IMPRESSIONS OF A "TAR HEEL."

Interesting Letter of a Wilmingtonian on the Klondyke Gold Country.

Valuable Information for Those Contemplating a Journey in Search of the "Golden Fleece."—The Country Full of Gold But Many Return Unsuccessful—Those Unable to Endure Hardship Warned Against Making the Trip.

(For The Messenger.)

Seattle, Washington. September 30.

Dear Messenger:

Thinking perhaps my friends at home, and possibly some of the other readers of your valuable paper, would be interested in a "Tar Heel's" impressions of this wonderful country, formed after a short stay of only a few days and upon which the eyes of the whole civilized world are now centered, (particularly on the Klondyke,) I take pleasure in transmitting them, hoping they will prove interesting. I enclose also a recent map which gives a correct idea of this "Mecca" of the north and a plan of a novel boat now building to convey food to this region the coming winter.

Too often a correspondent is deluded with the idea that his correspondence proves interesting to the public, and then too, apt to go into details. Now if after perusal, you find this applies to my letter, kindly do me the favor to eliminate all parts which in your good judgment will not interest your readers. Perhaps you may decide to consign the whole to the waste basket and deem it unworthy of your valuable time or a space in your paper. I have endeavored to confine myself to facts, particularly in all allusions to the Klondyke and quote only from reliable and conservative "Argonauts" and "Jasons," many of whom have returned with the "Golden Fleece," and not tinge them with a couleur-de-rose.

This city being the port from which most all embark for this "Colchis" deem it not superfluous to mention its climate and attractions. Being located in latitude 47 degrees 38 minutes, north, longitude 122 degrees 20 minutes west, one would naturally suppose the winters are severe, but if the statement of the natives and United States signal officer are to be accepted, they have no equal in the United States.

Observations for the year 1896, taken by United States signal officer:

	Mean Temp.	High-est.	Low-est.
January	41.8	61	26
February	44.8	62	27
March,	43.	66	22
April	47.	66	33
May	52.4	76	40
June	60.2	93	45
July	67.2	89	51
August	63.9	89	53
September	56.7	82	42
October	52.8	69	37
November	38.4	59	15
December	44.5	58	29

Average temperature for the year 51 degrees.

Rainfall 41 inches.

It is beyond doubt the most beautifully situated city I ever visited, surpassing Rio de Janeiro, Brazil, and Montivideo; all approaches, especially by water, are particularly grand, situated on an immense bay, great many fathoms deep, (too deep for ships to anchor) whose water is actually alive with fine salmon; almost entirely surrounded by snow-capped mountains and a chain of beautiful lakes, whose pure and delightful water furnishes the city's supply, with Mount Rainier near by with its snow-capped peak extending 15,000 feet in the air, equaling I am sure anything to Switzerland. A stranger is at once impressed with the healthy appearance of the citizens, particularly the children and young ladies, whose complexion equals that of English women. Living is very cheap. A salmon weighing six pounds to eight pounds seling at fifteen cents, not per pound, but for the fish. Think of it. Restaurants numerous and good food. Here as elsewhere, the much maligned cook reigns supreme and wields the sceptre of utmost independence, and commands high wages.

"THE KLONDYKE."

So far I have not proven a Jason, but may be induced to follow the crowd in the spring in search of the "Golden Fleece." Everything is "Klondyke." The whole atmosphere is permeated with it. The season for going to this spot is over now and the excitement scarcely abated. In the spring an immense crowd is looked for from the east. I have not met a pessimist who has been to the "Klondyke." Many return who are not successful, but all are of the opinion the country is "full of gold." The mayor left several months ago, and by spring I expect to see the fire department and the police force follow. I hope all good North Carolinians will consider well before leaving home to go to the "Klondyke." Next year many of the present difficulties will be remedied and the country more accessable, but even then it will be no easy task to get there. An old miner writes home: "Take warning. Let no one without capital come into the Yukon who cannot endure hardships, who cannot work with a pick and shovel, and who cannot carry a pack, and who cannot bring a full outfit with him. These facts I want to emphasize, because I want to see no one come here under a misapprehension. The men who come light and try to get here first, just after the ice, will be a hundred times worse off than those who come a month later with a full outfit." This is absolutely true and time will prove it, to the discomforture of some, I am afraid.

WHEN TO START.

Those taking the overland trip should start from Seattle during March or April, as they can then do their transporting on sleighs across the summit and down the lakes to where good timber for boat building is to be found, and the start down the river made when the ice breaks, which is much earlier than on the lakes, and the mines may be reached a month sooner than if the boats are built on the lakes, and a wait made for the ice to break there: but the trip can be made very successfully as late as August. Four or five men should compose each party, as one tent, stove, set tools, etc., will suffice for all. One of the party should have a knowledge for boat building, for it is an absolute necessity that the craft shall be staunch and substantial. The boat should be at least thirty feet long. No man should attempt the journey alone.

Practically the great basin of the Yukon is reached by but one route, —that via Dyea—this being the short-, quickest and cheapest, and the one taken by fully ninety-five percent of the gold seekers of the vast interior. The first part of the route is accomplished by steam navigation from Seattle to Dyea: the next stage is made by canoe and sleigh, or if preferred by pack train, twenty-four miles to lake Linderman, where boats are built in which the downstream journey is continued to destination.

A new pass called the white pass has been opened this season. It is of an easier grade than the Chilkoot pass, and extends to lake Bennett, where there is a plentiful supply of lumber and boat building.

The ocean route, i. e., via St. Michaels, where the ocean steamers of the North American Trading and Transportation Company and the Alaska Commercial Company connect with river boats that ply on the Yukon is becoming quite popular, as it avoids the hardships encountered on the overland trip. The first steamer over this route generally leaves Seattle or San Francisco the early part of June of each year, and starts on its last trip for the season sometime in August. The last boat for the westward leaves the vicinity of Dawson City during September, but the time is regulated entirely by climate conditions.

Dawson City is practically a new camp, only a few months old. The descriptions given by the returned miners make it a typical mining town with everything but the guns.

The use of firearms is prohibited by the British government, which enforces its laws by the use of mounted police, whose captain is the civil authority.

Comparatively few houses have been erected, though there is a population of 5,000 persons. Lumber costs $100. per thousand feet, and so most of the miners are living in tents during the summer months.

Building lots are said to be in demand at $5,000, with prices going as high as $8,000 and $10,000.

In summer the weather becomes very warm, and the present tent life is comfortable. Mr. Bowker observed on the day of his departure that the thermometer registered 88 degrees in the shade.

The winters are long and cold, the mercury going down to forty, and even to 60 degrees below zero, but the snow is seldom more than a foot and a half deep. Very sudden changes from one extreme of temperature to the other are the most troublesome feature of the climate.

Laborers it is asserted, are paid as high as $15 a day, but the advice is given that no man can afford to go to the new camp without $500 to $1,000 with which to support himself, and insure the possibility of return in case of adversity.

Living, of course, comes high. The region produces little or no fruit or vegetables.

A small party from the Yukon arrived in the city yesterday on the steamer City of Topeka. They had hurried through, so fast that even their costumes had not been changed. People on the street seemed to find out their make-ups queer, for they turned and looked or stood stock still and stared. There was an arrangement of white cloth on the feet of the returned prospectors above, which rose legs wrapped to the knees in thick stockings, then knee trousers, sweater and a cap. It looked like a good costume for Alaska traveling, but seemed like a storm signal in the streets of Seattle.

Many have returned after one or two seasons' sojourn none the richer, save in experience; others have struck it rich and made for themselves snug little fortunes. G. P. K.

DISCOVERY OF THE KLONDYKE.

(From Seattle Post-Intelligencer, July 18, 1897.)

A lady in this city yesterday received the following leter from Dawson City, under date of June 18, which contains the fullest, most succinct and accurate account of the great gold discoveries which has yet been in print. The writer is well-known in Seattle.:

"The first discovery of gold on the Klondyke was made the middle of August, 1896, by George Cormack, on a creek emptying into the Klondyke from the south, called by the Indians Bonanza. He found $1.60 to the pan on a high rim, and after making the find known at Forty Mile, went back with two Indians and took out $1,400 in three weeks with three sluice boxes. The creek was soon staked from one end to the other and all the small gulches were also staked and recorded. About September 10, a man by the name of Whipple prospected a creek, emptying into Bonanza on No. 7, above discovery, and named it Whipple Creek. He shortly afterwards sold out and the miners renamed it Eldorado. Prospects as high as $4 to the pan were found early in the fall. Many of the old miners from Forty-Mile went there and would not stake, saying the willows did not lean the right way and the water did not taste right, and that it was a moose pasture—it being wide and flat. Both creeks were staked principally by "chee chacoes" (new men in the country), and early as they could get provisions, about 250 men went there and commenced prospecting by sinking holes to the depth of from nine to twenty-four feet, doing so by burning down, as the ground was frozen solid to bedrock. November 23, a man by the name of Louis Rhodes located on No. 21, above on Bonanza, got as high as $65.30 to the pan. This was the first big pan of any importance, and the news spread up and down the creek like wild fire. This news reached Circle City, 300 miles farther down the Yukon river, but nobody would believe it. Soon after, large pans were found on both Bonanza and Eldorado, and each creek was trying to outrival the other, until a man by the name of Clarence Berry got $100 to the pan. From that time on Eldorado held a high position. Many claims from the mouth up for a distance of three miles got large pans—until they reached as high as $280. About March 5, 1897, I reached the diggings from Circle City, having hauled my sled the whole distance without a dog. The importance of the new strike had become so significent to be overlooked, and about 300 men from Circle City undertook the journey in mid-winter. Such an exodus was never known before in the history of the Yukon, but not a man lost his life, although several had their faces and toes nipped at times. Even some of the most resolute and disolute women made the journey in safty. Fancy prices were paid for dogs by those who were able to purchase, and as high as $175, and even $200 were paid for good dogs. Almost any kind of a dog was worth $50 and $75 each.

"When I first reached the new camp I was invited by the butcher boys—Murph Thorp, of Juneau, and George Stewart, from Stuck Valley, Wash.—to go down to their shaft and pick a pan of dirt, as they had just struck the rich streak. To my surprise it was $282.50. In fourteen pans of dirt they took out $1,565 right in the bottom of the shaft, which was 4x8 feet.

"March 20, Clarence Berry took out over $300 to the pan; Jimmy MacLanie took out over $200 to the pan; Frank Phicater took out $135 to the pan. The four boys from Nanaimo took as high as $125 to the pan. They were the first men to get a hole down to bedrock on Eldorado and find good pay. They had Nos. 14 and 15.

"In fact, big pans were being taken on nearly every claim on the creek, until $100 and $200 pans were common. April 18 Clarence Berry took, in one pan, thirty-nine ounces ($495) and in two days panned out over $1,200. April 14 we heard some boys on No. 30, Eldorado, had struck it rich, and taken out $800 in one pan. This was the banner pan of the creek, and Charles Myers, who had the ground on a lay, told me that if he had wanted to pick the dirt he could have taken one hundred ounces just as easy.

"Jimmie MacLanie took out $11,000 during the winter just in prospecting the dirt. Clarence Berry and his partner, Anton Strander, panned out about the same in the same manner. Mrs. Berry used to go down to the dumps every day to get dirt and carry it to the shanty and pan it herself. She has over $6,000 taken out in that manner.

"Mr. Lippy, from Seattle, has a rich claim and his wife has a sack of nuggets alone of $6,000 that she has picked up on the dumps. When the dumps were washed in the spring the dirt yielded better than was expected. Four boys on a lay, No. 2, Eldorado, took out $49,000 in two months. Frank Phicater, who owned the ground and had some men hired, cleaned up $94,000 for the winter. Mr. Lippy, so I am told, has cleaned up for the winter, $54,000. Louis Rhodes, No. 21, Bonanzo, has cleaned up $40,000.

"Clarence Berry and Anton Strander have cleaned up $130,000 for the winter. This is probably the richest place ever known in the world.

"They took it out so fast and so much of it that they did not have time to weigh it with gold scales. They took steelyards, and all the syrup cans were filled. It looks as if my time would come about the time I am ready to die.

"One man received word that his wife and little girl had died since he came in here, and now he is going out with $25,000.

"Another man was here waiting for the boat to go home, and died yesterday with heart disease, having in his possession $17,000. Stranger things than fiction happen here every day."

THIS, A NOVEL PLAN.

Seattle Man Invents a Steam Sled for the Yukon.

The question of how to get supplies into the Klondyke mining country in the winter to relieve the distress for food, has been solved by one man, that is, the man thinks he has solved it. R. H. Ballinger, father of the well-known attorney, is the inventor of the device, which, if it meets with expectations, will drop into Dawson City in the dead of winter like an angel of mercy descending from heaven, bringing food for the starving miners and news from the great world which they forsook to seek gold in the frozen regions of the far north. The device is not a balloon nor a flying machine, nor is it a mere theory which the inventor has so little faith in himself that he wants some one else to put the idea into practical execution. The machine is actually being built in Seattle, and is so nearly completed that a very good idea can be gained from an inspection of it as to its probable practicability for the use intended. It is a steam sled, which is to climb the hills, scale the mountain passes, spin across the bleak prairies, slide over the ice and deposit its load in the heart of the famished region.

Mr. Ballinger is interested in two or three of the argonauts who have gone into the great gold region. Like many others, his associates took supplies only for a limited time, for they supposed that they would be able to buy necessary supplies at the end of their journey. When Mr. Ballinger realized their condition he at once began to devise means for getting help to them. One after another he thought up and discarded schemes for their relief, until he hit upon the one which he adopted. Once settled upon a plan he lost no time in having the big sled built. It is nearly completed and stands in a machine shop on the water front near the foot of Spring street.

The sled is twenty-one feet long, three feet wide and about seven feet high. The propeller in the rear makes the whole device look very much like a small stern-wheel steamer out of water. The propeller cylinder is provided with adjustable spikes for ice, and paddles for snow, and it is hollow, so that it may readily be packed full of meats or other heavy freight, which will serve the useful purpose of giving it a solid hold on the ground. A five horse power engine and a marine boiler built especially for this purpose will supply the power. It will be equipped with a power saw for making its own fuel, and will use the water required over and over again. It is geared to make seven miles an hour, but H. F. Percy and J. P. Johnson, who are to take the sled into the interior, believe that the momentum will carry them along at the rate of at least ten miles an hour.

The front runners are six feet long, and are on a pivot operated by the pilot, who sits under cover in the front end. The rear runers are eight feet long. All the parts which touch the snow are heavily shod with brass.

An ingenious arrangement is applied to the propeller by which that part of the sled is made to drop into the depressions of the path and run up over the lumps, entirely independent of the movements of the main parts of the sled. There is an arrangement, too, in the general form of a toboggon runners to run in front of each set of runners in deep snow and pack it down so that the runners will have a harder surface to run on.

A capstan and a quarter of a mile of cable is carried to haul the sled up steep hills.

The whole thing will weigh 2,200 pounds, and it is thought that it will carry a load of four tons. The boxing is lined with asbestos to keep the four occupants warm, and there is a double floor to stow away letters in. Mr. Ballinger thinks that the most profitable freight that he could carry, if he has room for any outside of the supplies, which he is to take to his friends would be copies of The Post-Intelligencer, which he is sure he could sell to the miners at a great premium.

A small dynamo, to light the interior and provide a good headlight, is part of the outfit of this novel craft.

Not only is this queer craft to be equipped for snow and ice, but it is to be so arranged that if found necessary, it can be run over the water. The attachment for this use is a boat, the lumber for which can be sawed out with the steam saw carried along. A practical boat.

The route which will be taken into the interior is in the main Dalton trail via the Chilkat pass. There is only five miles of the route where timber is not handy. Part way they will take the route of the proposed railroad projected by Mr. Burleigh, and it is estimated that the trip in with a load can be accomplished in fifteen days and the return made in half that time.

The Only Cure

You can fool people, but there is no such thing as cheating Nature. A doctor may prescribe salves and lotions to be used externally, and deceive the sufferer from Eczema for the time being, but the poison in the blood is not deceived by it. It is bound to show again in the shape of ugly eruptions and scales.

Eczema

is a deep-seated blood disease. It is so difficult to cure that today there is only one medicine which sufferers can take with certainty of a cure. *Swift's Specific* (S. S. S.) never fails to cure Eczema. It searches out the germs that cause the disease, assists Nature to throw off the poison, and cures permanently. It makes the blood well and keeps it well. It is the only Real Blood Purifier, because it is the only medicine for the blood that is composed entirely of vegetable ingredients.

Every one who has bad blood should send to the SWIFT SPECIFIC Co., Atlanta, Ga., for valuable free books. SSS

The Campaign in Greater New York

New York, October 18.—Dozens of meetings were held tonight in the boroughs making up the new city of New York, General Tracey, the republican candidate for mayor, was the principal speaker at the Clermont avenue rink, Brooklyn tonight. He dwelt on the interest and importance of the campaign, than which none greater had ever come before the people of this country. General Tracey referred to his personal frienship for Dr. Low which he hoped would continue. All he charged him with was a mistake of judgment and want of political wisdom.

There was a large and very enthusiastic crowd at a Henry George meeting which was held at the Lexington avenue opera house. Mr. George made a speech introducing ex-Postmaster Dayton, who was cheered. Mr. Dayton made a long address, attacking Tammany Hall and "Crokerism."

Mayor Strong spoke tonight at a Seth Low mass meeting in the Murray Hill lyceum. He objected to importing speakers from other states.

Seth Low spoke tonight at Masonic temple, Brooklyn. He devoted his time to an attack on Croker.

Perry Belmont was the principal speaker at a democratic meeting in the Academy of Music, Brooklyn, tonight. The 200 persons present enthusiastically applauded the name of Robert A. Van Wyck, democratic candidate for mayor. Henry George's name met with applause.

Postoffice Robbed

Savannah, Ga., October 18.—The postoffice safe at Boston, Ga., was blown open early this morning. One hundred and twenty dollars in cash was taken; stamps and other postoffice matter was not disturbed.

A Cuban City Deserted

Havana, October 18.—The city of Bayamo, one of the most important in the province of Santiago de Cuba, has been quietly abandoned recently, its inhabitants moving, as a rule, to Vegulitas, fearing a repetition at Bayamo of the insurgent raid upon Victoria de Las Tunas.

It is said here that some very warm cable messages were exchanged between General Weyler and members of the Sagasta cabinet during the first days in office of that ministry.

The recent release of large numbers of political prisoners from the different Spanish penal settlement was due to the disgust experienced in certain Spanish circles here at the extreme severity exercised toward them; but it is not believed that the Spanish government intends to grant general amnesty.

The Washington Messenger says that H. E. Hodges is a candidate for postmaster at Washington. He was a member of the legislature and voted for Pritchard.

C. F. & Y. V.

Cape Fear and Yadkin Valley Railway

Schedule in Effect October 10th, 1897.

TRAINS LEAVE WILMINGTON.

DAILY. 8:00 a. m. Arrives Fayetteville 11:10 a. m., Sanford 12:50 p. m., Greensboro 3:20 p m., Walnut Cove 4:49 p. m., Mt. Airy 6:45 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 10:00 p. m., Atlanta 6:10 a. m., Danville 12:00 night, Lynchburg 1:58 a. m., Charlottesville 3:35 a. m., Washington 6:42 a. m., Baltimore 8:00 a. m., Philadelphia 10:15 a. m., New York 12:43 p. m.

TRAINS ARRIVE WILMINGTON.

DAILY. 7:20 p. m. From New York, Philadelphia, Baltimore, Washington, Charlottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga Knoxville, Asheville, Salisbury, Atlanta, Charlotte and all points North, South and West.

LOCAL FREIGHT TRAIN NO. 8.

Leave Wilmington 2:55 p. m., arrives Fayetteville 9:15 p. m. Passenger Coach attached to this train.

Connections at Fayetteville with Atlantic Coast Line, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Seaboard Air Line, at Gulf with the Durham and Charlotte Railroad, at Greensboro with the Southern Railway Company, at Walnut Cove with the Norfolk and Western Railway.

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TO ALL POINTS,

NORTH, SOUTH AND SOUTHWEST

Schedule in Effect May 30, 1897.

Train 41.—Leaves Wilmington 3:20 p. m., arrives Lumberton 5:26 p. m., Pembroke 5:46 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m. Connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points North.

Train 4'—Leaves Portsmouth 9:20 a. m., arrives Weldon 11:41 a. m., Raleigh 3:30 p. m., Sanford 5:03 p. m., Hamlet 6:53 p. m., Rockingham 7:39 p. m., Wadesboro 8:11 p. m., Monroe 9:12 p. m., Charlotte 10:25 p. m., Athens 3:45 a. m. and Atlanta 6:20 a. m. Connection at Weldon with train from Richmond and all Northern points. Pullman sleepers, Portsmouth to Nashville, Ten.

Train 403.—Leaves Washington 4:10 p. m., Richmond 8:56 p. m., Portsmouth 8:45 p. m. Arrives Weldon 11:10 p. m., Raleigh 2:07 a. m., Sanford 3:35 a. m., Hamlet 5:10 a. m., Rockingham 5:23 a. m., Wadesboro 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:50 a. m., Lincolnton 10:20 a. m., Shelby 11:18 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 Chester.

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 9:53 a. m., Wilmington 12:05 noon. Connects at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta.

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 5:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monro 9:10 p. m., Wadesboro 10:31 p. m., Rockingham 11:16 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 10:00 a. m. Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:20 p. m.

All trains daily except Nos. 17 and 18.

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S. S. CROATAN .....Saturday, Oct. 30

FROM WILMINGTON.

S. S. CROATAN.....Saturday, Oct. 23.
S. S. ONEIDA .....Saturday, Oct. 30

FOR GEORGETOWN.

S. S. CROATAN .....Tuesday, Oct. 19
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July 11, da 7t w 52t

ATLANTIC COAST LINE.

Schedule in Effect September 22nd, 1897.

Departures from Wilmington

NORTHBOUND.

DAILY 9:35 A. M. No. 48—Passenger—Due Magnolia 10:59 a. m., Warsaw 11:19 a. m., Goldsboro 11:58 a. m., Wilson 12:43 p. m., Rocky Mount 1:20 p. m., Tarboro 2:58 p. m., Weldon 3:39 p. m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:05 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 7:15 P. M. No 40—Passenger—Due Magnolia 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 11:57 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 9:05 a. m., Philadelphia 11:25 a. m., New York 2:03 p. m., Boston 9:00 p. m.

DAILY 2:00 P. M. No. 50—Passenger—Due Jacksonville 3:58 p. m., Newbern except Sunday 5:20 p. m.

SOUTHBOUND.

DAILY 4:00 P. M. No. 55—Passenger—Due Lake Waccamaw 5:09 p. m., Chadbourn 5:40 p. m., Marion 6:43 p. m., Florence 7:25 p. m., Sumter 8:42 p. m., Columbia 10:05 p. m., Denmark 6:30 a. m., Augusta 8:20 a. m., Macon 11:20 a. m., Atlanta 12:15 p. m., Charleston 10:50 p. m., Savannah 2:40 a. m., Jacksonville 8:20 a. m., St. Augustine 10:30 a. m., Tampa 6:45 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH.

DAILY 5:45 P. M. No. 49—Passenger—Leave Boston 1:03 p. m., New York 9:00 p. m., Philadelphia 12:05 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 9:30 A. M. No. 41—Passenger—Leave Boston 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 6:01 p. m., Rocky Mount 5:45 a. m., leave Wilson 6:22 a. m., Goldsboro 7:01 a. m., Warsaw 7:53 a. m., Magnolia 8:05 a. m.

DAILY 12:40 P. M. No. 51—Passenger—Leave New Bern 9:20 a. m., Jacksonville except Sunday 10:42 a. m.

FROM THE SOUTH.

DAILY 12:15 P.M. No. 4—Passenger—Leave Tampa 8:00 a. m., Sanford 1:50 p. m. Jacksonville 6:35 p. m., Savannah 12:50 night Charleston 5:30 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 3:05 p. m., Denmark 4:55 p. m., Sumter 6:45 a. m., Florence 8:55 a. m., Macon 9:34 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:06 a. m.

|Daily except Sunday.

Trains 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 11:18 a. m., Weldon 11:33 a. m., daily except Sunday.

Trains on Washington Branch leave Washington 8:20 a. m., and 3:30 p. m., arrive Parmele 9:10 a. m. and 5:10 p. m., returning leave Parmele 9:35 a. m. and 6:30 p. m., arrive Washington 11:00 a. m. and 7:20 p. m. Daily except Sunday.

Train leaves Tarboro, N. C., daily except Sunday. 5:30 p. m., Sunday, 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. m. Returning leaves Plymouth daily except Sunday 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 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 Nashvile Branch leaves Rocky Mount at 4:35 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 leave 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 8:30 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 6:20 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 8:26 a. m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily.

Georgetown & Western Railroad leave Lanes 9:30 a. m., 7:55 p. m., arrive Georgetown 12:00 m., 9:14 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrives 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 9:25 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 6:25 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 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:20 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 Branch leave Wilson 2:06 p. m., 11:16 p. m., arrive Selma 3:00 p. m., Smithfield 3:08 p. m., Dunn 3:50 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 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m.

Manchester & Augusta Railroad trains leave Sumter 4:40 a. m., Creston 5:22 a. m., arrive Denmark 6:30 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 5:45 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 train leave Elliott 11:10 a. m. and 7:45 p. m., arrive Lucknow 1:00 p. m. and 8:45 p. m. Returning leave Luckpow 6:05 a. m. and 2:00 p. m. arrive Elliott 8:25 a. m. and 2:20 p. m. Daily except Sunday.

|Daily except Sunday. ||Sunday only.

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