STEAMERS.

EASTERN CAROLINA DISPATCH

The Fast Freight Line

BETWEEN

New Berne, Eastern North Carolina Points, and Norfolk, Baltimore, Philadelphia, New York, Boston, Etc.—via Elizabeth City, N. C.

THE STEAMERS

EAGLET and VESPER

of this line will run on regular schedule time leaving New Berne every MONDAY, WEDNESDAY and FRIDAY at FOUR P. M., Elizabeth City, and return on the following days.

These steamers, in connection with the Albemarle & N. C. R. R., Norfolk Southern R. R., New York, Phila. and Norfolk R. R., and the Pennsylvania R. R., form a reliable and speedy line offering superior facilities for quick transportation.

No transfers except at Elizabeth City, at which point freight will be loaded on cars to go through to destination.

Direct all goods to be shipped via Eastern Carolina Dispatch, and by the following:

From New York, by Penn. R. R., Pier 27, North River.

From Philadelphia, by Phila., W. & Balto. R. R. Dock St. Station.

From Baltimore by Phila., Wil. & Balto. R. R., President St. Station.

From Norfolk, by Norfolk Southern R. R.

From Boston, by Merchants & Miners Transportation Co; New York and New England R. R.

Rates as low and time quicker than by any other line.

When occasion requires a schedule of four trips per week will be run.

JNO. S. WILSON (Gen. Fgt. Traffic Agent P. R. R.), General Traffic Manager.

GEO. STEPHENS, Division Freight Agent, P. W. & B. R. R., Phila.

S. B. COOKE, General Freight Agent, N. Y. P. & N. R. R., Norfolk, Va.

M. G. MUMFORD, General Freight Agent N. & S. R. R., Norfolk, Va.

GEO. HENDERSON, Agent, Newberne, N. C.

feb19 dw

OLD DOMINION Steamship Company.

SEMI-WEEKLY LINE.

The Old Dominion Steamship Company's (Old and Favorite Water Route, via Albemarle and Chesapeake Canal.

FOR

Norfolk, Baltimore, New York, Philadelphia, Boston, Providence, And all points, North, East and West

On and after MONDAY, JANUARY 9TH, 1888, until further notice, the

Steamer MANTEO, Capt. Southgate,

AND

Steamer NEWBERNE, Capt. Pritchett,

will sail from NORFOLK, Va., for NEW BERNE, via Washington, MONDAYS and FRIDAYS, making close connection with the Steamer of the N. & P. R. R. Co., for Kinston, Trenton, and all other landings on the Neuse and Trent Rivers.

Returning, will sail from NEW BERNE for NORFOLK, direct, TUESDAYS and FRIDAYS, at NINE A.M., making connection with the O. D. S. S. Co.'s ships for New York, B. S. P. Co.'s steamer for Baltimore, Clyde Line Ships for Philadelphia, and M. & M. T. Co.'s ships for Boston and Providence.

Our untiring efforts to please our patrons, and our almost perfect service for the past twelve years, is the best guarantee we can offer all shippers as to what we will do for them in the future.

Order all goods care of O. D. S. S. Co., Norfolk, Va.

Freights not received for shipment after 3 p.m. on sailing days.

Passengers will find a good table, comfortable rooms, and every comfort and attention will be paid them by the officers.

E. B. ROBERTS, Agent

Messrs. CULPEPPER & TURNER, Agents, Norfolk, Va.

W. P. STANFORD, G. F. & P. Agt., New York City.

Change of Pier in New York.

The N. C. Freight Line

FOR NEW YORK, BOSTON, PROVIDENCE, and all point North and West

After this date will receive freight in New York for New Berne at

PIER 7, NORTH RIVER, *Office of New York and Baltimore Transportation Co.*

Merchants should remember that this is our the best Steam Line out of New York, making close connection with Baltimore for New Berne if inside, and only one change.

SEMI-WEEKLY STEAMERS

Between New Berne and Baltimore

(or Balt)

Leaving New Berne for Baltimore TUESDAY FRIDAYS at 1 p.m. Leave Baltimore for New Berne WEDNESDAYS and SATURDAY 4 p.m.

Freights are as follows:

SUREN FOSTER, Gen'l Manager.

99 Lightst., Balt. M.

AS. W. McGARRICK, Ag't, Norfolk, Va.

W. F. Clyde & Co., Philadelphia, 12 South Wharves.

Tome & Balto. Trans. Line, Pier North river N. Sampson, Boston, 33 Central wharf.

R. M. Rockwell, Providence R. I.

R. C. Sink, Fall River, Derrick wharf.

Ships leave—Boston, Tuesdays and Saturdays

" New York daily.

" Baltimore, Wednesdays and Saturday

Fall River, Mondays, Wednesdays Fridays.

" Providence, Saturdays

Through bills lading given, and rates guaranteed to all points at the different offices of packet.

Avoid Breakage of Bulk and Ship via

N. C. LINE. d

Wm. P. Clyde's S. S. GRAY Ag't New Berne

THE

NEUSE & TRENT RIVER

Steamboat Company.

Will run the following schedule on and after January 1st, 1887.

Steamer Trent

Will leave New Berne for Trenton every Monday and Friday at 8 a. m., returning, will leave Trenton every Tuesday and Saturday, touching at all points along the river

Steamer Kinston.

Will leave New Berne for Kinston on Tuesdays and Fridays at 12 o'clock, M. returning, will leave Kinston on Mondays and Thursdays: Touching at all intermediate Landings on Neuse River.

J. J. DISOSWAY at Newbern

W. F. STANLY, Kinston

D. S. BARRUS, Pollocksville

W. E. WARD, Agent at Trenton

M. C. SMITH, Jolly Old Field

J. B. BARRS, Quaker Bridge.

JMWBTK Gen'l Manager.

ob1dw Kinston, N.

Hyde Line Company.

NEW BERNE, N. C., DEC. 1, 1887.

WINTER SCHEDULE OF THE STEAMER

MARGIE.

To go into effect on and after Dec. 1st, 1887.

Monday—Leave New Berne at SEVEN A.M. for Bayboro, stopping at Adams Creek, Smiths Creek, Vandemere and Stonewall.

Tuesday—Leave Bayboro at SEVEN A.M. for New Berne, stopping at Stonewall, Vandemere, Smiths Creek and Adams Creek.

Thursday—Leave New Berne at SEVEN A.M. for Bayboro, stopping at Adams Creek, Smiths Creek, Vandemere and Stonewall.

Friday—Leave Bayboro at SEVEN A. M. for New Berne, stopping at Stonewall, Vandemere, Smiths Creek and Adams Creek.

By this arrangement we are able to make close connection with the Northern steamers, also having good accommodations both for passengers and freight at very low rates, and ask the merchants and producers along its line to give it their cheerful support. Freight received under cover every day of the week.

For further information enquire at the office, foot of Craven street.

Or any of its agents at the following places

ABE LEE, Adams Creek.

R. L. MOORE HOLL, Smiths Creek

D. H. ABBOTT, Vandemere.

C. H. FOWLER, Stonewall.

FOWLER & COWELL, Bayboro.

sep19 dw W. P. BURRUS, G. M.

Steamer Howard,

Independent Steamboat Line.

Commencing MONDAY, the 12th day of September, 1887, the Steamer HOWARD will run the following schedule

For Trenton, every Monday and Friday; Returning every Tuesday and Saturday.

For Pollocksville every Wednesday at 6 a.m., returning the same day.

J. J. LASITTER, Manager.

J. J. DISOSWAY, Agent at New Berne.

Dr. N. H. Street.

Office corner of Pollock and Craven streets.

sep 2 dw3m NEW BERNE, N. C.

Guano, Kainit,

—AND—

SEEDS.

5,000 bush. Rust Proof Oats.

1,000 bush. Meadows' Premium Extra Early Pea (guaranteed stock).

500 bbls. Genuine Early Rose Potatoes (pure and true to name).

200 bush. Extra Early Round Beans

200 bush. Mohawk Beans, Golden Wax' Beans, Radish, Cucumbers, Beets, and Onion Sets.

1,000 tons Meadows' Special Guano (for all crops).

500 tons German Kainit.

200 tons Etiwan Phosphate.

100 tons Dissolved Bone.

100 tons Cotton Seed Meal.

100 tons Agricultural Lime.

FOR SALE BY

E. H. & J. A. Meadows,

COTTON & TRUCK

FACTORS,

AND

MANUFACTURERS OF

MEADOWS' SPECIAL GUANO.

OFFICE: UNION POINT.

NEW BERNE, N. C.

dec30 dwtf

BOOK STORE.

J. L. HARTSFIELD

KINSTON, N. C.,

DEALER IN

BOOKS and STATIONERY

School Books and School Supplies a specialty.

Confectionories,

Tobacco, Snuff, Cigars, Toys Glassware, Crockery, Fishing Tackle, Etc.

ne door south of Loftin's Bank.

Very truly,

J. L. HARTSFIELD.

Sealed Proposals for the Construction of a Bridge Across Neuse River.

STATE OF NORTH CAROLINA—CRAVEN COUNTY.

Office Board County Commissioners, New Berne, Nov. 29th, 1888

The Board of Commissioners of Craven County hereby invites sealed propcsals for constructing and building a Bridge across Neuse River in Craven County, at some convenient place within two miles of the Court House in New Berne, to be determined by the said Commissioners; said proposals to contain plans and specifications for furnishing material and building said Bridge, and the estimated cost of the same. The said Bridge to be so constructed as to permit the easy and unobstructed passage, when going in opposite directions, of all kinds of vehicles, and for the safe and convenient passage of animals and persons to and fro, and shall in all respects conform to the requirements and uses of a first-class Bridge. Said Bridge shall also be provided with a Draw of such dimensions and of such construction as to permit the passage, without delay, of all kinds of steam or sail vessels.

Said Proposals, with plans and specifications, properly sealed, addressed to the Board of Commissioners of Craven county, and endorsed, "Sealed Proposals for constructing a Bridge across Neuse River," shall be filed with the Clerk of the said Board of Commissioners at his office in New Berne, on or before the First Monday in February, 1888, when said proposals will be opened for examination. The Board reserves the right to reject any and all bids, and agrees to pay the sum of fifty dollars for such plan and specifications as may be adopted.

By order of the Board.

ORLANDO HUBBS, Register of Deeds, Ex-officio Clerk.

The Wilmington N. C. Messenger, Goldsboro Argus and Raleigh News and Observer will please publish, for sixty days, once a week, the above advertisement, and send bill or account of same, properly made out, against the County of Craven, and verified, to the Clerk of the Board of Commissioners of Craven County, at New Berne, N. C.

dec1 lawtd O. HUBBS, Clerk.

Craven County Railroad Stock For Sale.

STATE OF NORTH CAROLINA—Craven County

Commissioners' Office,

New Bern, Dec. 17th, 1887.

Sealed proposals for the purchase of Craven County's stock in the Atlantic and North Carolina Railroad Company, will be received by the Board of Commissioners of Craven County at this office on or before the First Monday in February, 1888. Said stock consists of twelve hundred and ninety three shares, of $100 each.

Persons desiring to purchase will state the number of shares wanted and the price they will pay per share.

Said proposals will be properly sealed, endorsed "Sealed Proposals for Purchasing Craven County Railroad Stock, and filed with the Clerk of the Board at the time above specified.

The Board of Commissioners reserves the right to reject any and all bids

By order of the Board.

ORLANDO HUBBS, Clerk Bd. Com.

dec17 dwtf

EDUCATE! EDUCATE!

What Better Can Be Done For The Children?

AURORA ACADEMY

AURORA, N. C.

R. T. BONNER, PRINCIPAL.
MISS E. O. LANGSTON, ASSISTANT.

The Fall Session will open Sept. 3rd, and close Feb. 8, 1888.

Spring Session will open Feb. 11th and close June 13, 1888.

Board and tuition moderate.

Pupils are charged from time of entrance to end of session. No deduction except in cases of protracted illness.

For further information apply to

R. T. BONNER, Principal.

GEORGE ALLEN & CO.

DEALERS IN

General Hardware

Agricultural Implements.

Plows, Harrows, Cultivators, Hoes and Axes,

Wood's Mowers and Reapers, Steam Engines,

Cotton Gins and Presses,

Fertilizers, Land Plaster, Kainit

Méchanics Tools and Hardware, Lime, Brick, Cement, Plaster Hair, Paint, Kalsomine, Varnish, Oil, Glass, Putty and Hair.

Freezers, Refrigerators, Oil Cook Stoves, Eureka Burglar Proof Sash Locks, warranted to give security and satisfaction.

PRICES VERY LOW.

GEO. ALLEN & CO.

THE JOURNAL.

JENNY LIND.

WHENCE com'st thou, Jenny Lind,
Looking thus, unkith'd, unkinned,
With the crowd of common natures—
But away, with higher creatures,
Claiming, somewhere, loftier birth.
'Twixt the heavens and the earth?
Spirit—soul—voice—breath—oh, say,
Art thou made of common clay?
Soul of Music's holiest tone,
Voice from realms to earth unknown,
Spirit gushing through all bound,

Breath, that faints in mellow sound
By what mortal nomenclature
Shall we call thee, glorious creature

Like far-off notes, scarce heard,
Of midnight's sad, sweet bird,
Like sighs, that fall on flowers,
In summer's moonlight bowers,
Like the wild enchantment born
Of the echo-wafting horn,
Like the lark's song as she springs,
On her day saluting wings,
Sweet, oh, sweet these melodies,
Fit to link us with the skies,
But which, like thine, can give
Soul-thoughts to souls that live,
Till each one feels within his breast
'Tis the tone he loves the best:
Like a joy that would be sad,
Like a pain, oh, almost glad,
So, through the breast and brain,
Thrills the heart o'erladen strain,
And the vanquished soul hath known
Triumph—rapture—in a tone:
And the spirit, all subdued
By the chantress to her mood,
Wakes at length with wild surprise
From a vision of the skies:
And the soul comes lingering back
From some long-forgotten track,
And plaudits long and loud
Burst from out the busy crowd;
And the common beam once more
Flits along the checkered floor;
But that pale, pale face so bright,
And those eyes unearthly light,
And the deep, enchanting tone,
All have been and all are gone!

Then sing, sweet Jenny Lind!
Like the wooing, evening wind,
When it meets the chorded strings,
And the changeful music rings:
Oh, be still, as now thou art,
Sovereign mistress of the heart;
To this world of sin and pain
Thou wert never sent in vain—
And thy mission, pure and high,
Is on record in the sky.

—Boston, 1854.

TRUE TO THE DEATH.

BY RUFUS HALE.

"Well, Captain Rayton, I hope you are making progress in your courtship of the beautiful young lady I introduced you to some months ago."

Thus addressed by a friend who had called on him, Rayton, a dark, handsome young man, with black whiskers and ruddy cheeks, stroked his beard complacently as he replied:

"I hope so. Although Miss Weldon has several other suitors, of course I shall 'cut them out.'"

"Have you proposed?"

"Not yet; will do so tomorrow. A month hence expect an invitation to our wedding. By the way, would you believe it?—that sober fellow, Allan Campbell, who formerly was first officer aboard my steamer, is one of Miss Weldon's admirers."

"He is? Why, I always thought him too backward to 'make up' to any girl. Then, again, his voice is like a hurricane, and would, I believe, frighten any woman out of her wits. You certainly have nothing to fear from *him*."

The two friends laughed heartily. The idea of plain Allan Campbell thinking to win the favor of a light-hearted, beautiful girl like Miss Weldon seemed to afford them infinite amusement.

Next day the captain called on the young lady and "proposed," when, to his surprise, the blushing girl gently but decidedly refused his offer, informing him, when importuned, that she was pledged to another.

Chagrined and mortified, he took leave of her, to meet Allan Campbell, in the next street, going in the direction of the house he (Rayton) had just quitted.

Allan was a sturdy young fellow, with irregular but firm features. He was serious and reserved in manner, but what little he said was sensible and to the point, delivered in a deep voice, which, however, was neither rough nor loud. He was steady, truthful and energetic; had worked his way up from before the mast to the position of captain, owning his own vessel—a bark in the West India trade.

The moment Rayton saw him he could not, in spite of his late rejection, help laughing.

"I know whither you are bound, Allan," he said, "but you'll have to change your course. The pretty craft has been captured."

"What craft?" inquired Allan, without the faintest sign of a smile.

"I mean Miss Lucy Weldon. No hope there for even ME now. She told me herself that she was promised to another."

"I know she is: Yesterday I proposed to her, and she accepted me."

"How! What! When was that?" cried the astonished captain.

"At exactly ten minutes past three o'clock."

Rayton started, for he remembered it was just at that time, on the day before, that he and his friend were laughing over the idea of Allan's thinking to win the young lady's regard.

"Come, you are joking," said the chagrined suitor.

"I never joke," was the reply.

"Well, well," continued the other, drawing a long breath, "I thought you were the *last* man she would accept."

"I leave you to your thoughts," answered Allan, moving on.

"She will tire of such a fellow in six months," muttered Rayton, exultingly. "There will be a divorce."

In his rage and jealousy he wished all manner of harm to his fortunate rival.

A month after his meeting with the latter, the wedding took place and although invited to attend it he excused himself.

Three years passed. Captain Rayton had not yet forgotten his disappointment. He often brooded over it, and now, as he stood on the deck of the steamship he commanded, on her way to Havana, the memory of the rejection and the preference given to Allan was again bitterly forced upon his mind by the sight of a bark to the leeward. This bark he recognized through his glass as the one owned and commanded by his successful rival. He knew her well by the red bands about her fore and main mast-heads.

"And she—his wife—is with him," he muttered, gloomily. "As I have heard, she always accompanies him on his voyages."

Drifting mist and rack soon after gathered. The wind blew almost a gale, and the steamer labored in the heavy seas as she rushed on her way.

"Sail ho! right ahead!" suddenly roared the man on the look out.

There she was—Allen Campbell's bark—looming up through the rack not twenty fathoms ahead.

"Hard a port!" shouted Rayton, and, at the same time, he gave the signal for slacking speed.

The steamer was rushing straight toward the bark, and, unless something were quickly done must strike her nearly amidships.

On the quarter deck of the sailing craft stood Campbell, trumpet in hand, and close by him was his lovely wife.

"No! no!" he roared through the trumpet, in a stentorian voice to Rayton "Hard a-star-board—hard! Quick! and you will clear me!"

The other captain, perceiving the mistake he had made, was about to give the required order, when he saw Mrs. Campbell lay one little hand trustingly on her husband's arm.

The sight aroused all the envious and malignant feelings of Rayton's nature, and he hesitated about giving the intended command.

"I will let the steamer strike the bark," thought he. "My vessel is of iron, and will not be harmed, while she will sink the other, and then those TWO WRETCHES WHOM I NOW HATE WILL PERISH."

Bad as he was, however, the thought was only temporary. But he had lost time enough by his criminal hesitation to render the order hard a starboard, which he now issued, of no avail whatever to save the fated craft.

For an instant the steamer seemed to hover on the crest of a sea with the bark directly beneath her; then, ere she could swing off, down she drove upon the sailing vessel, her heavy bows striking it nearly amidships.

There was a loud crash—the noise of splintered woodwork—and nearly the whole port side of the bark was badly crushed, together with all her boats, the quarter-boat, the launch and the dingey, ere by swinging off she enabled the steamer to pass, grazing her stern.

But for Allan's prompt manoeuvering, the huge vessel would have cut him in two at once. As it was, the water poured rapidly into his hold, and his bark must go down in less than half an hour.

"Our boats are all broken! We are lost!" cried his wife, shrinking pale with terror, close to his side, while he stood, with an arm about her waist, striving to allay her fears.

Forward, the seas, sweeping over the bark, had driven her crew aft.

"There will, of course, be a boat from the other ship to our rescue," cried Allan, in a cool, collected voice, as Rayton's craft vanished in the heavy mist and rack.

He was right. A boat, with the steamer's captain in the sternsheets, urging his men at the oars, soon came in sight.

Mrs. Campbell clapped her hands.

"Come, Allan," she said, "let us be ready to get in the boat."

"Yes, Lucy, *you* must be ready," he answered, "but as captain of this craft, it is my duty to be the last man to leave her."

When the boat came alongside Lucy refused to get in.

"I must see if it will hold us *all* first," she said.

"Jump in, men, to satisfy her; we have no time to lose," cried Allan to his crew.

All the men entered the boat. THERE WAS ROOM FOR ONLY ONE PERSON MORE!

A look of fierce joy darkened Rayton's face.

"Now," thought he, "Allan must of course give the one vacant place to his wife. She will take it, and her husband will be left aboard the bark to go down with the craft, ere further assistance can reach him. Mrs. Campbell, thus made a widow, and ere this, probably tired of her stupid partner, will now know how to appreciate the contrast which was always between him and ME, and will soon consent to become my wife."

"Come, Lucy, get in," said Allan.

"There is not room for *two*," she answered.

"Never mind; my place is here. Yours is in the boat."

"And what will become of you?"

"*I must go down with the craft if there is no other way!*"

"Quick!" cried Rayton, holding up his arms to help Lucy into the boat—"the bark is about to make her last plunge."

"Go, Lucy," entreated Allan. "Never mind *me*. Leave me to the fate that cannot be helped, and save yourself."

Then he tried to force her into the boat, but, now, throwing both arms about his neck, and clinging to him tightly, while her beautiful face was lighted with love and resolution, she answered:

"I will not go. SOONER THAN DESERT YOU, I WILL DIE WITH YOU!"

"Cast loose the boat-warp!" shouted the mortified and disappointed Rayton. "Quick! we must save *ourselves*, at any rate."

With a loud, gurgling roar, as the boat drifted clear of the bark, an avalanche of water swept over the latter, which was buried to her waist.

"There she goes!" cried several of the sailors, as the stoven vessel gave a side long yawn, preparatory to plunging beneath the sea.

"Ay; and those two loving fools will go down with her!" muttered the angry captain, between his teeth. "It will serve them right."

Just then there was a shout. Another boat which had been lowered by the steamer's second officer, was seen emerging from the rack and mist close to the sinking craft.

Had Allan waited longer, his wife and he must have been drawn down by the foundering wreck. Therefore, with an arm about her waist, he sprang as far out with her as he could into the sea, from which, a moment later, the two were helped into the second officer's boat. As the latter was swiftly pulled away, the bark was seen to lift her head for an instant, and then to surge over on her beam ends with a violence which caused her mainmast to go crashing over by the board as she sank beneath the surging waters.

Several loosened blocks from the fallen mast were hurled outward from it, and while Captain Rayton, who had sullenly witnessed the rescue of the couple, stood watching them, one of these blocks struck him on the head, knocking him down senseless.

After the boats reached the steamer, the doctor there pronounced Rayton's injury a fatal one. The unfortunate man lingered for three days, during which he was kindly tended by Allan Campell, who did all in his power to relieve the sufferings of his former shipmate. Just before dying Rayton said to his rival:

"I have wronged you in my own mind; have hated you and wished you ill. Now I regret it, and hope you may ever be prosperous and happy. I do not think you can help being so with your bonny, loving wife, who has so nobly proven herself TRUE TO THE DEATH!"

Exploring a Buried City.

Frank Cushman, of Zuni fame, has been at work in the Salt River Valley in Arizona, about eighty miles northwest of Tucson, making and has succeeded in unearthing the ruins of a prehistoric city. A fortified temple was discovered, which no doubt was originally several stories high, and the foundation was found to be imbedded deep in the earth. The ruins showed that the building had been built of sun dried clay. The walls above the foundation were not in fact, but the ground plan could be traced in every detail. The architectural work displayed considerable skill. There were a number of underground vaults found, and when these were examined, skeletons were discovered in them. From the remains unearthed it was evident that the building had been used as a sacred temple. The city extended in various directions. Over two hundred burial vaults have been exhumed. Pottery was taken out in large quantities, as well as stone axes, mortars, stone pestles, and bone needles. These articles, according to the description of the city, are all well formed, and indicate that the inhabitants were of more intelligence than some of the prehistoric races. Remains of wheat, barley, and other grains were found in a charred condition. Evidences of there having been a canal running through the city were numerous, and that the whole valley was under cultivation. Mr. Cushman is of the opinion that the city must have had a population of at least 25,000 people, and that the principal pursuit was the cultivation of the soil. It is thought that the people of this buried city suffered from some great calmity, such as that which befell Pompeii. The calamity was an earthquake, no doubt, and thousands were crushed beneath the falling walls. Those escaped moved south, and it was their descendants whom the Spaniards found in Mexico—Demorest's Monthly.

About Lovers.

Very short engagements do not give a girl a chance to find out much about a young man before marriage. Nowadays matrimony often follows so close upon the heels of an offer, that it is no wonder our young people have a deal of sad thinking to do afterward. There are a thousand little things in daily intercourse of any duration which are constantly solving themselves into tests of character; slight they may be, but very significant. Some forlorn old lady must have an escort home of a cold evening; she walks slow, and tells the same story many times see how your lover comports himself under this. He is asked to read aloud to the home circle some book which he has already perused in private, or some one in which he is not at all interested: watch him then. Notice, also, if he invariably takes the most comfortable chair in the room, "never thinking" to offer it to a person who may enter till he or she is already seated. Invite him him to carve for you at table. Give him a letter to drop in the post office, and find out if it ever leaves that grave,—his pocket. Open and read his favorite newspaper before he gets a chance to do so. Mislay his cigar-case. Lose his cane. Sit accidently on his new beaver. Praise another man's cravat. Differ with him in a favorite opinion. Put a spoonful of gravy on his meat instead of his potato. Ah, you may laugh! But just try him in these ways, and see how he will wear; for it is not the great things of this life over which wer mortals stumble. A rock we walk around; a mountain we cross: it is the unobserved, unexpected, unlooked for little sticks and pebbles which cause us to halt on life's journey.—Fanny Fern.

What Wives Are For.

It is not to sweep the house and make the beds, and darn the socks and cook the meat, chiefly that a man wants a wife. If this is all he wants, hired servants can do that cheaper than a wife. If this is all, when a young man calls to see a young lady, send him into the pantry to taste the bread and cakes that she has made, or send him to see the needlework and bed making, or put a broom in her hands and send him to witness its use. Such things are important, and the wise young man will quietly look after them. But what the true man most wants of a wife is her companion ship, sympathy and love. The way of life has many dreary places in it, and man needs a companion with him. A man is sometimes overtaken with misfortune; he meets a failure and defeat, trials and temptations beset him, and he needs one to stand by and sympathize. He has some stern battles to fight with poverty, with enemies, and with sin; and he needs a woman who, as he puts an arm around her, feels that he has something to fight for and will help him to fight, who will put her lips to his ear and whisper words of counsel, and her hand to his heart and impart new inspiration.—Exchange.

The Flood in China.

A large area of country in China has been overflowed, and the reports of the loss of life and the suffering consequent on the disaster are appalling. Originally a beautiful and populous district of 10,000 square miles, the afflicted area is now covered with a sea of waters. The reports state that at least 3,000,000 of people are homeless and deprived of everything. The loss of life is estimated at three-quarters of a million souls. The Chinese business centers and government circles are greatly disturbed, and are endeavoring to do something to mitigate the evils consequent on the disaster. The reports as regards figures are hitherto little more than conjectural, and the extent of harm may be either over or under estimated.

MIRANDA—"Well, Eliza, how do you like your husband?" Eliza—"He is a villain." Miranda—"All men are; but what has he done?" Eliza—"You know he was a widower. Well, I've found out that all his love letters to me were copied verbatim from the ones he wrote to his first wife when they were courting." Miranda—"Well, I wouldn't mind it. That's all past and gone. He never will send you any more."

How a Nobleman Amused Himself.

The fact that the Prince of Wales recently sought an interview with JOHN L. SULLIVAF, the famous Boston pugilist, has created no little discussion on both sides of the Atlantic. It reminds us of an account that we once read of a well-known nobleman, a great admirer of pugilism, who adopted the singular resolution of keeping no servant who was not a better boxer than himself.

On the day of the arrival of a new servant in the family, the pugilistic master entered the hall, and deliberately struck the newcommer a blow on the breast; the man, a Welchman, unconscious of giving offence, was astonished and endeavored to run away. His master, however, insisted he should fight, and accompanied his commands with two or three blows that raised the indignation of the man, who defended himself with spirit, and finally beat his antagonist, until the latter give in and cried for quarter. The defeated master arose from the ground and shook hands with the Welchman, observing, that if he exerted as much courage to defend his master as he had done to beat him, they would never part.

Revolutionary Anecdote.

After the battle of Bunker Hill, when the Americans had retired from the field, the British still kept up a random cannonading. Three Americans, weary and exhausted, sat down upon the grass to tell each other of their "hair breadth escape," and to discuss withal the contents of their canteens. While thus regaling themselves, they were thrown into great consternation by a cannon ball which struck the ground within a few yards of where they were sitting. Two of the men sprang to their feet in an instant, and attempted to find some other place of security, while a facetious character, by the name of Smith, from Gilmantown, N. H., seated himself upon the exact spot where the ball struck, and looking up in the direction from whence it came, with no apparent concern, said: "Boo! Shoot away, and be hanged, you can't hit twice in one place."

End of a Boom.

First Eastern—I guess you remember me. We met in Los Angels.

Second Easterner—I remember you perfectly. You are the good angel who sole me a corner lot on which I made a small fortune. I sold that lot for $60 000. You know I only paid you $30,000 for it.

"Yes, and as you did so well I don't mind confessing that nearly all that $30,000 was clear profit. I bought that lot for a couple of hundred dollars. By the way, what became of the man you sold to?"

"The last I heard of him he was in the almshouse."—Omaha World.

Don't Ask for Favors

Do not fall into the habit of asking favors. It is better to suffer than to supplicate, and asking a favor even from your own dearest friend is only a mild form of supplication. Get what you want by your own unaided exertions, or go without it. There is more dignity in penury, no matter how abject, coupled with independence, than in indolent comfort gained through the grant of a favor. Don't ask for or be too ready to receive a favor. Rather cling to your own independence.

Another Remedy for the Lodge Fever.

"Does your husband go to lodge, Mrs. Gilbertick?"

"Well, he just don't. I broke up that little game quite a while ago."

"Why how in the world did you do it?"

"Whenever he started for the lodge I went with him as far as the skating rink, and told him to call for me on his way home. It only took a few doses to cure him."

MANY funny stories have been told of the difficulties encoun ered by Frenchmen in trying to master the English language. Here are some new ones: A Frenchman, M. Dubois, in conversation with Mr. Brown, an Englishman, says, "I am going to leave my hotel. I paid my bill yesterday, and I said to the landlord, 'Do I owe you anything else?' He said, 'You are square.' 'What am I?' He said again, 'You are square.' 'That's strange,' said I, 'I lived so long I never knew I was square before.' Then as I was going away he shook me by the hand, saying, 'I hope you'll be round soon.' I said 'I thought you said I was square. Now you hope I will be round.' He laughed and said, 'When I tell you you'll be round, I mean you wont be long. I did not know how many forms he wished me to assume however. I was glad he did not call me flat."

HE who possesses a friend whom he can trust, one who is found faithful through storm and sunshine, has one of the rarest treasures which this world holds.

When you tell a secret to a friend remember your friend has a friend, and that your friend's friend has a friend.

A man who is advertising lodgings to let for "early risers" adds: "Cochin China fowls of unusual vocal powers are kept on the adjoining premises."

"There's a waiter in your hotel that I never saw take a tip," said a patron of an up town caravansary. "Indeed! which one was it?" "The dumb waiter."

In the great circle of human affairs, here is room for every one to be busy and well employed in his own province, without encroaching upon that of others.

The Roman Empire ended with the taking of Rome by Odascer, who was made King of Italy, A. D., 476. This was 1,226 years after the building of the "Eternal City."

In the days of the blue laws of New England, a shoemaker was condemned to be hanged; but on the day appointed for his execution it was discovered that he was the only shoemaker in the place; so they concluded to hang a weaver in his stead, as they had more weavers than they wanted.

THERE is indeed no man so sequestered from active life, but within his own narrow sphere he may find some opportunities of doing good, of cultivating friendship promoting peace, and discharging many of those lesser offices of humanity and kindness which are within reach of everyone, and which we all owe to one another.—Sunday National.

NO HOUSEHOLD SHOULD BE WITHOUT

SAVED HIS LEG!

SCROFULA

OF THE

BONE CURED!

LITHONIA, GA., August 11, 1887.

THE SWIFT SPECIFIC CO., Atlanta, Ga.:

Gentlemen—I have been afflicted with ulceration of the leg ever since I was a child, the disease undoubtedly being hereditary, as my mother suffered from scrofulous symptoms. As I advanced to manhood my affliction increased until the malady became harrassing and painful beyond the power of words to describe. My right leg particularly became fearfully involved, the left leg being less painfully affected. Finally, about fourteen years ago, the ulcers on my right leg had eaten through the flesh into the bone. In order to save my life the doctors determined to amputate my leg below the knee. The operation was successfully performed by Dr. H. V. M. Miller, of Atlanta, and Dr. W. P. Bond, of Lithonia. But the loss of my leg gave me only temporary relief. The poison was still in my system and soon began to show itself again. In a short time after large ulcers appeared on my left leg, completely filling it from the knee to the instep. Frequently while at work I could be tracked by the blood, which oozed from the huge ulcers, and the severe and rankling pains were so offensive that my fellow workmen could not stand the stench and would move away from me.

Last winter I was persuaded to try S. S. S. As a last effort I consented to do so, and about seven months ago I began taking the Specific. I soon began to feel the good effects of the medicine, the offensive running began to grow less and less and finally ceased, the ulcers healed, my flesh became firm and solid, and to-day, after using twenty one bottles, I am as hale and stout a man of my age as there is in Georgia. I am seventy one years old, but feel now younger and stronger than I did when I was twenty five. I weigh about 170 pounds. Nothing is to be seen of the terrible disease, to remind me of the torture I suffered for so many years, except the scars of the perfectly healed ulcers.

I want the world to know of the almost miraculous cure effected on me by S. S. S., and I call upon those who wish to know its particulars directly from me to write, and I will consider it a pleasure as well as a duty to answer their letters. I refer to Dr. W. P. Bond, of Lithonia, as to the truth of my statement. Very gratefully yours,

B. DRAKE.

Treatise on Blood and Skin Diseases mailed free. THE SWIFT SPECIFIC CO. Drawer 3, Atlanta, Ga.

Atlantic & N. C. Railroad

TIME TABLE No. 6

In Effect 5.00 P.M., Monday, Nov 14, 1887.

GOING EAST. No. 51.	SCHEDULE *Passenger Trains.*	GOING WEST No. 50
Ar. Lve.	Stations.	Ar. Lve.
p m 4 55	Goldsboro	11 57 a m
5 40 5 41	La Grange	10 39 10 42
6 21 6 41	Kinston	9 58 10 08
8 24 8 38	New Berne	8 10 8 25
10 50 p m	Morehead City	a m 5 37

Daily except Sunday

GOING EAST. No. 1.* Mixed Ft. & Pass. Train.	SCHEDULE. Stations.	GOING WEST. No 2 † Mixed Ft. & Pass. Train.
a m 6 10	Goldsboro	2 28 p m
6 46 6 51	Beel's	1 48 1 2
7 1 7 21	La Grange	1 13 1 28
7 45 7 50	Falling Creek	12 44 1 4
8 14 8 34	Kinston	12 02 12 20
8 50 8 55	Caswell	11 41 11 46
9 15 9 33	Dover	11 16 11 21
10 0 10 05	Core Creek	10 48 10 48
10 29 10 34	Tuscarora	10 09 10 10
10 46 10 50	Clark's	9 52 9 57
11 25 a m	Newbern	a m 9 20

*Monday, Wednesday and Friday.
†Tue day, Thur day, and Saturday.

Train 50 connects with Wilmington and Weldon Fast Mail North, leaving Goldsboro 11:50 a. m., and with Richmond & Danville Train West, leaving Goldsboro 3.30 p. m.

Train 51 connects with Richmond & Danville train, arriving at Goldsboro 4:35 p.m., and with Wilmington and Weldon Train from the South at 1:45 p.m.

Train 2 connects with Richmond and Danville Through Freight leaving Goldsboro 8:10 p.m.

Train 2 connects with Wilmington and Weldon Freight Train South bound leaving Goldsboro at 6:40 p.m.

S. L. Dill, Superintendent

BEAST!

Mexican Mustang Liniment

CURES

Sciatica,	Scratches,	Contracted
Lumbago,	Sprains,	Muscles,
Rheumatism,	Strains,	Eruptions,
Burns,	Stitches,	Hoof Ail,
Scalds,	Stiff Joints,	Screw
Stings,	Backache,	Worms,
Bites,	Galls,	Swinney,
Bruises,	Sores,	Saddle Galls,
Bunions,	Spavin	Piles.
Corns,	Cracks.	

THIS GOOD OLD STAND-BY

accomplishes for everybody exactly what is claimed for it. One of the reasons for the great popularity of the Mustang Liniment is found in its universal applicability. Everybody needs such a medicine.

The Lumberman needs it in case of accident.

The Housewife needs it for general family use.

The Canaler needs it for his teams and his men.

The Mechanic needs it always on his work bench.

The Miner needs it in case of emergency.

The Pioneer needs it—can't get along without it.

The Farmer needs it in his house, his stable, and his stock yard.

The Steamboat man or the Boatman needs it in liberal supply afloat and ashore.

The Horse-fancier needs it—it is his best friend and safest reliance.

The Stock-grower needs it—it will save him thousands of dollars and a world of trouble.

The Railroad man needs it and will need it so long as his life is a round of accidents and dangers.

The Backwoodsman needs it. There is nothing like it as an antidote for the dangers to life, limb and comfort which surround the pioneer.

The Merchant needs it about his store among his employees. Accidents will happen, and when these come the Mustang Liniment is wanted at once.

Keep a Bottle in the House, 'Tis the best of economy.

Keep a Bottle in the Factory. Its immediate use in case of accident saves pain and loss of wages.

Keep a Bottle Always in the Stable for use when wanted.

Button, Lace and Congress Shoes. Ask your retailer for the JAMES MEANS $4