, and the cool of everglade,
Will my quest prove unavailing? Shall I never see thy face,
Hear thy voice of tender sweetness, and thy tender caresses?
Shall I miss thee?

For I love thee past regretting, with a pure and deathly love,
And we parted—not in anger, but for honor's sake and love,
And shouldst thou die in over, and kind death shall set me free,
I shall seek thee, seek thee, seek thee, evermore if need must be,
Katherine S. Mason, in the Boston Courier.

DISOWNED HIS \$1,000 BILL.

The Strange Conduct of a Passenger on the Night of a Bank Robbery (New Haven Leader.)

The recent attempt of young King to get away with \$300,000 from the First National bank has drawn forth some incidents connected with that institution's previous experiences. The following one given us by a New Haven man is connected with the robbery of about 1869, when some \$400,000 was lifted from the bank's vaults by an elaborate work plan. The method by which they worked, hiring a barber shop next to the bank and running it for several months, while drilling through the division wall, is familiar to the press, but a little incident which is not generally known is this:

On the night of the robbery the late Conductor "Hez" McKinley of this city took charge of his "owl" train at Springfield. Among his passengers he noticed particularly three or four well-dressed men, though they did not evince any connection with the work and were not seated together. One of these men had no ticket, and, saying he was going to New Haven, produced a bill in a casual manner to pay the fare. McKinley was phased at the size of the bill—a crisp \$1,000 bank note—and would have to hand him the change after the next stop, Hartford. At Hartford he got the money, and as the train started went through the car to the seat that his man had occupied to square accounts. He identified the passenger carefully and started to hand out the money. The occupant of the seat, however, appeared not to recognize him, gave a blank stare of amazement at the mass of money, and professed to have no knowledge of it, having just got on at Hartford. Though McKinley insisted on the identity and urged the man to take the money, he stoutly refused. When collection of tickets was made this passenger produced some small change and paid fare to Meriden, where he got off the train. The other men left the train at different stations.

At the end of the trip McKinley reported the occurrence at headquarters, and while refusing to hand over the money suggested that it be put in a bank and advertised, which he himself did. No claim was ever made for it. After the robbery the railroad company undertook to claim the money, but McKinley didn't see it in that light. He paid over the fare from Springfield to New Haven and retained the rest, being supported in his action by the opinion of the attorney who allowed a considerable further time for any possible claim. McKinley used the money in nicely furnishing his home. No clue could ever be found as to the source of the money, but, of course, the conjecture was that the bill was probably the product of the bank's funds; that the passenger handed it out by mistake and discovering it when too late, decided to let it all go rather than leave a trail.

Want'd His Furlough Then

Judge North belonged to a Wisconsin regiment during the war and served to the end, barring such time as he was laid up with wounds. He tells some pretty good war stories, all of which lack the heroic tinge so often met with. During the war he only asked for a furlough on one occasion, and then it was to see his mother. He was a warm personal friend of the colonel commanding his regiment, and the latter had repeatedly informed him after he had served a long time that he would grant him a ten days' furlough at any time requested. Shortly before Sherman commenced his march to the sea a sharp battle took place between the division to which Judge North belonged and a heavy confederate force.

Prior to the battle every soldier knew that the fight would be a desperate one, and that many would lose their lives. In following orders Judge North's regiment formed the front line of the advance. The situation these men were placed in was extremely perilous, and every soldier could see the danger for himself, and few entertained hopes of escaping. While the regiment was momentarily expecting orders to advance on the confederate stronghold, the colonel passed along the line. As he approached Judge North, the latter saluted him, and called out so those near him:

"Colonel, have you not repeatedly told me that I could procure a ten days' furlough at any time I applied to you for the same?"

The colonel, who was as pale as a ghost himself, and probably as badly scared as Judge North, replied, rather hesitatingly that such was a fact.

"Then," said Judge North, "I want a ten days' furlough right now, and I want it worse than I ever wanted anything in my life."

The ridiculousness of such a request under the distressing circumstances did not fail to cause a smile to spread among the men who were facing death. —Chicago Record.

One of J. S. Jones' Stories (Memphis Commercial-Advertiser.)

At a matinee recently given for the benefit of Mrs. Bishop Mr. Joseph Jefferson told the following story: "One of his performances of 'Rip Van Winkle' he received a most complimentary letter, asking him to accept a beautiful spring bedstead. The letter expressed such extravagant appreciation of the actor's talents that Mr. Jefferson's modesty prevented him from repeating the expressions. But, he said, the letter concluded with this request: 'I shall be glad if, when, in the third act, you awake from your long slumber in Sleepy Hollow, you will say that you were here a good more soundly and more peacefully if you had had one of Boomer's spring beds.'"

Don't Eat Eggs When Angry.

"Never eat eggs while you are angry," said A. E. Stewart of Boston, according to the St. Louis Republic. "My attention was first called to this strange fact by the tragic and sudden death of a lady acquaintance in Boston several years ago. I accepted her husband's invitation to dine with them. Just as we were going in to dinner a servant did something that caused the lady to fly into a terrible rage. She had been irritable from some minor complaint for several days, and her husband calmed her ruffled feelings sufficiently for the dinner to be eaten in good temper. I noticed that she ate an unusually large amount of soft scrambled eggs. Fifteen minutes after we left the dining room she was a corpse. She died in frightful convulsions before the nearest doctor reached the house. The doctor was unable to ascribe the cause. A few months later I was visiting a brother in Connecticut and one of his sons died under similar circumstances. Before breakfast one morning the boy, who was about 15 years old, had a fight with a neighbor's boy. Before his anger had subsided my nephew was called to breakfast. He ate four soft boiled eggs. Had I known as much then as I do now I would have prevented it. In less than a half hour after breakfast the boy died with exactly the same symptoms that were present when my friend's wife died. This set me to thinking about the matter.

"It wasn't long after this before a Beacon Hill friend of mine expired suddenly after a meal. The doctors, as usual, were divided in opinion on the cause of death. Some of them contended that it was heart disease, whatever that is, and others were still holding out that it was apoplexy. Inquiry by me developed the fact that my friend was very angry when he sat down at the table, and that he ate five eggs. With these developments I searched no further for the cause of his death. He was angry, he ate eggs and he died. These are not links in the chain of cause and effect the human intelligence is incapable of logical thinking."

CAPE FEAR AND YADKIN VALLEY RAILWAY CO. JOHN GILL, Receiver.



CONDENSED SCHEDULE. In Effect May 30th, 1897.

Table with columns for South Bound, MAIN LINE, North Bound, and BENNETTSVILLE DIVISION. Lists stations and times for various routes.

Meals. CONNECTIONS at Fayetteville with Atlantic Coast Line, at Maxton with Carolina Central Railroad, at Sanford with Seaboard Air Line, at Greensboro with Southern Railway, at Walnut Cove with Norfolk and Western Railway.

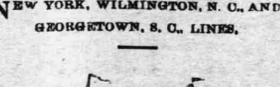
WILMINGTON, NEWBERN & NORFOLK RAILWAY CO.



IN EFFECT SUNDAY, MAY 17, 1897. Daily Except Sunday.

Table with columns for NORTH BOUND, STATION, SOUTH BOUND. Lists stations and times for various routes.

The Clyde Steamship Co. NEW YORK, WILMINGTON, N. C. AND GEORGETOWN, S. C. LINES.



From New York for Wilmington S S PAWNEE... Wednesday, June 16 S S CROATAN... Saturday, June 19 From Wilmington for New York S S PAWNEE... Tuesday, June 22 S S CROATAN... Saturday, June 26 From Wilmington for Georgetown S S ONEIDA... Tuesday, June 15 S S CROATAN... Tuesday, June 22 Through bills of lading and lowest through rates guaranteed to and from points in North and South Carolina. Freight or passage apply to THEO. G. EGGER, Traffic Manager, 12 Bowling Green, New York.

MR. M. S. WILLARD.

Secretary Carolina Insurance Co. DEAR SIR—Allow me to thank you for the prompt and equitable settlement made by you today as General Agent of the Carolina Insurance Company, in the payment in full of the loss on the Hemenway School building, recently destroyed by fire. The settlement made is entirely satisfactory to the School Committee and it is evidence that the Company's affairs are in the right hands and that your patrons' interests will be fully protected and their losses settled with the least possible delay. It gives me pleasure to volunteer this statement and you can use it in any way that you see fit. Yours very respectfully, (Signed) JAMES F. POST, JR., Chairman School Committee, District No. 1. Losses unpaid at this date in the Carolina Insurance Company..... None.

ATLANTIC COAST LINE.

Schedule in Effect May 27th, 1897. Departures from Wilmington: NORTHBOUND.

DAILY No. 48—Passenger—Due Magnolia 3:00 a. m., 10:40 a. m., Warsaw 10:55 a. m., Goldsboro 11:55 a. m., Marion 12:05 p. m., Rocky Mount 1:20 p. m., Tarboro 2:50 p. m., Weldon 4:30 p. m., Petersburg 5:55 p. m., Norfolk 6:55 p. m., Washington 11:10 p. m., Baltimore 12:55 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., Boston 8:00 p. m.

DAILY No. 49—Passenger—Due Magnolia 7:15 p. m., Baltimore 12:55 p. m., Philadelphia 3:45 p. m., New York 6:53 p. m., Boston 8:00 p. m., Washington 11:10 p. m., Norfolk 6:55 p. m., Petersburg 5:55 p. m., Weldon 4:30 p. m., Rocky Mount 1:20 p. m., Tarboro 2:50 p. m., Marion 12:05 p. m., Goldsboro 11:55 p. m., Warsaw 10:55 p. m., Magnolia 3:00 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH. DAILY No. 48—Passenger—Leave Boston 5:45 p. m., New York 9:00 p. m., Philadelphia 12:05 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 5:55 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weldon 11:50 a. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:10 p. m.

DAILY No. 41—Passenger—Leave Boston 9:40 a. m., New York 9:30 a. m., Philadelphia 12:35 p. m., Baltimore 3:45 p. m., Washington 5:25 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., Norfolk 8:20 p. m., Washington 9:30 p. m., Baltimore 10:30 p. m., St. Augustine 10:30 a. m., Tampa 5:45 p. m.

FROM THE SOUTH. DAILY No. 54—Passenger—Leave Tampa 12:15 p. m., Sanford 2:19 p. m., Jacksonville 7:00 p. m., Savannah 12:45 night, New York 9:30 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 8:05 p. m., New York 4:55 p. m., Sumter 6:45 a. m., Florence 5:55 a. m., Marion 9:34 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:55 a. m., 8:07 a. m.

DAILY No. 54—Passenger—Leave Tampa 12:15 p. m., Sanford 2:19 p. m., Jacksonville 7:00 p. m., Savannah 12:45 night, New York 9:30 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 8:05 p. m., New York 4:55 p. m., Sumter 6:45 a. m., Florence 5:55 a. m., Marion 9:34 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:55 a. m., 8:07 a. m.

Train on the Scotland Neck Branch Road leaves Weldon 11:30 a. m., arrives Scotland Neck at 5:20 p. m., returning leaves Kinston 7:50 a. m., Greenville 8:22 a. m., arriving at 11:20 a. m., Weldon 11:40 a. m., daily except Sunday.

Train on Washington Branch leaves Washington 8:20 a. m. and 3:00 p. m., arrive Farme 8:10 a. m. and 8:20 p. m., arrive Washington 11:00 a. m. and 7:20 p. m. Daily except Sunday.

Train leaves Tarboro, N. C., daily except Sunday, 5:30 p. m., Monday, 4:05 p. m., 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m., returning leaves Tarboro 9:30 a. m., Greenville 8:22 a. m., arriving at 11:20 a. m., Weldon 11:40 a. m., daily except Sunday.

Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 7:10 a. m., arriving Smithfield 8:20 a. m., returning leaves Smithfield 9:00 a. m., arrive at Goldsboro 10:25 a. m.

Train on Nashville Branch leaves Rocky Mount 12:30 p. m., arrives Nashville 3:30 p. m., Spring Hope 5:30 p. m., returning leaves Spring Hope 8:00 a. m., Nashville 9:35 a. m., arrive at Rocky Mount 9:05 a. m., Daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:11 a. m., arrive at 10:10 a. m., returning leaves Clinton 7:00 a. m. and 11:30 a. m.

Florence Railroad leaves Pee Dee 9:10 a. m., arrive Latta 9:30 a. m., returning leaves Latta 10:30 a. m., arrive at Florence 11:20 a. m., Rowland 10:00 a. m., returning leaves Rowland 6:10 p. m., arrives Dillon 6:30 p. m., Latta 6:44 p. m., Pee Dee 7:08 p. m., daily.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:40 p. m., leave Conway 3:45 p. m., Chadbourn 5:30 p. m., arrive Hub 6:30 p. m., Daily except Sunday.