

BOUND FOR CALIFORNIA.

If Peter Jones entertained a passion for pretty Edna Fletcher, nobody knew it but himself, for he was one of those honest, retiring, soft hearted natures that never tell of their finer feelings.

Discouraged by his small chances of success, for Edna, like most pretty girls, was a bit of a flirt, Peter accepted a profitable offer to go to California and leave Port Raynor.

Peter was scarcely missed in the social gatherings that made the summer houses pleasant at Port Raynor, but Edna wondered what made them all so suddenly dull to her.

She had plenty of attention from her old friends and neighbors and from all the visitors who saw her pretty face and graceful movements. But her hero did not appear, and Peter Jones was in California.

He was growing rich in California, Mr. Fletcher said, being a good business man, with a fine opportunity made for him by the firm which had sent him out. He would find some fair, gentle girl who was not petulant and would give the return he deserved for his love and devotion, and he would marry her, of course, and never come back to Port Raynor. And here the sigh would have its way.

Mrs. Fletcher was surprised that at 21 Edna, the most attractive girl at Port Raynor, was Edna Fletcher still. Tom and Will were both married and living in the city, where Edna spent the winters with them and had rejected several offers. She would not acknowledge to her own heart that all her love had been given to Peter.

Three years Peter Jones had been in California and had been placed at the head of the branch house there, working faithfully in the interest of his employers and slowly but surely making his own fortune.

It was dusk on a summer evening when the train drew up at the Port Raynor station and one gentleman stepped out upon the platform.

"No baggage," he said to the waiting porter, and he sauntered up the road toward the Jones farm.

But the same road led him first to the gate of Mr. Fletcher's large, handsome house. There was no group upon the porch, as there had been always in the old times. "Of course not," the newcomer thought impatiently. "All the young folks are married and away."

He had hesitated at the gate, and he thought he could spare time for a short call, only to inquire for Mr. and Mrs. Fletcher, old friends, who demanded some courtesy from a neighbor so long absent.

He went across the grass to the low French window. This had been always his path to the house, and he smiled as he found himself on the spot where he had left Edna three years before.

"I'll go to the front door and ring," he thought, but going a moment to glance through the half closed blinds.

Two figures, dim in the gathering darkness, were on the sofa. Both wore light dresses, and they were close together, as if talking confidentially. Peter did not think that he was being an eavesdropper. He only lingered because he recognized a voice whose tones had always been the sweetest music in his ears.

"But why need I marry anybody?" That was what Edna said. Not married—not married!

Peter did long to shout the words, but a quiet, low voice answered:

"You need not, Edna. But papa and I wonder sometimes if our little girl's heart is really so set against marriage or if she is hiding some secret from us."

"Secret! I never had a secret!" "You are not engaged, then, without our knowledge?"

"No. How could you think such a thing?"

"And you really have never loved any of your suitors?"

Silence. Peter Jones knew that he was playing a very mean part, that he had no right to wait for the unveiling of a maiden's heart in this sly fashion, and yet he could not stir.

"Was there any one, Edna," Mrs. Fletcher said very gently, "who won my daughter's heart and did not know the treasure was his?"

A choking voice answered: "Yes, mamma, but don't ask me who it was. He—he was—nobody in particular."

Peter Jones walked around to the front door and rang the bell. Nobody would have guessed by his quiet manner that his heart was throbbing with suffocation, his hands cold, his head dizzy with the sudden rush of great hope.

There was light in the wide drawing room where presently Mr. Fletcher and Edna came to greet him, and Edna, prepared by his card, was self possessed and gracious. She had changed in those three years and lost her petulance, was more womanly and yet as pretty as ever. And Peter Jones knew that the love in his heart was not conquered, but strong as death there still.

"Well, just to think of it!" Mrs. Jones said when she came home from the wedding. "That Edna should refuse such splendid offers as she has had marry our Peter! She was always talking about grand, heroic men, and he has not even a name—only the one we gave him. Dear, dear!"

"You'll be contented, Edna?" Peter said when they stood on the steamer's deck, bound for California. "You know, dear, I'm only a business man there as here. Nobody in particular."—New York News.

There is no pleasure in life if you dread going to the table to eat and can't rest at night on account of indigestion. Henry Williams, of Booneville, Ind., says he suffered that way for years, till he commenced the use of Kodol Dyspepsia Cure and adds, "Now I can eat anything I like and all I want and sleep soundly every night." Kodol Dyspepsia Cure will digest what you eat. J. E. Hood.

Poisonous Effects of Weariness.

The eating of "high" game is undoubtedly attended with risks, and the poisonous effects are probably due to the toxins produced in the earlier stages of the putrefactive process. The advantage, of course, of hanging game is that the flesh becomes tender and decidedly more digestible than when it is quite fresh. The ripening process, however, may mean the elaboration of toxins.

It has been stated that the production of the characteristic flavors of game is related directly to the amount of sulphuretted hydrogen or sulphur alcohol set free, but it is rather repulsive to think that the delicate flavor of game is dependent upon that invariable product of decomposition of rotten eggs—sulphuretted hydrogen. The smell evolved during cooking of "high" game is even more disgusting.

Fresh game sometimes sets up mysterious poisonous symptoms which have been attributed to the fact of the game having been overhunted and fatigued. Fatigue products indeed have been separated from overhunted game which, when injected into a healthy animal, have produced marked poisonous effects. There is no doubt that fatigue products under certain circumstances are also elaborated in the human body and give rise to a species of self poisoning, characteristic symptoms of which are headache, stupor and gastric and intestinal pains. The flesh of overdriven cattle may prove poisonous from the same cause.—Lancet.

Wisconsin's Building.

Commissioners from Wisconsin, who have charge of the exhibits from that state at the Pan-American Exposition, have selected a site for the State building. About 20 acres have been set apart on the eastern side of the Exposition grounds for state and foreign buildings. The site chosen for the Wisconsin building is nearly opposite the large buildings of the National governments just south of one of the mirror lakes and south of the Ohio building. It will overlook the Esplanade, with its wonderful fountains and gardens, and a number of the large buildings will be in full view. The Wisconsin commission are Willard A. Van Brunt and George B. Burrows of Madison, B. E. Edwards of Lacrosse, Charles Reynolds of Sturgeon Bay and George H. Yule of Kenosha. Wisconsin will spend \$25,000 on her building and exhibits at Buffalo.

Buildings Going Up.

The magnificent buildings which are to house the exhibits of the Pan-American Exposition at Buffalo next summer are fast progressing toward completion and will soon be ready for all quarters of the American continent. The scene upon the grounds of the Exposition, in the northern part of the city, including part of the famous Delaware Park, is a busy one, and every day sees some definite progress made in the construction work. Conditions have been very favorable to rapid work, and the Pan-American Exposition bids fair to break the record in the matter of swift construction of Exposition buildings and their entire completion before the time arrives to open the gates to the general public.

Connecticut at Pan-American.

The state of Connecticut is getting together a large display that will represent her farm, fruit and dairy interests at the Pan-American Exposition next year. Benjamin H. Lee of Hartford is the commissioner in charge of the work, and he is assisted by a committee composed of N. S. Platt, chairman, New Haven; Professor C. S. Phelps, secretary, agricultural station, Storrs; J. A. Dubon, Poquonock; Professor A. G. Gulley, Agricultural college, Storrs; E. H. Jenkins, agricultural station, New Haven; J. B. Noble, dairy commissioner, Hartford; B. C. Patterson, master of state grange, Torrington.

Early Use of Pigeons.

Pigeons were employed in early Egyptian days, navigators taking them on their galleys and liberating them when they arrived at their destination in order to announce their safe arrival to their friends or employers. The Romans utilized them in communicating with each other in wartime.

DeWitt's Witch Hazel Salve will quickly heal the worst burns and scalds and not leave a scar. It can be applied to cuts and raw surfaces with prompt and soothing effect. Use it for piles and skin diseases. Beware of worthless counterfeits. J. E. Hood.

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CONDENSED SCHEDULES.

TRAINS GOING SOUTH

DATED July 22d, 1900.	No. 33, Daily	No. 35, Daily	No. 37, Daily	No. 39, Daily	No. 41, Daily	No. 43, Daily
Leave Weldon	A. M. 11:50	P. M. 8:52				
Ar. Rocky Mt.	1:00	8:52				
Leave Tarboro	12:21		6:00			
Ar. Rocky Mt.	1:05	9:52	6:37	5:15	3:53	
Leave Wilson	1:50	10:35	7:10	5:57	3:0	
Leave Selma	2:55	11:10				
Ar. Fayetteville	4:30	12:23				
Ar. Florence	7:25	2:24				
Ar. Goldsboro	P. M. 7:55	A. M.				
Ar. Goldsboro					5:30	
Ar. Magnolia					7:51	
Ar. Wilmington					9:30	6:00

TRAINS GOING NORTH

No. 75, Daily	No. 77, Daily	No. 79, Daily	No. 81, Daily	No. 83, Daily	No. 85, Daily
Ar. Florence	A. M. 9:50	P. M. 7:30			
Ar. Fayetteville	12:20	9:41			
Leave Selma	1:50	10:54			
Ar. Wilson	2:35	11:38			
Ar. Wilmington	A. M.	P. M. 7:00	A. M.		
Ar. Magnolia		8:30		11:10	
Ar. Goldsboro		4:50		9:37	12:28
Leave Wilson	P. M. 2:55	A. M. 11:33	P. M. 10:45		
Ar. Rocky Mt.	3:30	6:10	12:07	11:36	
Leave Tarboro	12:21	6:46			
Ar. Rocky Mt.	3:30	12:07			
Ar. Weldon	4:32	1:00			

Train on the Kinston Branch Road leaves Weldon 8:55 p. m., Halifax 4:17 p. m., arrives Scotland Neck at 6:08 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:55 a. m., arriving Halifax at 11:15 a. m., Weldon 11:53 a. m., daily except Sunday.
H. M. EMERSON, Gen'l Pass Agent;
J. R. KENLY, Gen'l Manager.
EMERSON, Traffic Manager.

Atlantic & N. C. Railroad
TIME TABLE No. 18.
November 3, 1900.

EASTBOUND TRAINS.

STATIONS.	Passenger, Daily.		Mixed P. C. and Pass. Daily except Sunday.		Passenger, Sunday Only.
	P. M.	A. M.	P. M.	A. M.	
Goldsboro	8:40	7:00	8:40	7:40	
Best's	4:00	7:30	4:00	8:00	
LaGrange	4:09	8:15	4:09	8:09	
Falling Creek	4:20	8:27	4:20	8:20	
Kinston	4:32	9:14	4:32	8:30	
Caswell	4:46	9:26	4:46	8:46	
Dover	4:55	10:15	4:55	8:55	
Core Creek	5:07	10:40	5:07	9:07	
Tuscarora	5:19	11:15	5:19	9:21	
Clark's	5:26	11:31	5:26	9:26	
Newbern	5:50	1:00	5:50	9:50	
Riverdale	6:15	2:12	6:15	10:15	
Croatan	6:18	2:20	6:18	10:18	
Havelock	6:30	2:32	6:30	10:30	
Newport	6:43	3:34	6:43	10:43	
Wildwood	6:49	3:47	6:49	10:49	
Atlantic City	6:54	3:47	6:54	10:54	
Morehead City	7:07	4:15	7:07	11:07	
Morehead Depot	7:15	4:28	7:15	11:15	

WESTBOUND TRAINS.

STATIONS.	Passenger, Daily.		Mixed P. C. and Pass. Daily except Sunday.		Passenger, Sunday Only.
	P. M.	A. M.	P. M.	A. M.	
Goldsboro	11:05	8:15	11:05	8:00	
Best's	10:45	7:35	10:45	7:35	
LaGrange	10:35	7:05	10:35	7:05	
Falling Creek	10:25	6:35	10:25	6:35	
Kinston	10:15	6:05	10:15	6:05	
Caswell	9:55	5:15	9:55	5:15	
Dover	9:45	4:20	9:45	4:20	
Core Creek	9:30	4:00	9:30	4:00	
Tuscarora	9:20	3:35	9:20	3:35	
Clark's	9:15	3:25	9:15	3:25	
Newbern	8:50	2:47	8:50	2:47	
Riverdale	8:15	2:10	8:15	2:10	
Croatan	8:00	1:40	8:00	1:40	
Havelock	7:50	1:30	7:50	1:30	
Newport	7:45	1:05	7:45	1:05	
Wildwood	7:35	1:00	7:35	1:00	
Atlantic City	7:25	1:00	7:25	1:00	
Morehead City	7:15	1:00	7:15	1:00	
Morehead Depot	7:05	1:00	7:05	1:00	

S. I. DILL, Superintendent.
B. A. NEWLAND, Master Transport.
J. C. LEWIS, Chief Dispatcher.