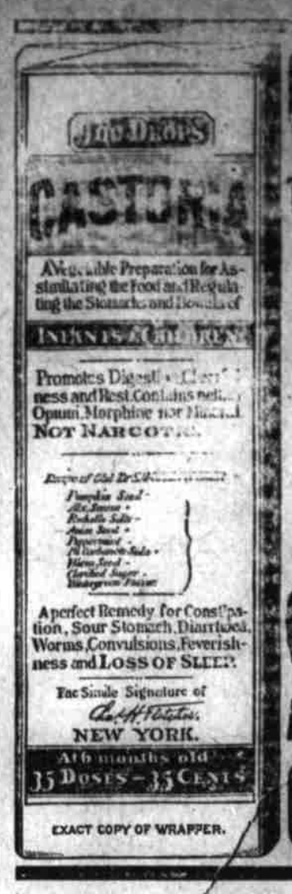

EXACT COPY OF WRAPPER.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

The Kind You Have Always Bought.

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

A. & N. C. R. R.

TIME TABLE NO. 7.

To Take Effect Sunday, Oct. 9, 1898, at 12 M.

Going East No. 3 Passenger Trains	SCHEDULE: STATIONS:	Going West No. 4
Lv. p m		Ar. a m
3 40	Goldsboro	11 05
4 09	LaGrange	10 32
4 32	Kinston	10 12
5 40	Ar. New Berne, Lv	9 00
5 50	Lv. " Ar.	8 37
7 05	Ar. Morehead city Lv.	7 47

No. 5, ‖ Mx'd Ft & Pass Tn.	STATIONS:	No. 6, † Mx'd Ft and Pass Tn.
Lv. A. M.		Ar P. M.
7 10	Goldsboro	2 53
7 43	Best's	2 13
8 06	LaGrange	1 43
8 26	Falling Creek	1 13
9 14	Kinston	12 53
9 25	Caswell	11 58
10 15	Dover	11 40
10 40	Core Creek	10 40
11 15	Tuscarora	10 18
11 31	Clarks	10 00
12 05	New Berne	9 30
P. M.		A. M.

‖ Monday, Wednesday, Friday.
† Tuesday, Thursday Saturday.

No. 1, † Mx'd Ft. and Pass. Tn.	STATIONS:	No. 2, * Mx't Ft. and Pass. Tn.
Lv. a m		Ar. p m
7 10	Goldsboro	8 13
7 43	Best's	7 33
8 06	LaGrange	7 03
8 26	Falling creek	6 33
9 14	Kinston	6 13
9 28	Caswell	5 18
9 40	Ar. Dover, Lv	5 00
10 15	Lv. " Ar	4 20
10 40	Core Creek	4 00
11 15	Tuscarora	3 38
11 31	Clark's	3 20
12 05	Ar. New Berne, Lv	2 50
1 30	Lv. " Ar	10 47
2 12	Riverdale	10 10
2 20	Croatan	10 00
2 43	Havelock	9 40
3 12	Newport, Lv	9 06
3 25	Wildwood	8 47
3 31	Atlantic	8 38
3 46	Ar. Morehead city, Lv	8 20
4 01	Ar. M. city Depot, Lv	7 50
P. M.		A. M.

*Monday, Wednesday and Friday.
†Tuesday, Thursday and Saturday.

S. L. DILL,
Superintendent.

Atlantic Coast Line.

WILMINGTON & NEW BERNE R. R.,

TIME TABLE NO. 5,

In Effect Wednesday, Aug. 7, 1898, Daily Except Sunday.

Going South *No. 51, Passenger Trains	SCHEDULE: STATIONS:	Going North *No. 50,
Lv. a m,		Ar. p m,
9 00	New Berne	5 40
9 36	Pollocksville	5 04
9 51	Maysville	4 49
10 03	Jacksonville	4 18
12 08.	Wilmington, Union Depot	2 32
12 15	Ar. Wilmington; Lv.	2 25
P M		P M

No. 3, PASSENGER & FREIGHT, No. 4.
Leave Wilmington Monday, Wednesday and Friday. Leave New Berne Tuesday, Thursday and Saturday.

Lv. A M		Ar. P M
7 30	Lv. Wilmington, Ar.	4 45
8 40	Scott's Hill	12 55
9 30	Woodside	12 15
10 05	Hollyridge	11 40
10 51	Dixon	10 51
11 30	Verona	10 20
12 05	Jacksonville	9 45
12 30	Northeast	8 55
21 55	Whiteoak	8 30
1 30	Maysville	8 05
2 15	Pollocksville	7 20
2 55	Debruhl's	6 35
3 40	Ar. New Berne, Lv	6 00

*Daily Except Sunday.

J. R. KENLY,
General Manager.

T. M. BORDEN,
Gen'l Pass Agent.

sept 7 tf sp

WILMINGTON & WELDON R. R.

And Branches,

AND FLORENCE RAILROAD.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

DATED Jan. 15, 99	No. 23 Daily.	No. 33 Daily.	No. 103 Daily ex. Sunday	No 41 Daily.	No. 43. Daily.
	A. M	P. M.	P. M.	A. M.	P. M.
Lv. Weldon	11 50	9 43	....	....	....
Ar. R. Mt.	12 55	10 36	....	....	....
Lv. Tarboro	12 21	....	6 00	..	....
Lv. R. Mt.	1 08	10 36	6 45	5 40	12 52
Lv. Wilson	1 58	11 13	7 10	6 20	2 40
Lv. Selma	2 55	11 58	....	....	....
Lv Fay'vill	4 25	1 07	....	....	....
Ar. Florence	7 25	3 15	....	....	....
	P. M.	A. M.			
Ar. Golds.	....	....	7 50	....	....
Lv. Golds.	....	....	....	7 01	3 21
Lv. Mag'lia	....	....	....	8 05	4 25
Ar Wilm'ton	....	....	....	9 40	5 50
			P. M.	A. M.	P. M.

TRAINS GOING NORTH.

	No. 78, Daily.	No. 102 Daily ex. Sunday.	No. 32, Daily.	No. 40, Daily.	No. 42, Daily.
	A. M.		P. M.		
Lv. Florence	9 50	....	7 40	....	....
Lv. Fay'ville	12 25	....	9 45	....	....
Lv. Selma	1 50	....	10 52	....	....
Ar. Wilson	2 35	....	11 31	....	....
		A. M.		P. M	A. M.
Lv Wilm'ton	....	....	..	7 00	9 45
Lv. Mag'lia	....	..	..	8 34	11 19
Lv. Golds.	....	5 15	....	9 45	12 30
	P. M.		A. M.	P. M.	P. M.
Lv. Wilson	2 35	5 56	11 32	10 38	1 16
Ar. R. Mt.	3 30	6 15	10 07	11 57	1 53
Ar. Tarboro	....	7 04	....	....	....
Lv. Tarboro	12 21	....	....	....	....
Lv. R. Mt.	3 30	....	12 07	....	....
Ar. Weldon	4 33	....	12 59	....	....
	P. M		A. M		

Train on the Scotland Neck Branch Road leaves Weldon 3 35 p m, Halifax 4 15 p m, arrives Scotland Neck at 5 08 p m, Greenville 6 57 p m. Kinston 7 55 p m. Returning leaves Kinston 7 50 a m, Greenville 8 52 a m, arriving Halifax at 11 18 a m, Weldon 11 33 a m, daily except Sunday.

Trains on Washington Branch leave Washington 8 20 a m and 2 30 p m, arrive Parmele 9 10 a m, and 4 00 p m, returning leave Parmele 9 35 a m and 6 30 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, Sunday, 4 15 p m, arrives Plymouth 7 40 p m, 6 10 p m, Returning, leaves Plymouth daily except Sunday, 7 50 a m, and Sunday 9 00 a m, arrives Tarboro 10 05 a m, 11 00 a m.

Train on Midland, N C Branch leaves Goldsboro daily, except Sunday, 7 05 a m, arriving Smithfield 8 10 a m. Returning leaves Smithfield 9 00 a m; arrives at Goldsboro 10 25 a m.

Trains on Nashville Branch leaves Rocky Mount at 9 30 a m, 3:40 p m, arrive Nashville 10 10 a m, 4 03 p m, Spring Hope 10 40 a m, 4 25 p m. Returning leave Spring Hope 1100 a m, 4 55 p m, Nashville 11 22 a m, arrive at Rocky Mount 11 45 a m, 5 00 p m, daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11 40 a m and 4 15 p m, Returning leaves Clinton at 7 00 a m and 3 00 p m.

Train No 78 makes close connection at Weldon for all points North daily all rail via Richmond.

H M EMERSON,
Gen'l Pass Agent.

J R KENLY, Gen'l Manager.
T M EMERSON, Traffic Manager.

PATENTS

Caveats, and Trade-Marks obtained and all Patent business conducted for MODERATE FEES.
OUR OFFICE IS OPPOSITE U. S. PATENT OFFICE and we can secure patent in less time than those remote from Washington.
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C. A. SNOW & CO.
OPP. PATENT OFFICE, WASHINGTON, D. C.

SIGNALS IN THE NAVY

FOUR METHODS COMMONLY USED ON OUR WAR VESSELS.

All These Are Founded on the Morse Telegraphic Code—Good Eyesight, Intelligence and Application Necessary to Become a Signalman.

"Now, sonny, if I make two dots to port and three to starboard, followed by a dash, what do you make it?" asked a grizzled signalman from one of the battleships the other day as he sat down on an upturned soap box in the Brooklyn navy yard preparatory to instructing one of the ship's messenger boys in the secrets of his craft.

"I'm sure I don't know, Mr. Mokes," replied the pupil humbly. "I ain't never looked around them things afore."

"I know it, my boy," said his mentor, "but there is only one way to get on to this here business, and that's to begin reading right off."

The signalman accordingly bade the boy seat himself on another box about 20 feet away and, taking one of the regulation wigwag flags in his own hands, signaled the alphabet over and over, the boy naming the letters in regular succession as the signalman made them. Within a week one who had been an interested spectator of the first day's progress was surprised to see the student of the signal code corresponding with another member of the corps, apparently with all the ease of the oldest signalman in the fleet.

The aspiring messenger's education was far from complete, however, as before he could hope to enter the regular corps he must familiarize himself with all the other codes used as a basis of communication between warships at sea.

To a bright boy who has proper instruction the mastery of the intricate signs of the code alphabet is far simpler than would be at first supposed. The method of instruction adopted in the case of the boy just cited is that usually employed by the signalmen in breaking in new members of the corps.

A certain number of the messenger boys on a warship are selected as possessing the qualities which go to make up a good signalman—namely, good eyesight, intelligence and application. The education of these boys begins at once under one of the experienced signalmen, usually a veteran who has had previous experience in training boys for this special work. He forms his pupils into classes according to their watches, and from that time on the minds of the prospective signalmen are filled, sleeping or waking, with dots, dashes and ducks. All day long while the light lasts the boys may be seen in pairs about the ship talking to one another in waves and ducks. When the regulation flag cannot be obtained, a handkerchief fixed to the end of a stick of wood or a grate bar serves the same purpose.

Irrespective of the international code, there are four kinds of signals on board a warship, all variations of the Morse telegraphic code. The wigwag signals are made by substituting certain waves of the flag for dots and dashes on a telegraphic sounder. In night signaling the Morse code is interpreted by red and white lanterns placed above the other and operated by an electric key on the bridge, two red lights and one white light standing for two dots and a dash on the sounder.

Another means of communication which exactly resembles the electric telegraph in its method of operation is by the use of the steam siren. In the charthouse and conning tower on every warship an electric clock is situated, which has several functions. It can be adjusted to the steam whistle on a foggy day so as to blow a blast at certain intervals, or it may be used to indicate the proper intervals when firing saluting guns. Attached to this electric clock is a regular telegraphic key by which the Morse code may be delivered by the steam whistle.

This method of communication is only used, however, in very foggy weather, when it is impossible to make out the other signals, as it not only wastes a great deal of steam and increases the coal consumption, but makes a most appalling din when any number of ships are engaged in conversation at the same time.

The position of a signal boy is one of considerable responsibility, as all formation and sailing orders from the flagship are transmitted to the fleet when at sea through his agency. A mistake in reading a signal might cause very serious complications. Great care is therefore taken in selecting the members of the corps, and only the services of boys who have proved themselves thorough masters of the different codes are accepted. Even among the most skillful signalmen mistakes occasionally occur, though the many precautions taken to insure accuracy reduce the liability to error to a minimum.

A signal boy on the battleship Texas was returned to the messenger service simply because he misspelled a word. The wigwag boy on the flagship called up the Texas one morning as the fleet lay at anchor off Tompkinsville. After an exchange of wags the signal boy on the Texas went to the officer of the deck on his ship and informed him that the passed assistant engineer was requested to proceed to the Cyrus to serve on a board of special survey. The passed assistant engineer had just come off watch, having been up all night, and he said things about boards of survey. He consulted with the other officers of the ship and learned that the Cyrus was a small converted tugboat lying in the Brooklyn navy yard. The orders called upon the board to assemble at 10 o'clock, and as it was then 9:30 o'clock, the engineer realized that he had no time to lose. Jumping into his shore clothes the officer hired a boat and made the best possible time to the railroad station, where he suffered the annoyance of seeing the train pull out just as he reached the platform. It was a boiling hot day, and the engineer fretted and fumed, to no purpose, over the delay. When he eventually reached the navy yard, he learned that no board of survey had been appointed to meet on the Cyrus, and he accordingly made the best of his way back to his ship. On the way home he met a brother officer who said:

"Hello, old man! Why weren't you on hand to take your place on the survey board of the Cygnus?"

"Cygnus!" gasped the other. "Why, I was told to report on the Cyrus."

The remainder of the engineer's journey was spent in considering the worst possible penalty that could be meted out to the signal boy who had caused him to take such a trip on an August day, when the ship to which he had been ordered lay within 300 feet of his own vessel.—New York Sun.

Sweden has now 13,056,246 acres of forest lands owned by the state, an increase in the state's holdings in 13 years of 3,360,972 acres.

KIDNEY RELIEF IN SIX HOURS

Distressing Kidney and Bladder disease relieved in six hours by "New Great South American Kidney Cure." It is a great surprise on account of its exceeding promptness in relieving pain in bladder, kidneys and back, in male or female. Relieves retension of water almost immediately. If you want quick relief and cure this is the remedy. Sold by C. D. Bradham, Druggist, New Berne, N. C.

When in Hayboro stop at the Lupton House for good accommodations.

SALT RHEUM FOR YEARS CURED

I had Salt Rheum for years. My leg from knee to ankle was raw and swollen, and the pain was intense. I tried doctors in Hartford, Waterbury, and New Haven, to no avail. CUTICURA RESOLVENT, CUTICURA (ointment), and a box of CUTICURA SOAP completely cured me. GARRETT T. HAYES, Hartford Electric Light Co., Hartford, Conn.

SCALP DISEASES AND DANDRUFF.—Warm baths with CUTICURA SOAP, gentle anointings with CUTICURA, and mild doses of CUTICURA RESOLVENT.

Sold throughout the world. POTTER DRUG AND CHEM. CORP., Props., Boston. How to Cure Skin Diseases, free.

Notice.

NEW BERN, N C, Jan. 20, 1899.

In the District Court of the United States, for the Eastern District of North Carolina:

In the matter of J H Vinson, Bankrupt.

To the creditors of J H Vinson, Bankrupt:

Sir:—Take notice that a petition has been filed in said court by J H Vinson of New Bern, N C, in said District, duly declared a Bankrupt under the Act of Congress, approved July 1st, 1898, for a discharge, and certificate thereof, from all his debts and other claims provable under said Act, and that the 11th day of February next, at 12 o'clock M. is assigned for the hearing of the same, when and where you may attend and show cause, if any you have, why the prayer of the said petition should not be granted.

L. J. MOORE, Referee
3d Bankruptcy division, Eastern District N. C.

Petition for Meeting to Consider Composition.

District Court of the United States, for the Eastern District of North Carolina,

O. TAYLOR, BANKRUPT

O. Taylor, of LaGrange, N. C., duly adjudicated a Bankrupt, has proposed a composition to his creditors of thirty per cent net of unsecured claims. A meeting of creditors will be held in Goldsboro, N. C., on the 13th day of February, 1899 to act upon said proposal.

L. J. MOORE, Referee
3d Bankruptcy division, Eastern District N. C.
January 30th, 1899.

Where Wine is Cheap.

Certain qualities of wine are so cheap in Spain that they are used instead of water in mixing shoeblacking.

Dr. Bull's Cough Syrup.

Cures a Cough or Cold in one day! Why cough and risk Consumption? This famous remedy will cure you. Doctors recommend it. Price 25 cents. Sold by all druggists.

Tested and True.

Wood's Seeds

The Best for the South.

Twenty years' experience enables us to offer the best of everything in seeds for the Southern Farmer and Gardener.

Vegetable Flower Seeds, Grass and Clover Seeds, Seed Potatoes, Seed Grain, And all Garden and Farm Seeds.

Wood's Seed Book, giving the most successful ways of growing all crops, and full information about Seeds, mailed free upon request. Write for it.

T. W. Wood & Sons,
SEEDSMEN, Richmond, Va.

The Largest Seed House in the South.

Valuable Lands For Sale.

Pursuant to the powers in the deed executed to me which is registered in the office of the Register of Deeds of Craven county, North Carolina, in book No. 107, page 445, I will sell at public auction at the Court House door of said Craven county, on the 6th day of March, 1899, at 12 o'clock mid-day, all that tract or parcel of land situated in said Craven county on the south side of Trent river, about 5 miles from the city of New Bern and bounded and described as follows, viz:

Beginning at the mouth of Cypress branch between Green Hill and Raccoon Island at a marked cypress and running the various courses of said branch 189 poles to a place opposite an iron post on the south east side of said branch, then in a line with said post from the run of said branch 40 W 172 poles to an iron post in the north side of Oak Grove, then north 80° west 42 poles to another iron post, then south 4° west 33½ poles to an iron post, then north 86° west 35½ poles to an iron axle post in the land near a marked sycamore tree, then south 4° west to back line of Hatchs land, then with said line eastwardly to Brices creek, then down said creek to the beginning, containing 1,000 acres more or less and known as the Perryville plantation.

Terms, Cash. O. H PERRY.

1793 Bingham School 1898 ASHEVILLE, N. C.

Established in 1793 by REV. ROBERT BINGHAM, A.M., LL.D., next Attorney U.S. Army. Office founded.

Lodge Directory.

EUREKA LODGE NO. 7, I. O. O. F. Officers: J. L. Mosely, N. G.; W. T. Hill, Rec'd'g Secty; J. H. Parker, Jr, Treas. Regular meetings every Monday night at 7:30 o'clock.

CRAVEN LODGE No. 1 KNIGHTS OF HARMONY: Meets 2nd and 4th Wednesday nights in each month in Rountree's Hall, Pollock street, at 7:30 o'clock. S. R. Bell, President, James H. Smith, Sec'y, R. R. Hill, F. Sec'y.

KNIGHTS OF HONOR—Officers: K H Jones, Dictator; G L Vinson, Reporter; W F Rountree, Financial Reporter—New Berne Lodge No. 443 meets the 2nd and 4th Friday nights at 7:30 o'clock in Rountree's Hall, Pollock street.

ST. JOHN'S LODGE, NO. 3, A. F. & A. M.; Officers—R S Primrose, W M; George Green, S W; C D Bradham, J W; T A Green, Treasurer; W J Pitts, Secretary; W W Clark, S D; T G Hyman, J D. Regular Communications 2d Wednesday each month.

CALUMET ENCAMPMENT, NO. 4, I. O. O. F. Officers—F R Hyman, C P; N C Hughes, H P; A E Hibbard, S W; J L Moody, J W; C H Hall, Scribe; E Gerock, Treasurer. Regular Encampment, 1st, 3rd, and 5th (if any) Thursday nights in each month at 7:30 o'clock.

CANTON OLELLA CONTON NO. 2, F. M., I. O. O. F. Officers—Geo. Stover, Captain; T. G. Hyman, Lieut.; F. H. Pelletier, Ensign; Wm. J Pitts, Clerk; Ed. Gerock, Accountant. Regular Cantonments, 2d and 4th Thursday nights in each month at 8:00 o'clock.

NEW BERNE CHAPTER NO. 46, R. A. M.: Officers—T. A. Green, H. P.; ——, K.; T. W. Dewey, Scribe; Chas. Duffy, Treas.; C. D. Bradham, Sec'ty. Regular Convocations 3d Monday each month.

ST. JOHN'S COMMANDERY NO. 10, K. T.: Officers—T. W. Dewey, E. C.; Jas. Redmond G.; T. G. Hyman, C. G.; T. F. McCarthy, Prelate; R. S. Primrose, Recorder. Regular Conclaves first and third Fridays of the month.

NEW BERNE LODGE NO. 1, F. H. & C.—I. C. Scales, Prest; J. H. Smith, Recording Secty; E. R. Quidley, Financial Secty. Meets in Knights of Pythias hall every 1st and 3rd Wednesday nights in each month.

1899

Will prove to the world that the bicycle is no longer a fad, or a luxury, but it has come to stay. It will show many improvements in Wheels and Sundries, Gearings, etc., and we will handle none but the very best improved makes, and will sell them at a reasonable profit.

Orient $50, Cleveland $40 and $50, Olive, $35, other elegant high grade wheels $20 and $25. Second hand wheels from $5 up. Also 100 pair Hartford Tires which we will offer at very low prices.

Don't forget the Edison Phonograph, which we are agents for, price $20.

We have everything that is kept in a First-Class Bicycle Establishment.

GASKINS' CYCLE COMPANY.
Planters Building.

The Best Whiskey in the World,

Y. P. M.

at the Palace Saloon.

LARGE STOCK ..OF.. Horses & Mules JUST ARRIVED

Which will be sold for CASH or one and two years time.

Large Stock of—

Buggies and Surries, And Harness.

ALL KINDS OF HORSE GOODS.

J. W. STEWART.

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SERVICE IS A BUSINESS NECESSITY, A HOME CONVENIENCE, A COMBINED . . . . . .

Necessity, Convenience, Luxury!

Order Your Phone at Once!

Henry's Pharmacy,

Combs, Hair Brushes, Tooth Brushes, Whisk Brooms, Toilet Articles, Perfumery, &c.

FREE

With every purchase of FAIRY SOAP amounting to 25 Cents, a Handsome Calendar with photos of Dewey, Merritt and Wheeler.

Physician's Prescriptions .....A Specialty.

Round Trip Tickets

—TO THE—

New Bern Fair!

Including 1 Admission to Fair.

VIA. A. & N. C. RAILROAD:

From all stations West of New Bern tickets will be sold over this road on the mail train from February 18th to February 24th inclusive, good to return until February 28th inclusive. All stations East of New Bern will sell tickets up to and including February 24th by the mail train.

BY THE MAIL TRAIN.

Goldsboro	$2 40	Clark's	$ 80
Best's	2 15	Riverdale	75
LaGrange	2 00	Croatan	85
Falling Creek	1 80	Havelock	1 00
Kinston	1 60	Newport	1 25
Caswell	1 45	Wildwood	1 30
Dover	1 30	Atlantic	1 35
Core Creek	1 10	M. City	1 50
Tuscarora	90		

BY THE SPECIAL TRAIN.

The special Fair train will run on February 21st, 22nd, 23rd and 24th, from Goldsboro and intermediate stations to New Bern and return same day.

Goldsboro	$1 70	Caswell	$1 30
Best's	1 50	Dover	1 25
LaGrange	1 45	Core Creek	1 00
Falling Creek	1 40	Tuscarora	85
Kinston	1 35	Clark's	75

VIA. ATLANTIC COAST LINE:

Pollocksville	$1 00	Verona	$2 00
Maysville	1 25	Scotts Hill	1 15
Jacksonville	1 80	Wilmington	3 60
Kenly	$3 35	Fayetteville	$4 65
Jerome	3 35	Hope Mills	4 90
Smithfield	3 35	Parkton	5 05
Smithfield via M N C R R	3 20	Rennert	5 30
Four Oaks	3 75	Buie	5 55
Benson	4 00	Pembroke	5 65
Dunn	4 20	Elrod	5 85
Godwin	4 45	Rowland	5 95
Wade	4 55		
Dudley	$2 70	Pikeville	$2 65
Mount Olive	2 85	Fremont	2 75
Falson	3 10	Black Creek	3 00
Warsaw	3 35	Wilson	3 20
Clinton	3 75	Elm City	3 45
Magnolia	3 55	Rocky Mount	3 75
Wallace	3 95	Battleboro	4 00
Burgaw	4 40	Whitakers	4 10
Rocky Point	4 70	Enfield	4 30
Castle Hayne	4 85	Halifax	4 70
		Weldon	4 95
Nashville	$4 10	Spring Hope	$4 40
Tarboro	$4 30	Everetts	5 20
Conetoe	4 60	Williamston	5 45
Bethel	4 80	Jamesville	5 75
Parmele	4 95	Plymouth	6 35
Robersonville	5 05		
Hobgood	$4 70	Tunis	$6 00
Palmyra	4 85	Eure	6 10
Neals	4 90	Gates	6 35
Kelford	5 20	Whatley	6 55
Aulander	5 40	Drivers	7 25
Ahoskie	5 70		

	Via Goldsboro.	Via Kinston.
Tillery	$4 95	$4 10
Spring Hill	4 95	3 95
Scotland Neck	4 95	3 80
Hobgood		4 60
Goose Nest	4 95	3 30
Parmele		2 95
House	5 30	2 60
Greenville	5 45	2 50
Ayden	5 80	2 20
Grifton	6 00	1 95
Graingers	6 15	1 80
Whichards	5 25	3 25
Pactolus	5 45	3 45
Wharton	5 50	3 60
Washington	5 75	3 75

Southern Railway.

The Standard Railway of the SOUTH
The Direct Line to all Points,

TEXAS, CALIFORNIA, FLORIDA, CUBA AND PORTO RICO.

Strictly First-Class Equipment on all Through or Local Trains; Pullman Palace Sleeping Cars on all Night Trains; Fast and Safe Schedules.

Travel by the Southern and you are assured a Safe, Comfortable and Expeditious Journey.

Apply to Ticket Agents for Time Tables, Rates and General Information, or address F. R. DARBY, T. P. A., Charlotte, N. C.

R. L. VERNON, G. P. & T. A., Asheville, N. C

FRANK S. GANNON, 3d V P & Gen Man. J. M. CULP, Traf. Man

W. A. TURK, G P A.
WASHINGTON, - - D. C.

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E. E. HARPER.

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OF NEW BERN, N. C.

CAPITAL, - - - $50,000,00

DOES A GENERAL FIRE INSURANCE BUSINESS.

T. A. GREEN, President, GEORGE GREEN, Secretary; W. R. BLADES, JOHN DUNN, } Vice-Prest.

J. J. WOLFENDEN, Gen'l Agent. Offices: OVER CITIZENS BANK

NOTICE!

Notice is hereby given that application will be made to the General Assembly at its present session, to have a stock law passed for the following territory situated in Craven and Jones counties, to-wit:

Beginning on the west side of the Wilmington and New Bern Railroad, at or near Blackledge's Run, where the present stock law line crosses the railroad, and running along on the west side of the W & N R R to the Trent road at the five mile post from New Bern, and then along the west side of the Trent road to where the railroad crosses the said Trent road, near Rocky Run, and then along the west side of the railroad to where the railroad crosses the Trent Road at DeBruhl's store, near the eight mile post; and then along the west side of the Trent road to the ten mile fork, and thence along the north west side of the Trenton road to Beaver Dam near and above the residence of J B Banks, and thence a southwardly direction along the Beaver Dam Swamp and the cleared land of the said J B Banks, to the Trent river, crossing the Trent river, enters the lands of F G Simmons, and runs in the most available direct course to the north west side of the Quaker Bridge Road, north west of F G Simmons' gin house; and thence along the north west side of the Quaker Bridge to where the cleared land and the White Oak Pocosin meets, then crossing the Quaker Bridge road runs in a south east direction, and the most available and practicable route, around the cleared lands of John C Parker, Becton Simmons and others, so as to enter into what is known as the White Oak road, above the residence of E F Sanderson, and thence along on the north west side of the said White Oak road, to the public road, near Mrs R C Oldfields, known as the White Oak river road, and then along on the north west side of the said White Oak river road, running up to a point opposite a cross fence, known as the Oldfield division cross fence line. Thence crossing the White Oak river road, and running with the division line fence of Mrs R C Oldfield's to the woods on the White Oak river swamp; and thence running along, and down the north side of the White Oak river and swamp parallel with the White Oak river swamp, the most available and practicable course to the south east side of the Wilmington and New Bern railroad, to the division line of Lewis Bynum and the J E Hay lands, thence in a north eastwardly direction along the line of the said Lewis Bynum's and the late J E Hay's to the north east side of the public road leading from Maysville to Stella. Thence along the north east side of said public road to a stake, the division line between the Maysville Land Company's Lands and the Hay Lands thence along the surveyed line of the Maysville Land Company and J E Hay's lands, northwardly to the northeast corner of the Land Co's. land, thence south westwardly 1,437 feet with the Land Company's north line, to the right of way of the Wilmington and New Bern Railroad. Thence northwardly on the east side of said Railroad to a point opposite F H Foy's cleared land on the east side of said Railroad, thence eastwardly to the terminus of said cleared land, thence northwardly along the eastern side of the cleared lands of F H Foy, W W Freeman, J N Foscue and E L Haughton, thence the most available and practicable northeastwardley and direct line to a point on the Beaufort road, between the residence of J J Hines and Clay Hill Branch; thence on the southern side of the said Beaufort road, running eastwardly and along and parallel with the various courses of the said road to a point opposite the northeastern terminus of the cleared land of J H Bell, on what is known as the Joseph R Bell plantation and then crossing the said public road and running northwestwardly to Trent river at or near the mouth of Raccoon creek, the northwestern terminus.

January 13, 1899.

Notice of Administration.

Having duly qualified as the Administrator of Macon Bryan, deceased, all persons are hereby notified to present their claims to me duly verified, on or before January 31st, 1900, or this notice will be pleaded in bar of recovery.

All persons indebted to said estate are requested to make immediate payment, This January 31, 1899.

L. M. SATTERTHWAITE,
Administrator.

NOTICE!

State of North Carolina, Craven County, } Superior Court.

P H Pelletier vs Greenville Lumber Co., and others:

Notice is hereby given to all creditors and stockholders of the Greenville Lumber Company who have not filed their claim against said Company or been made parties defendants to said suit, the said claim of interest or as creditors of said Greenville Lumber Company to be made on the Receiver, Lovit Hines, within sixty days from the date hereof.

W. M. WATSON, C. S. C.,
Craven County.

Commissioner's Sale.

By the virtre of the power conferred upon me by a judgement granted in an action in the Superior Court of Craven county wherein T. F. McCarthy administrator is the plaintiff and Henry Ernul et als are defendants. I will expose to public sale for cash at the court house door in the city of New Bern to the highest bidder on Monday the 6th day, March 1899, at the hour of 12 noon all the following described tract of land situated on the North side of Neuse River and East side of Little Swift creek, bounded as follows:—Beginning at the forks of the New Road, opposite to the dwelling house of W. A. Morris, thence running up said road to West branch, thence down said branch to Little Swift creek, thence up said creek to the mouth of Kit swamp, thence up said swamp to James M. Willis' corner, thence reverse of said Willis' line to the Pamlico road and thence down said road to the beginning, containing 225 acres more or less.

This the 3rd day of February 1899.

T. F. McCARTHY,
Administrator and Commissioner.

Russell House.

While in Beaufort be sure and stop at the Rusell House. First-Class Board. A home for traveling people. Fishing and hunting unexcelled. Terms $1.25 a day or $5.00 per week.

G. A. RUSSELL, Prop.

NOTICE.

Notice is hereby given that application will be made to this session of the General Assembly of North Carolina for the passage of a law to authorize the city of New Bern to issue bonds to the amount of one hundred thousand dollars for the purchase of Water Works, Sewerage and the Electric Light Systems.

January 14th.

Executor's Notice!

Having duly qualified as the Executor of Lowena Frazier, deceased, all persons are hereby notified to present their claims to me duly verified on or before December 31, 1899, or this notice will be pleaded in bar of recovery.

All persons indebted to said estate are requested to make immediate payment.

This 31st day of December, 1898.

A. W. WETHERINGTON, Executor
For Lowena Frazier.

COMMISSIONERS SALE.

By virtue of the power conferred upon me by a Judgment of the Superior Court of Craven county in an action wherein Lovit Hines, Plaintiff and F. P. Outlaw and others are defendants, I will expose at public sale to the highest bidder for cash at the Court House door in New Bern on Thursday, the 16th day of February, 1899 at the hour of Twelve o'clock M., all that certain tract of land, lying and being in the County of Craven and State of North Carolina, bounded and described as follows:

Beginning at a stake in Seth Wests line, N. E. Jones corner, near the Cobtown Road, and runs with N. E. Jones line. North 82¼ degrees East 220 poles to a stake, thence South 7½ degrees East 32 Poles to a stake; thence South 82¼ degrees West, 100 poles to a stake in the Carmack Field, thence South 32½ degrees West 21 poles to a stake near a forked hickory; thence South 51½ degrees East, 46 poles to a stake on south side of New ditch; thence North 56½ degrees East, 36 poles to a stake, known as the Red Oak corner; thence South 47½ degrees East 127 poles to a stake, Clark and Bectons corner of New Entry; thence South 56½ degrees West 127 poles to a Maple on the South side of Cypress Swamp; thence North 47½ degrees West 127 poles to a Gum; thence North 31 degrees West 7 poles to a stake thence N. 31½° W. 98 poles to a stake in a small branch; thence South 46½ degrees West 11 poles to a stake on the edge of Pine Ridge; thence North 7½ degrees West 32 poles to a stake, to a beginning, containing 183½ acresmore or less.

W. H. BRAY,
Commissioner.

January, 17th, 1899.

Sale of Land.

By virtue of a decree of the Superior Court of Craven county made and entered on the 13th day of January, 1899, I will sell at public auction for cash to the highest bidder at the Court House door in New Bern, Craven county, North Carolina, at 12 M. on Monday the 6th day of March, 1899