

Railroad Engineer

Testifies to Benefits Received From Dr. Miles' Remedies.



There is no more responsible position on earth than that of a railroad engineer. On his steady nerves, clear brain, bright eye and perfect self command depend the safety of the train and the lives of its passengers.

1865 1899. Wanted. Immediate help. You can get it here. Dr. Miles' Remedies.

W. B. BROWN, Notary Public.

S. P. GRAVKS, Attorney-at-Law.

Dr. John E. Banner, Dentist.

T. B. McCARGO, Notary Public.

GEO. W. SPARGER, Attorney-at-Law.

J. H. Blakemore, Photographer.

Fine Stock for Sale.

Dr. Boykin's Worm Killer.

THE STATE Normal and Industrial College.

Atlantic & Yadkin.

CAPT. J. W. FRY, MR. H. L. FRY AND MR. J. C. MURCHISON REAPPOINTED.

The New Company Now Operating the Atlantic & Yadkin Railway and its Branches.

Under the announcement made by General Manager Jno. B. Kenly, of the Atlantic Coast Line, the passenger trains on the Atlantic and Yadkin railway, formerly the Cape Fear and Yadkin Valley railway, began running into the Front street station of the Atlantic Coast Line yesterday, and the freight trains arrived at and departed from the Coast Line's freight yards.

Yesterday General Manager Kenly issued a circular announcing that the following appointments for the Atlantic and Yadkin took effect February 15th.

Assistant General Manager—J. W. Fry, office at Wilmington.

Engineer of Roadway—E. B. Pleasant, office at Wilmington.

Assistant Engineer—H. L. Fry, office at Greensboro.

Superintendent of Motive Power—T. H. Smyington, office at Wilmington.

Purchasing Agent—F. H. Fehdig, office at Wilmington.

Train Master—J. C. Murchison, office at Greensboro.

Car Accountant—F. Flanagan, office at Wilmington.

The annual passes issued by the receiver and general manager of the former Cape Fear and Yadkin Valley Railway Company, will be honored on the Atlantic and Yadkin railway until further notice.

In view of the necessity for more room for the adding department of the Coast Line, to accommodate the increased force made necessary by the purchase of the Cape Fear and Yadkin Valley railway, the office of Mr. W. Flanagan, the car accountant, has been moved from the Atlantic Coast Line building into the north room on the first floor of Mr. G. L. Gieschen's building, on Front and Red Cross streets, just opposite his former office.

The second battalion of the Third volunteer engineers sailed for Cuba on last Friday.

Foul-Smelling Catarrh.

Catarrh is one of the most obstinate diseases, and hence the most difficult to get rid of.

There is but one way to cure it. The disease is in the blood, and all the sprays, washes and inhalant mixtures in the world can have no permanent effect whatever upon it.

Mr. B. P. McCallister, of Harrodsburg, Ky., had Catarrh for years. He writes: "I could get no improvement whatever, though I was constantly treated with sprays and washes, and different inhalant mixtures, but I could not feel that each winter I was worse than the year previous."

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S.S.S. The Blood. Purely Vegetable, and is the only blood remedy guaranteed to contain no dangerous minerals.

Charges brought against Judge Brown by Representative White were investigated by the house judiciary committee and there was no evidence to sustain them.

The Raleigh News and Observer says that in the distribution of aims in that city the color line was not apparent, the need of both races being helped alike.

The United States Senate has passed a bill creating the office of admiral of the navy. Rear Admiral Dewey, it is understood, will be named for the office.

WILBUR R. SMITH, LEXINGTON, KY.

A Good Road Bill.

Our State has suffered as much for want of good roads as she has for the miserableness of her free schools. If we had good roads we would have better schools. Having neither schools nor roads worthy of the name, and both being essential to prosperity, it is not to be wondered that we stand in poverty, boasting of our resources, and marveling how both exist in so great measure in one and the same land.

Day in and day out we have seen a man busily stirring back and forth in the State Capitol. He rides a "hobby," they say, and others declare that a "hobby" rides him.

The bill authorizes County Commissioners to levy a road tax. Of course you protest; it is so much more expensive and pleasant to throw ten times as much into the road on the way to town.

The rebels, so far as the lookouts on the ships could discover, remained quiet throughout the night. At 9 o'clock on Saturday morning, the 11th, the gunboat Petrel signalled to the cruiser Boston that the rebels were working in their trenches.

It is so long that when it was finished it was discovered that it could not turn the curves of the siding leading from the shops where it was built to the main line of the Reading Railroad, and the workmen were compelled to jack it up several times in order to overcome this unforeseen difficulty.

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THE CAPTURE OF ILOILO

AFTER BOMBARDMENT MARINES LAND WITHOUT OPPOSITION.

No Casualties Among United States Troops—Americans Now in Possession of Town.

General Miller reports to the War Department that the city of Iloilo was taken on the 11th inst. and held by the American troops. The insurgents were given 24 hours to surrender, but their hostile actions brought on an engagement during the morning. The insurgents fired the native portion of the town, but with little loss of property to foreign inhabitants. No casualties among the United States troops.

On receipt of instructions from Manila, General Miller sent native commissioners ashore from the U. S. transport St. Paul, with a communication for the rebel governor of Iloilo, calling upon him to surrender within the time stated, and warning him not to make a demonstration in the interval. The rebels immediately moved their guns and prepared to defend their position. The Petrel thereupon fired two warning guns, the rebels immediately opening fire upon her. The Petrel and the Baltimore then bombarded the town, which the rebels vacated, after setting it on fire. American troops were promptly landed and extinguished the fires in all cases of foreign property, but not before considerable damage had been done.

A Manila special of Feb. 14th gives the following additional particulars of the capture of Iloilo: On Friday morning, Gen. Miller sent an ultimatum to the command of the rebels on shore, notifying him that it was his intention to take Iloilo, by force if necessary. Non-combatants and foreigners were notified to leave the town within 24 hours. The rebels were also warned that they must make no further belated preparations. The gunboat Petrel was then moved to a position close in shore and near the rebel fort, while the cruiser Boston took up her station at the other end of the town. Friday passed quietly. During the day many refugees left the town of Iloilo, the majority of whom were taken on board foreign ships lying in the harbor. Search lights from the United States war ships were kept illuminating the town and its defenses all night long.

The rebels, so far as the lookouts on the ships could discover, remained quiet throughout the night. At 9 o'clock on Saturday morning, the 11th, the gunboat Petrel signalled to the cruiser Boston that the rebels were working in their trenches. In return the Petrel was ordered to fire warning shots upon the town from her three positions. This warning, and the rebels replied with a harmless fusillade. The Boston and the Petrel then bombarded the rebels' trenches, completely clearing them of their occupants in a very short time. Soon after the bombardment began flames broke out simultaneously in various parts of the town. Thereupon forty-eight marines, acting as infantry and artillery, were landed from the Boston, and a company was sent ashore from the Petrel. These detachments marched straight into the town of Iloilo, and hoisting the stars and stripes over the fort, took possession of the place in the name of the United States. The capture of the town and its defenses having been accomplished, the marines and soldiers who had been sent ashore proceeded to save the American, English and German consulates from destruction by fire which was raging among the inflammable buildings of the town. The Swiss consul's residence, which was in the same row as the consulates named, was burned. The entire Chinese and native sections of the town were destroyed, but foreign mercantile property escaped with slight damage. There was some desultory firing by the enemy in the outskirts of Iloilo, but not a single American was injured. General Miller's force had complete control of the situation when the Petrel sailed from Iloilo for Manila. The Sixth United States artillery regiment occupied a position commanding both the bridges leading into the town, and the Tennessee volunteers and the Eighteenth United States Infantry were occupying the trenches that had been constructed by the rebels.

Manila, February 15.—Col. Potter, who arrived from Iloilo yesterday, says: "On Sunday afternoon Gen. Miller ordered a reconnaissance in force to ascertain the position of the enemy. Keller's battalion of the Eighteenth United States Infantry, with two Hotchkiss guns and one Gatling gun, encountered the enemy midway between Iloilo and Jaro. There was a large body of them, occupying both sides of the road, and they met the advance of the American troops with a severe and well directed fire. The Americans deployed and returned the fire with a number of volleys. The troops advanced steadily, supported by the Hotchkiss and Gatling guns, and drove the enemy through Jaro to the open country beyond. Jaro was found to be deserted, save for a few Chinese, and portable property had been removed. Four American soldiers were wounded, and the rebel loss was heavy."

When compared with a regulation locomotive, some idea of the monster proportions of this giant locomotive can be obtained. An ordinary shifting engine looks like a child's toy when drawn up alongside.

It is only six miles from Mount Airy and three miles from White Plains. For any information, address, THE BRADFIELD REGULATOR CO., ATLANTA, GA.

The Ninth regiment of regular infantry, now at Madison Barracks, New York, has been ordered to go to San Francisco and to be held in readiness to go to Manila.

The United States army transport Sheridan, on the 16th inst., started on her long voyage with troops for Manila by way of the Suez canal.

Constipation, Headache, Billousness, Heartburn, Indigestion, Dizziness, etc.

Hood's Pills

CASTORIA For Infants and Children.

POET JONES.

PARM FOR SALE.

CASTORIA For Infants and Children.

Mad-dog Bites Twelve Persons.

When an alarm was given yesterday afternoon that a mad dog was in the community, mothers cautioned their children about leaving the yard, while men looked to their dogs to see if they were in good condition, as there was no telling at what minute they might have to use them. The first report came from Brooklyn, an eastern suburb of Charlotte, saying that a mad dog had just bitten a colored man.

Later in the evening he attacked Rev. G. A. Page and succeeded in breaking the fish on his arm before he could be driven away.

This morning as Chief Orr and Mr. Geo. Gifford were going to the fire and when they had reached Caldwell street, a negro called their attention to the dog which had just passed them and asked them to kill it, as it was mad, and was biting everybody and everything that came in its way.

Up to the present writing there are twelve persons who were bitten and probably other cases will develop later on.

It was, indeed, a pathetic sight to see grown men and women and one little girl in Dr. O'Donoghue's office waiting for their time to come to have the mad stone applied to their wounds. The following are the names of some of those who applied to Dr. O'Donoghue for relief: Rev. G. A. Page, Miss Adele Lawrence and Messrs. Scott, who works at Oates' cotton factory, and J. E. Pierce, who lives on South Tryon street, and Carr, who owns a grocery store on North Caldwell street, besides three negro men whose names could not be ascertained.

A reporter visited Dr. O'Donoghue's office and learned some interesting facts in regard to the mad stone which has kept a record of all patients treated by himself (some three hundred), and out of this number that had the mad stone applied, only two died, one a little girl, who received a bite on the arm, and the other an old man. Continuing the doctor said: "Science does not recognize the mad stone in the treatment of hydrophobia, but notwithstanding that, we have here a list of three hundred cases treated in this manner and only two deaths. This treatment speaks for itself and the people believe that it will remove all danger of the disease if applied in time."

The mad stones owned by the doctor are now about the size of a large pea can, though he says they were at one time as large as an ordinary egg. They are supposed to have formed in the stomach of some animal, in all probability a deer.—Charlotte News.

A monster mountain climbing locomotive, built to ascend the steep grades of the Lehigh Valley railroad, has just been completed at the Baldwin Locomotive Works, Philadelphia. This engine, which is claimed to be the largest locomotive ever constructed in the United States, is known as a compound condensation engine, and weighs 115 tons.

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The Maine Victims.

CEREMONY IN MEMORY OF THOSE WHO PERISHED AT HAVANA ONE YEAR AGO.

The Graves Beautifully Decorated by Friends. Occasion one Long to be Remembered.

Havana, Feb. 15.—11:30 A. M.—The sun shone brightly this morning for the first time in several days upon the wreck of the United States battleship Maine, destroyed in Havana harbor on the evening of February 15, 1898, was decorated with a large American flag. At 9 o'clock the stars and stripes were hoisted at half mast by Captain Eaton, of the United States auxiliary cruiser Resolute, who, with Mrs. Estes Rathbone and Mrs. Dudley and ten sailors of the Resolute, rowed to the sunken battleship. The only others taking part were a battalion, with officers, of the First Maine heavy artillery.

An immense row of greens was festooned about the fighting top, each loop hung with laurel wreaths four feet in diameter, and tied with red, white and blue ribbon. The Cuban club of Havana had placed an artificial wreath on the boat crane and this Captain Eaton transferred to the peak of the gaff.

At 10 o'clock high mass was celebrated in memory of the Maine victims in the Mercedes Church, at which Major General Ludlow and several of his staff were present. The ceremony, which was very impressive, was attended by Brigadier General George R. Ernest, representing Major General Brooke; Commodore B. J. Cromwell, Captain of the port and other naval officers, the city council, the executive committee of the Cuban Assembly and other members of the assembly, the secretaries of the civil departments and many officials of the better classes were in the congregation, which crowded the edifice.

This afternoon the graves at Colon cemetery were decorated in the presence of American officials, military and naval attaches participating.

The numerous graves were thickly covered with flowers. Father Sherman had been invited by Mrs. Rathbone, who is President of the Woman's Association, to read prayers at the grave side and he appeared at the American club, from which the procession started, in full vestments and with the assurance that Mr. Santander, the Bishop of Havana, had given his consent.

Commodore Cromwell said that, as the Bishop was not willing that a protestant chaplain should officiate, he (Commodore Cromwell) would not consent to the reading of prayers by Father Sherman. The latter thereupon went to his hotel. He had deferred his sailing on receipt of Mrs. Rathbone's invitation.

Commodore Cromwell informed the newspaper correspondents that the sailors felt deeply on the subject, regarding the ceremony of decorating distinctly a naval affair. Therefore he could not permit any except a naval chaplain to officiate. Although he was quite willing that both a protestant and Catholic clergyman should act.

Cause for Gratitude. "I cannot speak too highly of Hood's Sarsaparilla. It has cured me of a bad cough and given me a good appetite. My little girl had a stomach trouble and did not see a day out of bed to the time she began taking Hood's Sarsaparilla. It was a great cure for her."—Mrs. T. H. STEINER, Stephen's City, Va.

Hood's PILLS cure all liver ills. Mailed for 25 cents by C. I. Hood & Co., Lowell, Mass.

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Constipation, Headache, Billousness, Heartburn, Indigestion, Dizziness, etc.

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CASTORIA For Infants and Children.

ROYAL BAKING POWDER

ABSOLUTELY PURE. Makes the food more delicious and wholesome.

John Wesley's House.

A sum of \$5000 having been provided by an anonymous donor for the purpose of maintaining John Wesley's house in the City Road, London, as a permanent Wesleyan museum, the formal opening has taken place. The rooms are three in number. Hundreds of Americans and other visitors annually make a pilgrimage to these rooms, which are today in much the same condition in which they were in Wesley's time.

Deeply interesting and affecting is the room in which Wesley died. In the front room is the high-backed, comfortable chair in which he used to sit and in which the presiding site when presiding over a conference. On the landing stands the old "grandfather's clock," once Wesley's, and on the bureau the famous tea-pot presented by Wedgwood to Wesley. The lid is gone and the spout is broken, but an American offered \$2000 for the tea-pot. The house was finished eleven months after the chapel, and Wesley first occupied it, as he says in his journal, on October 8, 1779. The third room on the floor is the "prayer room," which Wesley used to enter at 4 o'clock each morning. All these interesting relics are now permanently preserved.—The Congressionalist.

Chamberlain's Cough Remedy in the City of Chicago.

Hisgen Bros., the popular South Side druggists, corner 6th-st. and Wentworth-av., say: "We sell a great deal of Chamberlain's Cough Remedy, and find that it gives the most satisfactory results, especially among children for severe colds and croup." For sale by Taylor & Banner, Druggists.

The Norfolk Virginian and Pilot has been studying figures and it discovers some peculiarities worthy of mention in those constituting the present year. It says: "1899 is composed of nine, for 18 is twice 9. Taken backward it is still all nines, for 18 is 9 times 2, as 99 is 9 times 11, and 8 and 9; and 9 is said to be the magic number."

ALL WOMEN AGREE.

A druggist in Macon, Ga., says: "I have sold a large quantity of Mother's Friend, and have never known an instance where it has failed to produce the good results claimed for it. All women agree that it makes labor shorter and less painful."

Mother's Friend

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