When you plant seeds, plant

FERRY'S

Always the best.

For sale everywhere.

D. M. FERRY & CO., Detroit, Mich.

THE CHAMBER OF COMMERCE

What Was Done at the Special Meeting Yesterday--The Amendment to the Charter Accepted—The Old Officers Elected—Report of the Committee As to the Incendiary Fires—To Advertise the City.

The chamber of commerce held a special meeting Thursday afternoon at 3:30 o'clock, President James H. Chadbourn, Jr., presiding and Colonel John L. Cantwell, the secretary, being at his post.

President Chadbourn stated that the meeting had been called to adopt the amendment made by the recent legislature to the charter of the chamber, to elect officers and to transact such other business as may come up for attention. He called upon the legislative committee to report with reference to the charter.

Eugene S. Martin, Esq., made the report for the committee, and read the act amending the charter. He explained that it was necessary for the chamber to adopt the charter to make it operative. The act, as follows, was read by Mr. Martin and upon his motion, was adopted:

An Act to Amend Chapter Seventy-three, Laws of Eighteen Hundred and Sixty-six, and Sixty-seven, Entitled "An Act to Incorporate the Chamber of Commerce of the City of Wilmington, North Carolina."

The General Assembly of North Carolina do Enact:

Section 1. That section one of chapter seventy-three (73), private laws of eighteen hundred and sixty-six and sixty-seven (1866 and 1867) entitled "An act to incorporate the chamber of commerce of the city of Wilmington, North Carolina," ratified the twenty-fifth day of February, eighteen hundred and sixty-seven (1867) be amended by inserting the word "perpetual" before the word "succession" in line nine of said section one (1), and by striking out the words "and so continue for the term of thirty (30) years" immediately following the word "succession" in said section.

Sec. 2. That it shall be lawful for the said corporation to borrow money and to make, negotiate and dispose of its promissory notes, drafts or bonds given for money borrowed or given in liquidation of any debt due or owing by said corporation and to secure the payment of any such obligation or obligations, by mortgage deed of trust or pledge of any or all of its property and franchise.

Sec. 3. This act shall be in force from and after its ratification.

Ratified this 5th day of March, 1897.

President Chadbourn announced that the election of officers for the ensuing year was in order and called Mr. George Harriss to the chair. Mr. Harriss took the chair and called for nominations for president.

Mr. W. M. Cumming nominated for president Mr. James H. Chadbourn, Jr., who has so satisfactorily filled that position the past year.

Colonel Walker Taylor seconded the nomination and said it afforded him great pleasure to do so, and to say that whatever success the chamber has achieved is largely due to President Chadbourn.

Mr. N. Jacobi also seconded the nomination and moved that the rules be suspended, and that the secretary cast the unanimous vote of the body for Mr. Chadbourn. The motion was carried.

The secretary said a very pleasant duty had been imposed upon him, and complimented President Chadbourn for his zealousness and the ability with which he has discharged his duties. He then cast the unanimous vote of the body for President Chadbourn.

The nomination of a first vice president was declared in order.

Mr. Chadbourn said the success of the chamber was not due to himself alone, but to the efficient help and support given him by the first vice president, Colonel Walker Taylor. He, therefore, desired to nominate Colonel Taylor for first vice president.

Mr. James C. Stevenson seconded the nomination and said Co. Taylor was a man of characteristics, and that all he undertook, either in business, politics or church, was done well. He was very zealous in all his work. A vice president is generally a figurehead, but such has not been the case with Colonel Taylor. Mr. Stevenson said he congratulated the chamber upon having two such efficient vice presidents as Colonel Taylor and Mr. W. E. Worth.

Captain James I. Metts seconded the nomination and moved that the secretary cast the unanimous vote for Colonel Taylor. The motion was carried and the vote was so cast.

The nomination of a second vice president was declared in order.

Mr. Jacobi said he took great pleasure in nominating Mr. W. E. Worth, who had been zealous in his work for the chamber, and had served it so well. The nomination was seconded and Mr. Worth was unanimously elected.

The nomination of a secretary and treasurer was declared in order.

Mr. Jacobi said he desired to nominate the present excellent, efficient and zealous secretary and treasurer, Colonel John L. Cantwell, who, he hoped would continue on occupying the position which he has so acceptibly filled so many years.

Mr. Chadbourn said it afforded him much pleasure to second the nomination. He complimented Colonel Cantwell for his efficiency, and said he had been zealous and faithful in the discharge of his duties, having recorded in the past year eighty-seven pages of minutes and written 3,000 communications and notices. He said this would make Colonel Cantwell's twentieth year as secretary of the chamber, and the body should be congratulated upon having his long and efficient service.

Mr. H. C. McQueen inquired, if under the amendment to the charter, it was competent to hold the election of officers at this meeting.

President Chadbourn explained that the by-laws provided for the election of officers at the annual meeting, which was held on the first Thursday in March, and said that the election was postponed from that meeting to this, which was practically a continuance of that meeting.

Eugene S. Martin, Esq., being called on for an opinion, said he thought the election would be competent.

On motion of Colonel Taylor, Mr. Jacobi cast the unanimous vote for Colonel Cantwell as secretary and treasurer. Colonel Cantwell thanked the chamber for this evidence of renewed confidence.

The nomination of an executive committee being the next in order, the following gentlemen were nominated by Captain H. K. Nash, and were unanimously re-elected: Messrs George Harriss, James F. Post, Jr., Colonel Thomas Evans and Colonel F. W. Kerchner.

On motion, the president was authorized to appoint a committee to audit the books of the secretary and treasurer.

Mr. Harriss asked to be relieved of the chair and First Vice President Taylor then presided.

Unfinished business and committee reports were called for.

Mr. W. E. Worth, of the special committee appointed to investigate and report as to the water pressure at fires and the recent incendiary fires in the city, submitted the typewritten report of the committee. On motion the chamber approved the report and instructed the committee to present the report to the board of aldermen.

On motion of Mr. C. E. Borden, a vote of thanks was extended to the committee for its labors and excellent report.

Iredell Meares, Esq., presented the name of W. B. McKoy, Esq., for membership in the chamber, and he was unanimously elected.

The secretary read the following letter and it was placed on file:

Pinebluff, N. C., February 5. 1897.

Mr. John L. Cantwell, Secretary Chamber of Commerce, Wilmington, N. C.

Dear Sir:—Replying to your favor of January 29th, in which you forward me resolutions passed by your body, allow me to extend through you to your organization my appreciation of the honor you confer upon me, and I assure the members of your organization and the citizens of Wilmington that it will be my pleasure to do everything possible to advance the interest of your city and wherever you can see I can be of any service command me. It is a pleasure to do whatever I can to make prosperous the people of the south and especially those of North Carolina.

Again thanking your association and yourself for the kind expressions that you tender me, I am,

Very truly yours,

JNO. T. PATRICK.

Chief Industrial Agent, S. A. L.

It was stated that Mr. Albert Chenis representing the Manuafcturers' Record, of Baltimore, was in the city in the interest of a special advertising edition of his paper, and on motion Mr. Chenis was invited to come before the chamber and explain the nature and purpose of the edition. Mr. D. C. Love introduced Mr. Chemis, who fully explained the matter. He said arrangements had been made with Vice President St. John, of the Seaboard Air Line, to get out 10,000 copies of a "Special Seaboard Air Line Supplement" of the Record, containing a write up of the resources of the country and cities along the Seaboard Air Line and the territory tributary to it. He said this would be in addition to the 35,000 circulation of the Record, and that the special edition would be given the best possible distribution by the Seaboard Air Line. It was proposed to circulate it in the north and east and in Europe, and it would be of special value to people seeking investments, home seekers, etc. The price of advertising in this edition is $100 per page for displayed matter, or $60 for a half page, and $50 per column for reading matter. Mr. Chenis said it would be advantageous for Wilmington to be represented in this edition, and suggested that it would be a good idea for Wilmington to expend some $200 in this connection.

Iredell Meares, Esq., spoke well of Mr. Chenis' proposition and called attention to the far reaching value of advertising. He said he had sent some of the maps of our river, harbor and vicinity to a gentleman in Chicago, and one of them was returned to him from a gentleman in Boston making inquiries about Wilmington. Another had come back from London, Eng., with inquiries.

After the question had been discussed Mr. J. C. Stevenson moved that the matter of advertising in the Record's special edition be presented with the endorsement of this chamber to the board of county commissioners and board of aldermen, with the request that they appropriate $100 each for the purpose.

On motion of Mr. C. E. Borden, the following special committee was appointed to lay the matter before the commissioners and board of aldermen: Messrs. J. C. Stevenson, C. E. Borden and W. E. Worth.

Mr. C. E. Borden moved that Captain W. E. Craighill, in charge of the United States engineer corps, be extended the courtesies of the chamber, and that the secretary invite him to attend the meetings.

Mr. T. W. Clawson moved an amendment that Captain Craighill be also elected an honorary member of the chamber. The motions were adopted, and Colonel F. W. Kerchner was appointed a special committee to see that Captain Craighill attends the next meeting.

The chamber then adjourned.

The Southport Leader Suspends.

The Messenger regrets exceedingly to chronicle the suspension of the Southport Leader, with its issue of yesterday. The paper was established seven years ago by Mr. C. L. Stevens, now of the New Bern Journal, and for the last six months or more his brother Mr. A. E. Stevens, has been the editor. These gentlemen got up one of the neatest, newsiest and brightest weekly papers in the state and it would have been a credit to any county in the state. The Messrs. Stevens have been live, enterprising and progressive and the suspension of The Leader will be a decided loss to the journalism of the state.

We take from The Leader of Thursday the following announcement concerning its suspension:

"The Southport Leader will be discontinued with this issue.

"Our subscription list has been transferred to the Wilmington Messenger and subscribers will receive The Messenger next week in place of The Leader. The Messenger is published twice a week, and is an eight page paper at $1.00 a year. The Messenger is a progressive paper and will doubtless do Southport and Brunswick county full justice.

"Those of our subscribers who have paid their subscription in advance within the last two months will receive the money for the unexpired portion of their time, in case they prefer, by application at this office.

"The Leader is proud of its record during the seven years of its existence. It has contained more valuable original matter than any weekly published in the state. It has always been clean and progressive. Published as a democratic paper, it is especially proud of having refused to accept the Chicago platform and it is able to say that it gained more subscribers than it lost during that eventful period.

"Among its many friends, The Leader wishes to thank Mrs. F. A. Olds, its able and faithful Raleigh correspondent, who did much to make the Leader what it was."

As stated in the above announcement, the subscription list of The Leader has been transferred to the twice a week Messenger. This will add several hundred names to the already large circulation of that edition of The Messenger, which it gratifies us to state has been well received and highly appreciated in the wide field of its circulation. The subscription list has greatly increased, and is still growing beyond our most extravagant anticipations. With the addition of the Leader's list and the recent increase of our own list and a patronage constantly growing, the twice a week Messenger affords our business men and all other advertisers the best advertising medium in North Carolina.

The Late Champion.

We rather think that "Pompadour Jim," as his admirers call him, is the worse feeling man just now in the whole country. He has been whipped and that too by a man for whom he expressed on all occasions, the utmost contempt. Perhaps he thinks differently about him now and has learned something also. He has been relegated to the rear as Sullivan, Dempsy, Kilrain and others have been and is now simply a back number. He should have won the fight for he had the best of it up to the time he was knocked out but his overrunning confidence lost him the battle. It is always dangerous to underrate your opponent.

And Sullivan has challenged Fitzsimmons. Should they ever meet it will simply be slugging, for their tactics are the same, hard knocks and more or less science, a mere question of endurance under punishment. But we don't think they will ever run foul of each other, not just now at any rate.

Full Details Gladly Given.

A Railroad Official's Experience.

MR. EDWARD EDMONDS, long connected with railroad construction in Nebraska, writes: "My heart troubled and pained me for 19 years. Shortness of breath was the constant and most common symptom. Intense, excruciating pain, generally followed any severe exertion. Faintness, hunger without any appetite; fluttering that made me clutch my breast, and palpitation that often staggered me as if I would fall, were frequent attacks. Again, everything would turn black if I arose from a stooping posture quickly. Sleepless nights with their prostrating unrest were numerous and I could get no rest day or night. I consulted leading physicians and tried advertised remedies. They gave me no relief. One of Dr. Miles' circulars described my case so exactly that I took Dr. Miles' New Heart Cure and I am now a well man. I hope every one troubled with heart disease will try Dr. Miles' remedies. If they will write me personally, I will gladly give them full details of my experience." EDW. EDMONDS.

Dr. Miles' Heart Cure Restores Health.....

P. O. Box 65, David City, Nebraska.

Dr. Miles' Heart Cure is sold on guarantee that first bottle benefits or money refunded.

HOTEL ON THE BEACH.

A Well Known Charlotte Hotel Man Proposes to Join Our Citizens in the Erection of a Commodious Hotel at Ocean View—It Will Have Sixty-Five Rooms and Will Open This Season.

The people of Wilmington and the thousands of people who visit Ocean View beach during the summer will be gratified to learn that there is every probability that a nice hotel will be erected on the beach in time to be opened the approaching season. The Messenger so stated last Sunday and we are now at liberty to say more about the enterprise.

Mr. Geo. R. French, president of the Wilmington Seacoast Railroad Company, has been in correspondence with Mr. Geo. Campbell, of the Central hotel, of Charlotte, with reference to the matter. The correspondence resulted in a visit to our city by Mr. Campbell who came down on Tuesday and returned on Wednesday. While here Mr. Campbell conferred with the president and directors of the Wilmington Seacoast Railroad Company and propsed if they would interest themselves in organizing a stock company to build a hotel and would raise half the stock he would take the other half and take the management of the hotel in hand.

The conefrence between Mr. Campbell, President French and the directors resulted in an understanding that gives every promise that the hotel will be built. It is proposed to build the hotel on the site of the Brown bath house, which is one of the most elligible locations on the beach. Plans for a sixty-five room hotel building were secured from Mr. H. E. Bonitz, the architect, and were examined and discussed by Mr. Campbell and the others interested. Some changes were made in the plans, and Mr. Bonitz will have the new plans ready in a few days. The parties concerned in the enterprise will then take some definite action.

The cost of the hotel will be from $10,000 to $20,000, as may be decided upon, and the plans for the hotel will be such that the building can be added to whenever it becomes necessary.

President French tells us that the hotel will be a creditable and commodious one. The railroad company will not be concerned in the enterprise but gentlemen connected with the company will take individual interest in it. He thinks there is no doubt that our citizens will at once raise the amount of stock expected from them.

Mr. Campbell is an experienced and successful hotel man and one of the best known in the south. A man of his standing and enterprise will be worth a great deal in building up our beach, and it is hoped the scheme for the hotel will be consummated as early as possible. We are informed that when the plans are agreed upon, the building can be erected in sixty days and be ready for this summer's business.

We take the following from yesterday's Charlotte Observer with reference to this matter:

"Mr. Geo. Campbell, of the Central, returned from Wilmington yesterday. He arranged while there to open a hotel on the beach this summer. This will be good news to Charlotte people, for it will give them an outlet, from inland, highland points. Mr. Campbell will run his beach hotel as an annex, as it were, to the Central. He will, no doubt give his personal management to the hotel."

The State Charities.

One of the most reprehensible acts of the recent legislature, and there were enough in all conscience that will be long remembered, was their interference with the charitable institutions of the state. There was not a whisper of discontent with their management heard in any quarter, the officials were kind and considerate to the patients and no one questioned their competency. They understood thoroughly the condition of every one of the unfortunates who are under their charge and yet they are to be removed from office, solely because some hungry members of that conglomerated party which unfortunately now controls the state are hankering after "pie" and must have it or die.

It is a shame that these institutions should be dragged into the cesspool of politics, and cruel as it is shameful. In 1876 when the democrats secured the control of the state they found a republican at the head of the oldest and largest of these institutions of charity and they refused to remove him, on account of his long experience and familiarity with the duties of the position, although there were many thoroughly competent applicants for the place. They argued that politics should have nothing to do with state charities and that a change of officials, simply for political reasons would not be contenanced. They felt that their first duty was for the benefit and comfort of those helpless beings who were shut out from the world and who were familiar with their keepers and had learned to love them, and that to put strangers in their places would be an act of cruelty if not of barbarism, and no change was made.

It has been reserved for the present regime to institute a new order of things, to care less for suffering humanity and more for the howlers for "pie." It is to be hoped that the clamorous hyenas will be gorged after awhile.

Did You Ever.

Try Electric Bitters as a remedy for your troubles? If not, get a bottle now and get relief. This medicine has been found to be peculiarly adapted to the relief and cure of all Female Complaints, exerting a wonderful direct influence in giving strength and tone to the organs. If you have Loss of Appetite, Constipation, Headache, Fainting Spells, or are Nervous, Sleepless, Excitable, Melancholy or troubled with Dizzy Spells, Electric Bitters is the medicine you need. Health and Strength are guaranteed by its use. Fifty cents and $1.00 at R. R. Bellamy's Drug Store.

WILMINGTON STAMP WORKS

15 PRINCESS STREET.

MANUFACTURERS OF RUBBER STAMP

Autographs, Seven Year Daters, Air Cushion Stamps, Self Inking Stamps, Linen Markers, Seal Presses, &c., &c. We also do Job Printing in the latest style type. Get our prices and we will be sure to please you. Bell 'Phone 240.

mh 5 tf

TO THE

Southern Baptist Convention.

AT

WILMINGTON, N. C.,

MAY 5TH TO 14TH, 1897,

THE

SEABOARD AIR LINE

OFFERS THE

Best Service! Quickest Routes!

AND A

HALF RATE.

In addition to the regular **Superb Double Daily Service,** it is proposed to run

THREE "BAPTIST SPECIAL TRAINS"

FROM

Virginia, North Carolina, South Carolina and Georgia,

Making immediate connections with trains from all points

North, South, East and West.

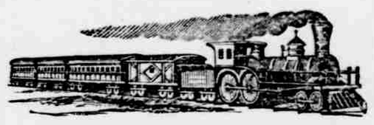
For special printed matter, maps, time-tables, rates, tickets, sleepers and all information, address or call on

B. A. NEWLAND,
Gen'l Agt., Pass'r Dept.,
6 Kimball House, Atlanta, Ga.

—OR—

T. J. ANDERSON,
Gen'l Pass'r Agent.
Portsmouth, Va.

WILMINGTON, NEWBERN & NORFOLK RAILWAY CO.



IN EFFECT SUNDAY, MAY 17, 1896.

Daily Except Sunday.

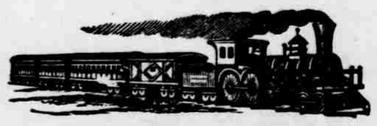
NORTH BOUND			STATION.		SOUTH BOUND		
*6	|8				|7	||5	
A M	P M		—Wilmington—		P M	P M	
	2 00		Lv. Walnut Street	Ar	12 40		
7 00	2 10		Lv.. Surry Street	Ar	12 30	3 25	
9 50			Ar.... Jacksonville	Lv		12 05	
11 00	3 58		Lv... Jacksonville	Ar	10 42	10 25	
11 58	4 30		Lv.... Maysville	Lv	10 09	9 18	
12 30	4 44		Lv... Pollocksville	Lv	9 55	8 50	
1 30	5 20		Ar..... Newbern	Lv	9 20	8 00	
	P M				A M		

Nos. 5 and 6 mixed trains.
Nos. 7 and 8 passenger trains.
Trains 8 and 7 p. m. make connection with trains on A. & N. C. R. R. for Morehead City and Beaufort.
Connection with steamer Neuse at Newbern to and from Elizabeth City and Norfolk Monday, Wednesday and Friday.
Steamer Geo. D. Purdy makes daily trips between Jacksonville and New River points.
*Monday, Wednesday and Friday.
||Tuesday, Thursday and Saturday.
|Daily except Sunday.

H. A. WHITING, General Manager.
J. W. MARTENIS, Traffic Manager. my 22 tf

CAPE FEAR AND YADKIN VALLEY RAILWAY CO.

JOHN GILL, Receiver.



CONDENSED SCHEDULE.

In Effect February 7th, 1897.

South Bound Daily No 1.		MAIN LINE.		North Bound Daily No 2.
7 45 p m	Ar...	Wilmington	Lv	7 50 a m
4 35 p m	Lv ...	Fayetteville	Lv	11 00 a m
4 18 p m	Ar...	Fayetteville.	Lv	11 21 a m
4 12 p m	Ar.	Fayetteville Jun	Lv	11 27 p m
2 55 p m	Lv.....	|Sanford	Lv	1 00 p m
12 43 p m	Lv.....	Climax	Lv	2 55 p m
12 15 p m	Lv....	Greensboro ...	Ar	3 25 p m
11 55 a m	Ar....	Greensboro	Lv	3 35 p m
11 07 a m	Lv....	Stokesdale	Lv	4 23 p m
10 32 a m	Lv..	Walnut Grove ..	Lv	4 55 p m
10 04 a m	Lv....	Rural Hall	Lv	5 26 p m
8 40 a m	Lv.....	Mt. Airy	Ar	6 50 p m

South Bound Daily No 3.		BENNETTSVILLE.		North Bound Daily No 4.
7 20 p m	Ar..	Bennettsville ..	Lv	8 20 a m
6 17 p m	Lv.....	Maxton	Lv	9 33 a m
5 36 p m	Lv...	Red Springs ...	Lv	10 02 a m
4 49 p m	Lv...	Hope Mills ...	Lv	10 47 a m
4 23 p m	Lv...	Fayetteville ...	Ar	11 08 a m

|Meals.

Northbound connections at Fayetteville with Atlantic Coast Line for all points North and East, at Sanford with the Seaboard Air Line, at Greensboro with the Southern Railway company, at Walnut Cove with the Norfolk and Western railroad for Winston-Salem.

Southbound connections at Walnut Cove with the Norfolk and Western railroad for Roanoke and points North and West, at Greensboro with Southern railway company for Raleigh, Richmond and all points North and East, at Fayetteville with the Atlantic Coast Line for all points South, at Maxton with the Seaboard Air Line for Charlotte, Atlanta and all points South and Southwest.

J. W. FRY, Gen'l Manager. W. E. KYLE, Gen'l Pass Agent.

ATLANTIC COAST LINE.

Schedule in Effect February 8th, 1897.

Departures from Wilmington:

NORTH BOUND.

DAILY No. 48—Passenger—Due Magnolia 9 35 A. M. 10:59 a. m., Warsaw 11:11 a. m., Goldsboro 12:01 a. m., Wilson 12:46 p. m., Rocky Mount 1:20 p. m., Tarboro 2:50 p. m., Weldon 3:29 p. m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:65 p. m., Washington 11:10 p. m., Baltimore 12:53 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., |Boston 3:00 p. m.

DAILY No. 40—Passenger—Due Magnolia 7 15 P. M. 8:55 p. m., Warsaw 9:10 p. m., Goldsboro 10:10 p. m., Wilson 11:06 p. m., |Tarboro 6:45 a. m., Rocky Mount 11:55 p. m., Weldon 1:44 a. m., |Norfolk 10:30 a. m., Petersburg 3:24 a. m., Richmond 4:20 a m., Washington 7:41 a. m., Baltimore 9: a. m., Philadelphia 11:23 a. m., New York 1:03 p. m., Boston 8:20 p. m.

SOUTHBOUND.

DAILY No. 55—Passenger—Due Lake 8 25 P. M. Waccamaw 4:32 p. m., Chadbourn 5:04 p. m., Marion 6:05 p. m., Florence 6:45 p. m., Sumter 8:42 p. m., Columbia 10:05 p. m., Denmark 6:20 a. m., Augusta 8:00 a. m., Macon 11:00 a. m., Atlanta 12:15 p. m., Charleston 10:20 p. m., Savannah 12:50 a. m., Jacksonville 7:30 a. m., St. Augustine 10:3 a. m., Tampa 5:45 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH.

DAILY No. 49—Passenger—Leave Boston 5:45 P. M. |1:03 p. m., New York *3:00 p m., Philadelphia 12:06 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weldon 11:50 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:16 p. m.

DAILY No. 41.—Passenger—Leave Boston 9:30 A. M. 12:00 night, New York 9:30 a. m. Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Washington 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., |Norfolk 2:20 p. m Weldon 9:43 p. m., |Tarboro 6:05 p m., Rocky Mount 5:45 a. m., leav Wilson 6:20 a. m., Goldsboro 7:03 a. m., Warsaw 7:53 a. m., Magnolia 8:06 a. m.

FROM THE SOUTH.

DAILY No. 54—Passenger—Leave Tampa 12:15 P. M. 9:25 a. m., Sanford 2:19 p. m. Jacksonville 7:00 p. m., Savannah 12:45 night, Charleston 5:30 a. m., Columbia 5:50 a. m., Atlanta 7:15 a. m., Macon 9:00 a. m., Augusta 2:45 p. m., Denmark 4:55 p. m. Sumter 6:45 a. m., Florence 8:35 a m., Marion 9:34 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:06 a. m.

|Daily except Sunday.

Train on the Scotland Neck Branch road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 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 11:20 a. m., Weldon 11:40 a. m., daily except Sunday.

Trains on Washington Branch leave Washington 8:20 a. m. and 2:00 p. m., arrive Parmele 9:10 a. m. and 3:40 p. m., returning leave Parmele 10:10 a. m. and 6:30 p. m., arrive Washington 11:40 a. m. and 7:20 p. m. Daily except Sunday.

Trains leave Tarboro, N. C., daily, 5:30 p. m., arrives Plymouth 7:40 p. m. Returning leaves Plymouth daily, 7:50 a. m., arrives Tarboro 10:05 a. m.

Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 7:10 a. m., arriving Smithfield 8:30 a. m. Returning leaves Smithfield 9:00 a. m.; arrives at Goldsboro 10:25 a. m.

Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 5:05 p. m., Spring Hope 5:30 p. m. Returning leaves Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m., daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11:15 a m. and 4:10 p. m. Returning leaves Clinton 7:00 a. m. and 3:00 p. m.

Florence Railroad leave Pee Dee 9:10 a. m., arrive Latta 9:30 a. m., Dillon 9:42 a. m., Rowland 10:00 a. m., returning leaves Rowland 5:38 p. m., arrives Dillon 5:56 p. m., Latta 6:09 p. Pee Dee 6:30 p. m., daily.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway 2:25 p. m., Chadbourn 5:20 p. m., arrive Hub 6:00 p. m. Daily except Sunday.

Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., arrive Lanes 7:48 p. m., leave Lanes 7:10 a m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily.

Georgetown & Western Railroad leave Lanes 9:30 a. m., 7:10 p. m., arrive Georgetown 12:00 m., 8:30 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrive Lanes 8:25 a. m., 5:25 p. m. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Cheraw 10:40 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:10 p. m., arrive Darlington 8:40 p. m., Hartsville 9:35 p. m., Bennettsville 9:36 p. m., Gibson 10:00 p. m. Leave Florence Sunday only 9:00 a. m., arrive Darlington 9:27 a. m., Hartsville 10:10 a. m.

Leave Gibson daily except Sunday 6:15 a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:15 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 p. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:27 p. m., arrive Florence 6:55 p. m. Leave Hartsville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:16 a. m.

Wilson and Fayetteville Branch leave Wilson 2:05 p. m., 11:16 p. m., arrive Selma 2:50 p. m., Smithfield 2:58 p. m., Dunn 3:35 p. m., Fayetteville 4:15 p. m., 1:10 a. m. Rowland 5:38 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smithfield 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m.

Manchester & Augusta R. R. trains leave Sumter 4:30 a. m., Creston 5:22 a. m., arrive Denmark 6:20 a. m. Returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily.

Pregnalls Branch train leaves Creston 6:45 a. m., arrives Pregnalls 9:15 a. m. Returning, leaves Pregnalls 10:00 p. m., arrives Creston 3:50 p. m. Daily except Sunday.

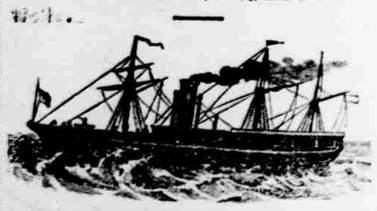
Bishopville Branch trains leave Elliott 11:10 a. m., and 7:45 p. m., arrive Lucknow 1:00 p. m., and 8:45 p. m. Returning leave Lucknow 6:05 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:30 p. m. Daily except Sunday.

|Daily except Sunday. *Sunday only.

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

The Clyde Steamship Co.

NEW YORK, WILMINGTON, N. C., AND GEORGETOWN, S. C., LINES.



From New York for Wilmington.

CROATAN.....Saturday, March 20
ONEIDA.....Saturday, March 27

From Wilmington for New York.

ONEIDA.....Saturday, March 20
CROATAN.....Saturday, March 27

From Wilmington for Georgetown.

ONEIDA.....Tuesday, March 16
CROATAN.....Tuesday, March 23

Through Bills of Lading and lowest through rates guaranteed to and from points in North and South Carolina.

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