

The Messenger.

JACKSON & BELL COMPANY.

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FRIDAY, SEPTEMBER 3, 1897.

LYNCHING CRIMINALS—A JUDGES VIEW

From the number of newspaper articles on lynching it is apparent that it is by odds the uppermost topic now in the public mind and no wonder. From two to five rapes are reported weekly in the south. It is not surprising to us in the least degree that the whites are greatly stirred, and that the sentiment grows that the persons of the mothers, sisters and daughters shall be sacred from the cruel touch of brutes and savages. Human nature is the same everywhere, as has been iterated and reiterated in the public prints. The governors may issue opinions, the judges may write legal essays on the great crime of violating law by lynchings, the ablest divines may beat their pulpits and burn their oil in preparing denunciations and warnings, the public press may condemn mob violence and fill columns with editorials and communications in behalf of legal trials and in fierce, sweeping censure of lynchings for rapes, and still the white men of this southland will shoot and hang so long as their homes offer no longer safe refuge and protection against ravaging and beastly scoundrels for their mothers, wives, daughters, and even their little children.

We believe every mother's son of the classes referred to if the awful curse and outrage were brought home to their own hearth stones would be as swift to take life as that other class who have sworn in their wrath that raping white women by black brutes shall be stamped out, even "stamped into hell." Whenever society is marauded upon and the government is unable to protect and the courts cannot deter criminals and put an end to the most satanic crime against humanity next to murder, then society will unite for its own protection. This will come to pass again as it has come to pass several times in localities in this country. Unfortunately the raping business in the south is widely sweeping, limited to no state, to no corner of a state, to no county in a state. It sweeps the circle and travels all about up and down and across. It begins in Maryland and stops not short of the Gulf of Mexico. It begins on the Atlantic and rushes on its carnival of lust and crime until it reaches the Missouri and beyond. Oh, that the courts were powerful enough to end the devilish work and thus end with it the mob violence!

A personal friend of the writer of long standing and who wears the ermine righteously and justly, writes us a letter about lynching and prison reform. He says the penitentiaries of the country are releasing by reason of expiration of their terms almost as many criminals as are being committed to them. This is most serious, for criminals turned out, with very few exceptions, continue their old course and are indeed terrors to communities. Only two or three days ago a worthy physician, living near Danville, Va., Dr. Cabell, of a prominent Virginia family and man of wealth was murdered most foully, knocked from his horse by an ex-convict armed with an axe, his body beaten and stamped upon and without a semblance of provocation. Dr. Cabell was 74 years of age and feeble. He had kindly allowed the convict to live upon one of his farms. The ex-convicts are often fellows of the most desperate character. When their terms do not expire fast enough, there are found willing governors like the three Kentucky ones mentioned by The Messenger, and like some that North Carolina has had, to turn them loose upon society. Penitentiary life is clearly not conducive to moral reform in any way. Full the penitentiaries with murderers, rapists and thieves and ninety-nine in the one hundred will go out as bad or worse than when they went in. Our friend like a fair and upright jurist is much opposed to lynching. All good citizens are on general principles against it, and are for upholding the majesty of the law. It is only when law fails to protect, fails to deter that society becomes restive, deeply moved, something chaotic. It takes on much of the feeling that prevails in time of war, of invasion. Every brave man feels within him the stirrings of an aggressive and resolute manhood, and he instinctively feels like shouldering his breach-loader and going out to battle for the home-sanctuary and the dearly loved ones. But let us quote from our judicial friend:

"I am much opposed to it and have always been. In addition to its being a violation of law, an important inquiry is as to what is the effect upon the lynchings. I believe that a large percent of the lynchings themselves become reckless, and are never as good citizens afterwards. I am satisfied further, that lynching does not stop rape, and I doubt if it even checks it. I

believe the ravisher cares no more for results of his crime than a brute. It does not stop the others any more than hanging a dog stops the other dogs from killing sheep. It only gets rid of one brute, and that had better be done by law than to cause hundreds of men to become reckless. The question ought to be studied from other standpoints. There are defects in our laws which, with the proper attention, could be cured so that there would be no difficulties. The last legislature did not pass a new law, as you suppose. Its members entirely ignored Governor Russell's recommendations in that respect, and the recent trials have been under the old law. I say 'recent trials,' because it seems to have been entirely overlooked by the press that the week before the Brodie trial one Dock Black, a negro, was tried before one of the judges in Greene county, for rape upon Miss Jane Stepp, a highly respectable white woman and convicted and sentenced to be hung on September 1st. It was in every respect as outrageous a crime as the Vance county affair. He is now in jail at Goldsboro, where he had previously been taken to avoid violence. I mention it because it is so often said that such criminals cannot be speedily tried and executed as an excuse for lynching."

We think it altogether probable that men who override the law, especially violently, are not so law abiding afterwards. The philosophy of doing evil that good may come asserts itself in this as in other things, in other forms of sin and evil. Wrong, violence, sin, assault, lower moral tone and volume, and make a repetition easy. It is so with all forms and expressions of vice and immorality. Our friend says that lynching does not stop rape and neither do the courts. Murders, crimes of all kinds are increasing with the increase of courts. Man in his worst estate is very much of a human devil. When the lynchings in 1896, put out of the world some 100 or more rapists they ever disturbed by the dead scoundrels. We have noticed several times that rapists in their confessions admitted to have raped or attempted rape upon other pure, unprotected women. We are not pleading for lynching, but showing that the courts no more end the infernal crimes of murder and rape than lynchings end them. Both merely end the career of villains who are unworthy to live. Our friend admits the defects in the laws. They have been apparent to all lawyers through the decades, and remain uncured. How long—how many more decades must they continue so glaringly defective, before the genius of law will give to them the needed reforming hand?

Since we began this editorial we have come across the following items in a Monday's exchange. In Ohio a hanging mob was organized to move on Springfield to take two scoundrels from the jail for "brutally assaulting two girls at St. Paris while out driving with them." In the same paper there is a dispatch from Macon, Ga., dated the 29th of August, that Mrs. J. Melvin Couch had been assaulted and choked into insensibility. It was by a black. She bit a piece out of his face and the scoundrel bit a piece out of her arm. A lynching will come off if the villain is captured.

THE BUSINESS OUTLOOK

The present signs are propitious and improvement in business is reported from many cities and sections. The wave of prosperity has not as yet struck all sections and all communities. There is growing hope and confidence, and we must all look for brighter days ahead. Speculation runs high in wheat centres. There was a drop of 1 cent a bushel last week in wheat and again of 1/4 cent a bushel in corn. As The Messenger stated last week so far from wheat having risen as it should in view of the great deficiency in Europe in wheat, as the figures recently published in The Messenger most conclusively show, the price ought to be much higher now, and should not stop short of \$2 a bushel. Such a rise would prove, however, very unfortunate for the very large class of tollers who are working at low rates. There is a rise in sugar, a considerable rise in flour and other things will soon go up and touch the pocket nerve severely.

Last week the speculators were fighting briskly. Wheat went up in one day 6 cents and then dropped 8 cents, but finally rose so as not to lose but 1 cent for the week. There is prophecy that corn will go up considerably. It may, for speculators who are rash or confident can do almost anything as to prices, but they cannot keep them up artificially for any great length of

A LITTLE SUFFERER

Face, Hands and Arms Covered With Scrofulous Humors—How a Cure Was Effectuated.

"When five years old my little boy had scrofula on his face, hands and arms. It was worst on his chin, although the sores on his cheeks and hands were very bad. It appeared in the form of red pimples which would fester, break open and run and then scab over. After disappearing they would break out again. They caused intense itching and the little sufferer had to be watched continually to keep him from scratching the sores. We became greatly alarmed at his condition. My wife's mother had had scrofula and the only medicine which had helped her was Hood's Sarsaparilla. We decided to give it to our boy and we noted an improvement in his case very soon. After giving him four bottles of Hood's Sarsaparilla the humor had all been driven out of his blood and it has never since returned." WILLIAM BARTZ, 416 South Williams St., South Bend, Indiana.

You can buy Hood's Sarsaparilla of all druggists. Be sure to get only Hood's. Hood's Pills cure liver ills; easy to take, easy to operate. 25 cents.

The New York commercial weeklies, Bradstreet's and Dun, are enthusiastic in their reports. There is a general starting up in the north republic. The week's dispatches mention sixteen iron works which have started against one closing, fifteen woolen works started, and so in many other branches, while many more works have increased force and many are preparing to resume, and some have increased wages. While these things continue—with grain rising and going abroad in enormous quantities—money markets have reason for abounding confidence and speculative markets for strength. Crop prospects are contradictory.

Stocks strong with large dealings. Failures for nineteen days in August less than one-third, in amount for last August for corresponding time. Failures for last week 223 against 283, last year and 277 for preceding week. The south had 58, against 53 for preceding week. Railroad business improved.

A HEALTH LESSON ENFORCED BY EXAMPLES.

There are towns in the north with from 12,000 to 20,000 inhabitants, the death rate of which does not exceed 10 in every 1,000 inhabitants. There are probably some showing even a less rate of mortality. We recall that years ago when we received the New York Sanitarian that we have seen the death rate given as low as 8 for some northern towns of from 12,000 and up perhaps to 18,000. The secret of a low average death rate is cleanliness, pure drinking water through sewerage. These combined give pure air and water from all impurities. Did you ever read the analysis of Wilmington's supply of water that was made a year or two since by order of the board of aldermen, costing \$40? If not you should visit headquarters and see it. There is not a well in Wilmington that furnishes pure, unpoisoned water, we believe. We state that some eight years ago water from five wells in different parts of the town was analyzed by the chemist at the University of North Carolina and every well was found poisoned, the water being unfit for drinking because dangerous to health. There ought to be an ample supply of pure water furnished by the city to all the people, to every home. And there surely ought to be a complete system of sewerage ramifying throughout the town and connecting with every dwelling house, store, shop, etc. The taxes collected in Wilmington in the last twenty years probably aggregate \$1,750,000. We have not the figures at hand. We would like to know the precise amount. Enough has been taken from the people to have built sewerage, obtained water supply, paved every street from the river to Ninth, and from Brooklyn bridge to Castle street.

But what we are concerned with here is the perfect sanitation of the town from end to end, pure drinking water for all and sewers for every house. We wish to help Wilmington.

We have seen the health report for the year in Wilmington showing less than 400 deaths for the year. It has not been many years ago, if we remember correctly, since this was the case. In July last the deaths reported were 62. In August they numbered 48. This makes 110 deaths in sixty days—an average of nearly two a day. It would be if continued 660 deaths in a year. That would be a death rate of thirty in the 1,000 inhabitants, which is more than New Orleans now is, the sickest city in the union. But the death rate is not so high as that, we rejoice to know. Perhaps the deaths for 1897, unless an epidemic should occur, will not be above 500. Even that would be high—much above what it would be if the things written of above and so imperatively needed, were provided by the city. If 500 die it will be at a rate of 27.5 in the 1,000 inhabitants. Philadelphia with some 1,300,000 inhabitants, has a death rate not exceeding 19. Let the people wake up to the necessity of having those things that make for the public health. If 500 die here in 1897, it is more than 100 above what it ought to be. More than 100 people will have died who would have lived if the city had provided the three things found so absolutely beneficial in other communities. Augusta, Ga., Memphis, Tenn., New Orleans, La., and other southern cities, have very greatly reduced their death rates within a few years—cutting them down, we think, more than 25 per cent, and possibly 35 or more. What has been done to the south of us can be done here by resorting to the same measures and securing the same relief from contagion and sickness.

The Messenger some weeks ago mentioned how bad off Mobile was with 35,000 or more inhabitants and how the people were at last aroused to action in behalf of health. The death rate is very much higher than at Birmingham, Ala. Mobile has no good water supply and no sewerage. Birmingham is well supplied with both. Behold the difference. It is foul air and bad water that kill. The people of Mobile have just voted for both waterworks and sewerage. The vote stood 2,183 for to 464 against. The noes deserve to be made ill by drinking their own polluted water and breathing the pestiferous, poisoned air around them. The Mobile Register in high spirits says:

"Mobile is a place we need not hereafter feel any hesitancy in boasting about. It is not only the most beautiful place in the south, possessed of the finest climate on this continent, but is bound to be the cleanest, nearest, most progressive city of all the live cities of this part of the world. The verdict of the people says so. The edict has gone

forth, that Mobile shall have her own waterworks, and plenty of cheap water for her people of all walks of life; and she shall have a sewerage system, a low death rate, a pure atmosphere, and all the improvements that go with modern sanitary machinery. Good for Mobile! The city took a prodigious step forward."

Let Wilmington do likewise and without further delay. If you would invite population, be able to tell them as a reality what the Register boasts of for its city in anticipation.

There has been very serious sickness at Clemson (state) college in South Carolina. At last, after the horse has been stolen, the door is locked. It is announced that the board of trustees "steps were taken to put the buildings and grounds in good sanitary condition," and the board adopted a resolution directing the governor "to write to the state board of health, and get that body to request the surgeon general of the marine hospital service to detail and send to Clemson an experienced sanitary engineer and bacteriologist to examine the college buildings and grounds thoroughly, and see that everything was put in first-class condition." This has been done. The governor should publish what has been done after the work is completed and let us take knowledge and govern other institutions accordingly. The visitation was a scourge, and it took this to arouse all concerned to a full sense of duty and responsibility. The Charleston News and Courier says of the proposed remedies to be applied, that "it was expected that the grave misfortune which happened to the institution would impel the officials who are responsible for its welfare to take extraordinary measures for its protection from a similar visitation hereafter, and that expectations appears to have been fulfilled by the action the governor reports." You can not violate common sense, the laws of health and public safety with impunity. If there was ever perfect truth in the ancient saw—"Penny wise and pound foolish," it is exemplified in a town that to save money it drinks poisoned water and lives in an atmosphere of contagion.

Train 1.—Leaves Wilmington 3:20 p. m., arrives Lumberton 5:25 p. m., Pembroke 5:45 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m., connects at Hamlet with train 4 for Charlotte and Atlanta, and with train 422 for Portsmouth, Richmond, Washington and points North. Parlor car from Wilmington to Charlotte.

Train 2.—Leaves Wilmington 9:20 a. m., arrives Weldon 11:41 a. m., Raleigh 1:30 p. m., Sanford 3:03 p. m., Hamlet 6:53 p. m., Rockingham 7:39 p. m., Wadesboro 8:11 p. m., Monroe 8:18 p. m., Charlotte 8:28 p. m., Norfolk 8:45 a. m., and Atlanta 6:30 a. m. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville, Tenn.

Train 3.—Leaves Wilmington 4:10 p. m., Richmond 8:56 p. m., Portsmouth 9:45 p. m., arrives Weldon 11:10 p. m., Raleigh 1:20 a. m., Sanford 3:18 a. m., Hamlet 5:10 a. m., Rockingham 5:23 a. m., Wadesboro 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:13 a. m., Lincolnton 10:20 a. m., Shelby 11:25 a. m., Rutherfordton 12:30 noon, Athens 1:15 p. m., Atlanta 3:50 p. m. Connections at Atlanta for all points South and West. Pullman sleeper, Washington to Atlanta, and Portsmouth to Charlotte, Danville, Tenn.

Train 38.—Leaves Hamlet 8:20 a. m., arrives Laurinburg 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton 9:32 a. m., Wilmington 12:35 noon. Connections at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta. Parlor car, Charlotte to Wilmington.

Train 402.—Leaves Atlanta 1:00 p. m., arrives Athens 3:16 p. m., Monroe 9:30 p. m., leaves Rutherfordton 4:35 p. m., arrives Shelby 6:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monroe 8:15 p. m., Wadesboro 10:31 p. m., Rockingham 11:05 p. m., Hamlet 11:20 p. m., Sanford 1:02 a. m., Raleigh 2:16 a. m., Weldon 4:55 a. m., Portsmouth 7:25 a. m., Richmond 8:18 a. m., Washington 12:31 noon. Pullman Sleepers, Atlanta to Washington and Chester to Portsmouth.

Train 18.—Leaves Hamlet 7:15 p. m., arrives Gibson 8:10 p. m., returning, leaves Gibson 7:00 a. m., arrives Hamlet 7:50 a. m.

Train 17.—Leaves Hamlet 8:40 a. m., arrives Cheraw 5:00 p. m., returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:20 p. m.

All trains daily except Nos. 17 and 18. Trains make immediate connections at Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Macon, Florida.

For Tickets, Sleepers, etc., apply to THOS. D. MEARES, Gen'l Agent, Wilmington, N. C.

E. ST. JOHN, Vice President and Gen'l Manager. H. W. B. GLOVER, Traffic Manager. V. E. McBEER, Gen'l Superintendent. T. ANDERSON, Gen'l Passenger Agent. General Offices, Portsmouth, Va.

C. F. & Y. V. Cape Fear and Yadkin Valley Railway

Schedule in Effect May 30th, 1897. TRAINS LEAVE WILMINGTON. DAILY. Arrives Fayetteville 3:35 p. m., 12:15 p. m., Sanford 5:32 p. m., Ore Hill 6:33 p. m., Greensboro 7:25 p. m., Walnut Grove 9:03 p. m., Mt. Airy 11:00 p. m., connects with Southern Railway at Greensboro. Arriving Salisbury 8:50 p. m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:35 p. m., Charlotte 10:30 p. m., Atlanta 6:10 a. m., Danville 12:00 night, Lynchburg 1:55 a. m., Charlottesville 3:25 a. m., Washington 6:42 a. m., Baltimore 8:00 a. m., Philadelphia 10:15 a. m., New York 12:43 p. m.

TRAIN ARRIVE WILMINGTON. DAILY. From New York, Philadelphia, 4:30 p. m., Baltimore, Washington, Charlottesville, Danville, 10:30 p. m., Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte, and all points North, South and West.

SLEEP FOR SKIN-TORTURED BABIES

And rest for tired mothers in a warm bath with CUTICURA SOAP, and a single application of CUTICURA Ointment, the great skin cure. CUTICURA REMEDIES afford instant relief and point to a speedy cure of torturing, disfiguring, humbling, itching, burning, bleeding, crusted, scaly skin and scalp humors, with loss of hair, when all else fails.

SEABOARD AIR LINE VESTIBULED LIMITED TRAINS DOUBLE DAILY SERVICE TO ALL POINTS, NORTH, SOUTH AND SOUTHWEST

Schedule in Effect May 30, 1897. Train 41.—Leaves Wilmington 3:20 p. m., arrives Lumberton 5:25 p. m., Pembroke 5:45 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m., connects at Hamlet with train 4 for Charlotte and Atlanta, and with train 422 for Portsmouth, Richmond, Washington and points North. Parlor car from Wilmington to Charlotte.

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TRAIN ARRIVE WILMINGTON. DAILY. From New York, Philadelphia, 4:30 p. m., Baltimore, Washington, Charlottesville, Danville, 10:30 p. m., Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte, and all points North, South and West.

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ATLANTIC COAST LINE.

Schedule in Effect August 16th, 1897. Departures from Wilmington. NORTHBOUND. DAILY No. 43.—Passenger—Dues Mag- 9:35 A. M. nolla 10:30 a. m., Warsaw 9:10 a. m., Goldsboro 10:30 a. m., Weldon 10:30 a. m., Rocky Mount 1:30 p. m., Tarboro 2:58 p. m., Weldon 3:30 p. m., Petersburg 3:54 p. m., Raleigh 4:50 p. m., Norfolk 6:00 p. m., Washington 11:30 p. m., Baltimore 12:33 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., Boston 5:00 p. m.

DAILY No. 40.—Passenger—Dues Mag- 7:15 P. M. nolla 8:55 p. m., Warsaw 9:10 p. m., Goldsboro 10:30 p. m., Weldon 10:30 p. m., Rocky Mount 1:30 p. m., Tarboro 2:58 p. m., Weldon 3:30 p. m., Petersburg 3:54 p. m., Raleigh 4:50 p. m., Norfolk 6:00 p. m., Washington 11:30 p. m., Baltimore 12:33 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., Boston 5:00 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH. DAILY No. 43.—Passenger—Leave Bos- 5:45 P. M. ton 1:03 p. m., New York 9:00 p. m., Philadelphia 12:30 p. m., Baltimore 2:50 p. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:30 a. m., Norfolk 8:40 a. m., Weldon 11:30 a. m., Tarboro 12:12 p. m., Rocky Mount 12:46 p. m., Weldon 1:13 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:10 p. m.

DAILY No. 41.—Passenger—Leave Bos- 9:30 A. M. ton 12:00 night, New York 9:30 a. m., Philadelphia 12:30 p. m., Baltimore 2:50 p. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:30 a. m., Norfolk 8:40 a. m., Weldon 11:30 a. m., Tarboro 12:12 p. m., Rocky Mount 12:46 p. m., Weldon 1:13 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:10 p. m.

DAILY No. 41.—Passenger—Leave New- 10:42 A. M. 10:42 a. m., Jacksonville 12:40 P. M. 12:40 P. M. Walnut street. FROM THE SOUTH. DAILY No. 54.—Passenger—Leave Tam- 12:15 P. M. 12:15 P. M. na 8:00 a. m., Sanford 1:50 p. m., Jacksonville 6:25 p. m., Savannah 12:30 p. m., Macon 12:50 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 3:35 p. m., Denmark 4:55 p. m., Sumter 6:40 a. m., Florence 8:55 a. m., Marion 9:30 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:36 a. m.

Train on the South Carolina Branch Road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 5:57 p. m., Kingston 7:55 p. m., returning, leaves 8:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:15 a. m., Weldon 11:33 a. m. Daily except Sunday.

Train on Washington Branch leave Washington 8:20 a. m. and 1:00 p. m., arrive Parlane 8:10 a. m. and 2:40 p. m., returning leave Parlane 10:10 a. m. and 6:30 p. m., arrive Washington 6:40 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 6:30 p. m., returning leaves Plymouth daily except Sunday, 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:36 a. m. and 11:00 a. m. Train on Middle Branch leaves Goldsboro daily except Sunday, 7:10 a. m., arrives Smithfield 8:20 a. m., returning leaves Smithfield 9:00 a. m., arrives at Goldsboro 9:55 a. m.

Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 6:05 p. m., Sping Hope 6:30 p. m., returning leaves Sping Hope 8:30 p. m., arrives Rocky Mount 9:05 a. m. Daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:30 a. m. and 4:10 p. m., returning leaves Clinton 7:00 a. m. and 3:00 p. m. Florence Railroad leaves Pee Dee 8:10 a. m., arrives Lenoir 7:40 p. m., returning leaves Rowland 10:00 a. m., returning leave Rowland 6:10 p. m., arrives Dillon 6:30 p. m., Latta 6:44 p. m., Pee Dee 7:06 p. m. daily.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:30 p. m., leave Conway 2:45 p. m., Chadbourn 4:30 p. m., arrive Hub 6:30 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., arrive Lenoir 7:40 p. m., arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad leave Lenoir 8:20 a. m., arrive Florence 8:30 a. m., town 12:00 p. m., 9:14 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrive Lenoir 8:20 a. m., 5:25 p. m. Daily except Sunday. Trains on C. & D. R. leave Florence daily except Sunday 8:55 a. m., arriving Wilmington 9:23 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 9:00 p. m., Bennettsville 9:36 p. m., Gibson 10:09 p. m., leave Florence Sunday only 9:00 p. m., arrive Darlington 9:27 a. m., Hartsville 10:10 a. m.

Leave Gibson daily except Sunday 6:10 a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m., leave Hartsville daily except Sunday 9:30 p. m., arrive Darlington 7:15 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 a. m., leave Wadesboro daily except Sunday 3:00 p. m., arrive Florence 7:00 p. m., leave Hartsville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:10 a. m., Wilson and Fayetteville leave Wilson 2:05 p. m., 11:10 p. m., arrive Selma 2:30 p. m., Smithfield 3:08 p. m., Dunn 5:50 p. m., Fayetteville 4:40 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smithfield 12:45 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 p. m., Manchester and Augusta Railroad trains leave Sumter 4:49 a. m., Creston 5:22 a. m., arrive Denmark 6:30 a. m., returning leave Sumter 6:40 p. m., daily. Pugnalls Branch train leaves Creston 5:45 a. m., arrives Pugnalls 9:15 a. m., returning leave Pugnalls 10:10 p. m., arrive Creston 3:30 p. m. Daily except Sunday. Bishopton Branch trains leave Elliott 11:30 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. 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.