

UNPUBLISHED WAR RECORDS.

Additional Extracts From the Letter Book of Governor Vance for 1862 and 1863.

(Special Correspondence.) Messenger Bureau, Park Hotel, Raleigh, N. C., June 19. Continuing the glimpses at Governor Vance's war letter books, it is interesting to note that the first letter bears date September 11, 1862, and is to Secretary of War George W. Randolph. It is as follows: "I respectfully request that you will not in the future confer authority on persons to enlist soldiers within the limits of this state unless the applicant be endorsed by this department. Permit me to inquire whether late enlistments of citizens of this state residing beyond the Blue Ridge mountains, made under the authority (as represented) of General E. Kirby Smith, commanding department of East Tennessee, etc., were authorized by you? If authorized by you, I request that such authority be revoked; if not, that you cause such enlistments to be discontinued. I make the above requests for the following reasons: Much confusion has been produced. Many soldiers have been enlisted in the confederate service without this state having been credited with the same in her quota of troops. The operation of the act of congress known as the conscript act is much hindered and it will be difficult, if not impossible, for this state to fill its thinned regiments already in service."

On the same day, in compliance with a request of Colonel Peter Mallett (at the camp of instruction here, known as Camp Holmes), Governor Vance wrote: "I have ordered the militia officers of the state to enroll and bring in the conscripts." On the 15th the governor issued a proclamation setting forth that certain persons were using their influence to prevent obedience to the conscript law, and notifying such persons that their act was treason and that they must not hope to escape its penalties. In a letter to Hon. Weldon N. Edwards, of Ridgeway, dated September 18, 1862, Governor Vance said in a call for state convention because "extortion and speculation have attained such proportions that I find on investigation it will be impossible to clothe and shoe our troops this winter without incurring a most enormous outlay and submitting to the most outrageous prices. The cotton and woolen factories have advanced their prices to an unheard of extent and refuse to make contracts which would prevent their raising them next week if they saw proper. The price of common shirting for example is 50 cents a yard. It requires 1,000,000 of such shirting for each soldier two shirts and two pairs drawers, which is the winter allowance. This, you will see, amounts to \$500,000, simply for underclothing. By calculation, it appears that 25 cents a yard for cotton cloth will actually pay the mill owners nearly 50 cents per yard. The legislature, if it met, would be cramped and hampered by the forms of the constitution. The convention alone can properly take the matter in hand and save our country and our army from suffering and ruin." The governor then earnestly urged Mr. Edwards to reassemble the convention.

The confederate quartermaster's department, finding that the state was making clothing for its troops, notified Governor Vance of its desire to have all the contracts and plants transferred to the confederate states. September 19, 1862, J. M. Worth state salt commissioner, at Wilmington, made his first report. This was that since March 1, 1862, about 800 bushels a day had been made. He was planning to run the salt water two and one-half miles into the woods, so as to get it near fuel to make fires under the remaining pans. He employed 200 men liable to military duty, but exempted by the state convention, and says "about one-third of them are Quakers who, at my suggestion, Governor Clark directed me to take at the time of the draft, another third are men who furnish their own teams and the remainder are men who are of weak constitutions and men who are afraid of the board of surgeons and would be of no use to the army and are of little use to me." Governor Vance replied that the quantity made was too small, and wanted 2,000 bushels a day made.

Waterhouse & Bowers built and equipped a powder mill on Crabtree creek, near Raleigh. Governor Vance advanced \$25,000 for it. The nitre and mining bureau of the confederate government offered to furnish the same with 3,000 pounds of refined nitre each week. This cost \$3.13 cents per pound. October 9, 1862, the governor asked the secretary of war to allow the formation of companies of partisan rangers in counties in this state in possession of the federal troops. October 8, 1862, Sheriff High, of Wake, notified the governor of the death of Henry W. Miller, member of the house for Wake. Judge George Howard was ordered to hold a special term of court at Kenansville to try four negroes for "rebellion."

October 10th a letter from John M. Worth told the governor of the death from yellow fever of the former's son. This caused the almost entire suspension of the state salt works. The governor wrote F. & H. Fries, at Salem: "I have seen with regret and mortification your note to Captain Garrett, A. Q. M., in which you say you cannot comply with the provisions of the exemption law requiring manufacturers to furnish goods at 75 per cent. profit over the cost of production, and, therefore, declining to sell the state more cloth for supplying the wants of our brave soldiers in the field. It is melancholy in every sense. Poor men, with large and helpless families, go forth to bleed and suffer at \$11 per month, supporting their families God knows how, with flour at \$20 per barrel, and shoes and cotton goods at fabulous prices, and yet men who stay at home in protected ease cannot afford to take 75 per cent. profit above cost for the garments in which their protectors stand guard and do battle. There is only one remedy to arrest the evil which threatens us, and that is to let the military put forth its strong arm and take what it wants. The com-

federate authorities have desired my permission to seize the mills of North Carolina and work them for the benefit of the army. Should it be formally asked of me again I shall withdraw my objections and permit them to do as they wish, unless the manufacturers make reasonable contracts with the state. I should state, as a matter of justice, that you have been quite as liberal, and perhaps more so, with the state, as any others, but no amount of company can render extortion justifiable or respectable." October 7th Captain Rufus Barringer, Company F, First North Carolina cavalry, Martinsburg, Va., reported the regiment in very bad shape, and put the blame squarely upon Colonel Baker, commanding, and his quartermaster and commissary. The governor promptly wrote the secretary of war: "The state has spent vast sums in equipping this regiment and has taken every care to render it alike to the state and to the service. Its failure has been obvious and mortifying. The blame most certainly rests with its officers, for its material was in all respects the very best our state could produce." (Captain Barringer said that of 900 men not over 300 had for several weeks been on duty, and out of over 1,600 horses purchased not over 600 or 650 could then be found.)

The confederate government asked Governor Vance to allow the making of whiskey for medicinal uses. Governor Vance replied that the legislature had positively prohibited the distillation of whiskey. October 5, 1862, Major S. D. Thurston, commanding the Third Regiment, N. C. S. T., in bivouac near Winchester, Va., wrote the governor a letter, saying: "In accordance with the unanimous desire of my officers and men, I beg leave to return to you the colors entrusted to us by the state of North Carolina at the commencement of this contest. When the regiment was first attached to the army before Richmond the confederate 'battle flag' was issued to it and all other colors ordered to be discarded. Previous to the battles in Maryland, however, our colonel, at the request of both officers and men, once more unfurled our North Carolina colors, a special guard was detailed for the defence of the latter, and in addition to our battle flag we carried our state flag into the engagement at Sharpsburg. This is the only one in which it has ever been used and evidence in its folds that it was in the very thickest of the fight, while our list of killed and wounded shows we did not fail in our trust. Two of its bearers were killed and two seriously wounded, yet not once were its folds allowed to touch the ground. I entrusted to Lieutenant John Van Bokelen."

Under date of October 11th Surgeon General Edward Warren wrote from Stanton, Va., that as directed by Governor Vance he was visiting the hospitals in the mountains of North Carolina, and his letter is a picture of some of the horrors of war. In it he says: "The delight of our soldiers at seeing me and learning that you had sent me to look after their wants cannot be expressed in words. They look like children and declared they would never forget you. Here there are 3,000 soldiers in hospitals, and at least a fourth are North Carolinians. Dirty, naked, without shoes, hats or socks, wounded in every possible manner, utterly dispirited and entirely indifferent to everything, the soldiers in these hospitals present a picture of wretchedness and misery which no tongue or pen can describe. They are arriving now at the rate of 1,000 a day from the army, in trains which consume a whole week in making the journey, and in this way hunger is added to their other sufferings. Making all things together the condition of these poor unfortunates is enough to wring tears from hearts of stone and to stamp the authorities of the confederacy with a brand of unutterable disgrace. Thank God, I have been able to do something at least for the poor fellows from North Carolina. All that I have done was in your name and on this very night you have the prayers and blessings of hundreds who have been made comparatively comfortable by your kindness. Dr. Manson is the very man for our agent in Richmond. I have found Dr. Little an invaluable assistant."

Soot and grease on pots and pans quickly yield to GOLD DUST Washing Powder. THE N. K. FAIRBANK COMPANY, Chicago, St. Louis, New York, Boston, Philadelphia.

mission was declined for the same reasons. Vance sent both letters to Jefferson Davis, saying Stanley's proposition might foreshadow something of importance to our cause. November 15, 1862, Vance complained to Secretary of the Treasury Memminger that despite repeated efforts, and even after twice sending agents to Richmond, he could not procure \$250,000 in confederate bonds, "though the confederate government owes this state between five and six million dollars." Governor Vance at this time urged upon the secretary of war the complete equipment of forts at Wilmington. The confederate navy department asked the governor for a lot of iron from the Atlantic and North Carolina railway to be used in plating gunboats. The letter says: "The armour must be at least 4 inches thick and placed at an angle of least 36 degrees. This armour from the limited power of our mill we are compelled to roll into plates 7 by 7 inches and 10 feet long and to put them on the vessels. It is to be observed that Secretary of the Navy Mallory in the letter spells armor in the English style, 'armour.' The governor replied: "The state is but a stockholder in this road; a large portion belonging to private individuals. November 10, 1862, the governor issued a statement saying the state was under the necessity of applying in foreign markets for the material with which to equip its troops, especially shoes and blankets. He said the value of property in the state was over \$500,000,000, of which slaves represented \$100,000,000; that the debt was \$21,000,000; that the cotton in the state, awaiting the reopening of commerce, 200,000 bales of cotton. He then announced the sending of a commission to England to arrange all these matters. Mr. John White, of Warrenton, went as the commissioner. President Davis issued a circular letter to the various governors saying it was desirable that there be such legislation as would enable the governors to command the slave labor, so as to use it in building defensive works. January 26th the Governor issued a proclamation stating that great numbers of North Carolina soldiers were absent from their colors without leave, and saying that those who did not return by February 10th should be declared deserters and liable to all the penalties for desertion. On the 23rd of January the secretary of the navy begged for ten miles of railway iron to be rolled into plates for the floating batteries under construction on the Roanoke. He says: "The Tredegar mills, at Richmond, are preparing to roll thirty tons a day. Railway iron, as we learn from experiments with it here and from results in the 'Arkansas' affairs but little protection against heavy shot, whereas rolled into plates we can produce vessels which can run every gunboat out of North Carolina."

The legislature adopted a resolution providing for the establishment of a manufactory of cotton and woolen cards in the state. Governor Vance wrote Governor Brown, of Georgia, for information. By the way, in a letter to Governor Brown, Vance said that the action of Georgia, more than any other state, determined the course of North Carolina in seceding from the union. Virginia officers came over in this state recruiting and secured some volunteers and also some conscripts. Vance protested, and Governor Letcher of Virginia, returned to him the men thus taken. General W. G. M. Davis, writing from Warm Springs, says: "Believing it will be of service to North Carolina to get rid of such a population as that inhabiting the Laurel region, I have proposed to allow all who are not implicated in any crime to leave the state for Monday, Wednesday and Friday. Steamer Geo. D. Putnam makes daily trips between Jacksonville and New River points Monday, Wednesday and Friday. Daily except Sunday. J. A. WHITING, General Manager. J. W. MARTENS, Traffic Manager. my 11 tf

January 10, 1863, a great invasion of the state and an attempt to cut the Wilmington and Weldon railway were prevented. The secretary of war wanted Governor Letcher, of Virginia, to call out the militia and urged Governor Vance to do what he could to protect the state. Vance telegraphed a reply that General G. W. Smith did not favor calling out the militia. He added: "Can you arm them if I call them out?" General Smith was in command in this state. Vance esteemed him very highly. General T. L. Clingman January 20th telegraphed the governor: "Information indicates a formidable movement of the enemy against Wilmington or Goldsboro. Do what you can to put down to have troops sent Smith." This is dated Wilmington. Governor Vance telegraphed the secretary of war: "Send every available man. The crisis is upon us."

A sensational affair occurred at Marshall, Madison county, January 15th, when a large force of deserters and outlaws raided that place. General Harry Heth at Knoxville at once sent General W. G. M. Davis, of Florida, with his brigade, Colonel Thomas' Infantry battalion and some cavalry to Goldsboro and adjoining counties, to put down the outbreak. Two hundred muskets were also sent to Asheville. On the 20th a telegram from General Heth to Governor Vance says: "Captain Nelson attacked the Tories of Laurel, killed thirteen and captured twenty, and declares there are not over sixty of these desperadoes." Vance replied: "I hope you will not relax until the Tories are crushed. But do not let our excited people deal too harshly with these misguided people. Please have the captured delivered to the proper authorities for trial." A letter, which was a report, was made to General Heth in January 20th, and an extract from it sent to Vance. This report is by General Davis, who says: "I am satisfied there is no organization in the mountains of armed men banded together for the purpose of making efforts to destroy bridges or to burn barns and property of confederate officers and soldiers. I think the track on Marshall has gotten up to obtain salt, for want of which there is great suffering in the mountains. Plunder of other property followed, as a matter of course. Colonel Allen's Sixty-fourth North Carolina regiment are said to be hostile to the Laurel county (there was no such county in the state) men and they to the former, for a long time a kind of feud existing between them. Of the men killed by Nelson's cavalry, all save one or two were deserters from Allen's regiment. They formed part of the expedition against Marshall and no doubt plundered Allen's house. There has been no attack on persons traveling the Asheville road; the stage has not been disturbed and no acts of hostility committed that I can hear of but the plunder of Marshall and of Allen's house. This attack on Marshall has given rise to wild rumors of organization of armed forces throughout the mountains, bent on razing towns and plundering loyal men. The reports, greatly magnified as they went to Raleigh, have no doubt led Governor Vance to call on the confederate government for a protecting force. I think you can safely assure him that the militia are not needed."

February 25th the governor notified President Davis that in accordance with his (Vance's) recommendation the legislature has determined to raise 10,000 men to aid in the winter campaign. He wanted to know if there was objection to the state organization embracing the remainder of the conscripts under 30 years of age. In a letter dated December 27, 1862, the secretary of war informed Governor Vance that Rev. R. J. Graves, of North Carolina, had been arrested and put in a military prison at Richmond on the charge of being a spy, and that this was done because of a letter, signed, which Graves had sent the Richmond examiner, this letter containing Graves' views of the purpose of the enemy, and because of a statement that Graves, who had gone to Harrison's Landing under a flag of truce, had given the federal information as to matters at Richmond. The secretary of war says: "General Winder acted with his usual zeal in not allowing himself that Graves was not a citizen of North Carolina," and added that as such Graves could not be taken from North Carolina to Richmond. Yet this had been done. The arrest had made Governor Vance and the legislature very angry, and Graves had to be returned to this state. It was a "state's rights" case. January 10, 1863, a great invasion of the state and an attempt to cut the Wilmington and Weldon railway were prevented. The secretary of war wanted Governor Letcher, of Virginia, to call out the militia and urged Governor Vance to do what he could to protect the state. Vance telegraphed a reply that General G. W. Smith did not favor calling out the militia. He added: "Can you arm them if I call them out?" General Smith was in command in this state. Vance esteemed him very highly. General T. L. Clingman January 20th telegraphed the governor: "Information indicates a formidable movement of the enemy against Wilmington or Goldsboro. Do what you can to put down to have troops sent Smith." This is dated Wilmington. Governor Vance telegraphed the secretary of war: "Send every available man. The crisis is upon us."

The reason given for the enrollment of all troops in the confederate service was that if captured they might be exchanged, as the United States did not exchange its troops in the service of any state, but dealing only directly with the confederate government. December 6th the state set in to purchase 20,000 bales of cotton, to be stored in the interior, for the purpose of obtaining credit on it in England. It was ordered that all this be removed west of the Wilmington and Weldon railway by December 16th. At this time the state made heavy purchases of salt at the salt works at Saltville, Va. There was no end of trouble in getting it away, the confederate government and the state of Virginia causing it, by seizing chartered trains. General Whiting wrote in December that if he was not heavily reinforced he feared Wilmington would be captured. December 18th President Davis declined to relinquish claim on any persons liable to the conscript law and liable to be called into the confederate service. R. J. Graves was arrested by the confederate government and taken to Richmond. The legislature demanded his return. He was returned to this state and gave bail to Judge M. E. Manly for his appearance. When the thirty days of the governor's embargo, above alluded to, expired, he renewed it for thirty days more from December 26th, 1862. The year 1863 came in and there was trouble in regard to the conscript act. Governor Vance writes the secretary of war that the enforcement of this law in East Tennessee has filled the mountains with disaffected desperadoes who joining with confederate deserters formed formidable bands of outlaws, who waylay the passes, rob, murder and steal, and that travel throughout the mountains was almost suspended. The governor wrote the secretary of war that he was preparing a plan for a general police for the whole state to arrest deserters and conscripts. CAPE FEAR AND YADKIN VALLEY RAILWAY CO. JOHN GILL, Receiver.

MR. M. S. WILLARD, Secretary Carolina Insurance Co. DEAR SIR—Allow me to thank you for the prompt and equitable settlement made by you today as General Agent of the Carolina Insurance Company, in the payment in full of the loss on the Hemenway School building, recently destroyed by fire. The settlement made is entirely satisfactory to the School Committee and it is evidence that the Company's affairs are in the right hands and that your patrons' interests will be fully protected and their losses settled with the least possible delay. It gives me pleasure to volunteer this statement and you can use it in any way that you see fit. Yours very respectfully, (Signed) JAMES F. POST, JR., Chairman School Committee, District No. 1. Losses unpaid at this date in the Carolina Insurance Company..... None.

ATLANTIC COAST LINE. Schedule in Effect May 27th, 1867. Departures from Wilmington: NORTHBOUND. DAILY No. 48—Passenger—Due Magnolia 9:00 a. m. 10:40 a. m. Warsaw 10:55 a. m. Goldsboro 11:55 a. m. Wilson 12:45 p. m. Rocky Mount 1:30 p. m. Tarboro 2:50 p. m. Weldon 3:25 p. m. Petersburg 5:54 p. m. Richmond 6:30 p. m. Norfolk 6:55 p. m. Washington 7:41 a. m. Baltimore 12:53 a. m. Philadelphia 3:45 a. m. New York 6:55 a. m. Boston 8:30 p. m. DAILY No. 49—Passenger—Due Magnolia 7:15 p. m. 5:55 p. m. Warsaw 9:10 p. m. Goldsboro 10:10 p. m. Wilson 11:05 p. 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. Jacksonville 7:41 a. m. Baltimore 9:05 a. m. Philadelphia 11:25 a. m. New York 1:50 p. m. Boston 8:30 p. m. SOUTHBOUND. DAILY No. 45—Passenger—Due Lake 3:25 p. m. Waccamaw 4:20 p. m. Chadbourn 5:20 p. m. Marion 6:40 p. m. Florence 7:25 p. m. Sumter 8:45 p. m. Columbia 10:05 p. m. Denmark 11:20 p. m. Augusta 8:10 a. m. Macon 11:00 a. m. Atlanta 12:15 p. m. Charleston 10:20 p. m. Savannah 12:50 a. m. Jacksonville 1:30 a. m. St. Augustine 10:30 a. m. Tampa 6:45 p. m. ARRIVALS AT WILMINGTON—FROM THE NORTH. DAILY No. 48—Passenger—Leave Boston 1:30 p. m. New York 9:00 p. m. Philadelphia 12:05 a. m. Baltimore 2:50 a. m. Washington 7:41 a. m. Richmond 9:05 a. m. Norfolk 9:30 a. m. Petersburg 10:30 a. m. Rocky Mount 11:25 a. m. Weldon 12:45 p. m. Wilson 2:12 p. m. Goldsboro 3:10 p. m. Warsaw 4:45 p. m. DAILY No. 49—Passenger—Leave Boston 9:40 a. m. ton 12:00 night, New York 9:30 a. m. Philadelphia 12:05 a. m. Baltimore 2:25 a. m. Washington 7:41 a. m. Richmond 9:05 a. m. Norfolk 9:30 a. m. Petersburg 10:30 a. m. Rocky Mount 11:25 a. m. Weldon 12:45 p. m. Wilson 2:12 p. m. Goldsboro 3:10 p. m. Warsaw 4:45 p. m. FROM THE SOUTH. DAILY No. 45—Passenger—Leave Tampa 12:15 p. m. St. Augustine 11:40 a. m. Jacksonville 7:30 p. m. Savannah 12:45 night, Charleston 6:30 a. m. Columbia 8:50 a. m. Augusta 8:10 a. m. Macon 11:00 a. m. Atlanta 12:15 p. m. Charleston 10:20 p. m. Savannah 12:50 a. m. Jacksonville 1:30 a. m. St. Augustine 10:30 a. m. Tampa 6:45 p. m. Lake Waccamaw 11:00 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. Kingston 7:50 a. m. Returning leaves Kingston 7:50 a. m. Greenville 8:52 a. m. arrives Halifax at 11:20 a. m. Weldon 11:40 a. m. daily except Sunday. Train of Washington Branch leaves Washington 8:20 a. m. and 2:00 p. m. arriving Parnoke 8:10 a. m. and 3:00 p. m. returning leave Parnoke 8:10 a. m. and 6:50 p. m. arrive Washington 11:40 a. m. and 7:20 p. m. Daily except Sunday. Train leaves Tarboro, N. C., daily except Sunday, 5:30 p. m. Sunday, 4:05 p. m. arrives Plymouth 7:40 p. m. and 9:00 a. m. Returning leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:00 a. m. arrives Tarboro 10:05 a. m. and 11:50 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 9:20 a. m. arrives Goldsboro 10:15 a. m. Train on Nashvile Branch leaves Rocky Mount at 4:20 p. m. arrives Nashville 5:56 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 9:06 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 leaves Pee Dee 9:10 a. m. arrive Latta 9:30 a. m. Dillon 9:43 a. m. Rowland 10:00 a. m. returning leaves Rowland 6:10 p. m. arrives Dillon 6:30 p. m. Latta 6:44 p. m. Pee Dee 7:08 p. m. daily. Trains on Conway Branch leave Hub City 8:00 a. m. Chadbourn 10:40 a. m. arrive Conway 1:00 p. m. leave Conway 2:45 p. m. Chadbourn 5:40 p. m. arrive Hub 6:30 m. Daily except Sunday. Central of South Carolina Railroad leaves Sumter 6:42 p. m. Manning 7:10 p. m. arrive Lanes 7:48 p. m. leave Lanes 8:28 a. m. Manning 9:06 a. m. arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad leaves Lanes 9:20 a. m. 7:55 p. m. arrive Georgetown 12:00 p. m. 9:14 p. m. Returning 7:00 a. m. 3:00 p. m. arrives Lanes 8:25 a. m. 5:25 p. m. Daily except Sunday. Georgetown and Western Railroad leaves Wilmington 9:25 a. m. Cheraw 10:40 a. m. Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:15 p. m. arrive Darlington 8:40 p. m. Hartsville 9:35 p. m. Bennettsville 9:35 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 6:11 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 a. m. Leave Wadesboro daily except Sunday 6:30 p. m. arrive Darlington 7:15 p. m. leave Darlington 7:45 a. m. arrive Florence 8:15 p. m. Leave Hartsville Sunday only 7:00 a. m. Darlington 7:45 a. m. arrive Florence 8:10 a. m. Wilson and Fayetteville Branch leave Wilson 2:06 p. m. 11:15 p. m. arrive Selma 3:30 p. m. 11:15 p. m. Duna 3:50 p. m. Fayetteville 4:40 p. m. 1:14 a. m. Rowland 6:10 p. m. returning leave Rowland 10:30 a. m. Fayetteville 11:20 a. m. 10:20 p. m. Dunn 12:07 p. m. arrive Selma 12:45 p. m. Selma 1:00 p. m. arrive Wilmington 1:42 p. m. 12:10 a. m. Manchester and Augusta Railroad trains leave Sumter 4:40 a. m. Creston 5:22 a. m. arrive Duncker 6:30 a. m. Returning 6:30 a. m. Sumter 6:45 p. m. Creston 5:47 p. m. Sumter 6:40 p. m. Daily. Pagnalls Branch train leaves Creston 5:45 a. m. arrives Pagnalls 9:15 a. m. Returning leave Pagnalls 10:00 p. m. arrive Creston 3:30 p. m. Daily except Sunday. Bishopville Branch trains leave Elliott 11:30 a. m. and 7:45 p. m. arrive Lucknow 1:30 p. m. and 8:15 p. m. Returning, leave Lucknow 6:05 a. m. and 1:00 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.

CONDENSED SCHEDULE. In Effect May 30th, 1867. South Bound Daily No. 1. MAIN LINE. North Bound Daily No. 2. 4:30 p. m. Ar. Wilmington Lv. 12 15 p. m. 11:15 p. m. Lv. Fayetteville Ar. 3 35 p. m. 12:45 p. m. Ar. Fayetteville Lv. 3 45 p. m. 12:42 p. m. Ar. Fayetteville Jun. Lv. 3 47 p. m. 11:20 a. m. Lv. Sanford Lv. 5 55 p. m. 9:25 a. m. Lv. Climax Lv. 6 54 p. m. 9:00 a. m. Lv. Greensboro Ar. 7 25 p. m. 8:40 a. m. Ar. Greensboro Lv. 7 45 p. m. 7:52 a. m. Lv. Stokesdale Lv. 8 32 p. m. 7:19 a. m. Lv. Walnut Grove Lv. 9 03 p. m. 6:50 a. m. Ar. Rural Hall Lv. 9 35 p. m. 5:25 a. m. Lv. Mt. Airy Ar. 11 00 p. m. South Bound Daily No. 15. BENNETTSVILLE DIVISION. North Bound Daily No. 4. 7:20 p. m. Ar. Bennettsville Lv. 7 45 a. m. 6:15 p. m. Lv. Maxton Lv. 9 35 a. m. 5:42 p. m. Ar. Red Springs Lv. 9 37 a. m. 5:02 p. m. Lv. Hope Mills Lv. 10 29 a. m. 4:45 p. m. Lv. Fayetteville Ar. 10 59 a. m. South Bound Daily No. 16. MADISON DIVISION. North Bound Daily No. 16. Mixed Daily ex-Sun. 8:25 p. m. Ar. Rameur Lv. 7 40 a. m. 6:57 p. m. Ar. Climax Lv. 9 33 a. m. 5:45 a. m. Lv. Greensboro Ar. 10 59 a. m. 3:30 p. m. Ar. Greensboro Lv. 10 55 a. m. 3:00 p. m. Lv. Stokesdale Ar. 12 20 p. m. 2:10 p. m. Lv. Madison Ar. 1 10 p. m. MEALS. CONNECTIONS. At Fayetteville with Atlantic Coast Line, at Maxton with Carolina Central Railroad, at Sanford with Seaboard Air Line, at Greensboro with Southern Railway, at Walnut Cove with Norfolk and Western Railway. J. W. FRY, Gen'l Manager. W. E. KYLE, Gen'l Pass Agent.

WILMINGTON, NEWBERN & NORFOLK RAILWAY CO. IN EFFECT SUNDAY, MAY 17, 1867. NORTH BOUND STATION. SOUTH BOUND. 6:10 p. m. -Wilmington- 11 17 p. m. A. M. P. M. -Wilmington- 12 15 p. m. 7:00 p. m. -Walnut Street- Ar. 12 40 p. m. 9:30 p. m. -Burry Street- Ar. 12 50 p. m. 9:50 p. m. -Ar. Jacksonville- Lv. 1 25 p. m. 11:00 a. m. -Lv. Jacksonville- Ar. 10 40 p. m. 11:20 a. m. -Lv. Myrtle- Lv. 10 50 p. m. 11:30 a. m. -Lv. Pollockville- Lv. 10 50 p. m. 1:30 p. m. -Ar. Newbern- Lv. 9 20 p. m. 1:50 p. m. -Newbern- Ar. 9 20 p. m. No. 7 and 8 passenger trains. No. 7 and 8 passenger trains. Trains 6 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 and from Elizabeth City and Norfolk on Monday, Wednesday and Friday. Steamer Geo. D. Putnam makes daily trips between Jacksonville and New River points Monday, Wednesday and Friday. Daily except Sunday. J. A. WHITING, General Manager. J. W. MARTENS, Traffic Manager. my 11 tf

The Clyde Steamship Co. NEW YORK, WILMINGTON, N. C., AND GEORGETOWN, S. C. LINES. From New York for Wilmington. S S PAWNEE..... Saturday, June 19 S S CROATAN..... Saturday, June 26 From Wilmington for New York. S S PAWNEE..... Saturday, June 26 S S CROATAN..... Saturday, June 26 From Wilmington for Georgetown. S S PAWNEE..... Tuesday, June 22 S S CROATAN..... Tuesday, June 22 Through bills of lading and lowest through rates guaranteed to and from points in North and South Carolina. For Freight or passage apply to H. G. SMALLBONES, Superintendent. THEO. G. EGGER, Traffic Manager. W. M. P. CLYDE, Gen'l Agent. 5 Bowling Green, New York.