

YESTERDAY IN CONGRESS

SENATE PASSES BILL FOR BUILDING AT DURHAM

Senator Butler Speaks Upon the Postal Savings System—Civil Service Commission Called on for Figures—The Second Appropriation Bill Reported in the House—An Urgent Deficiency Bill Passed—Personalities Between Two Members

Washington, December 13.—Senator Lodge, of Massachusetts, made an effort in the senate today to secure an immediate vote upon his immigration bill, which is substantially the same measure that was passed by the Fifty-fourth congress and vetoed by President Cleveland.

Senator Allen, of Nebraska, objected to an immediate vote and suggested that the final vote on the amendments and the bill be taken on Monday January 17th, at 3 o'clock p. m. This suggestion was accepted by Senator Lodge and order for a vote at that time made.

Senator Gorman, chairman of the democratic steering committee, presented an order which was adopted re-arranging committee assignments of some of the democratic members, made necessary by the incoming of new members.

Chaplain Milburn, in his invocation at the opening of the senate made touching reference to the death of Mrs. McKinley, mother of the president.

Senator Davis, chairman of the committee on foreign relations, called up the bill prohibiting the killing of fur seals in the north Pacific ocean, but upon the suggestion of Senator Pettigrew, of South Dakota, who said he desired to offer some amendments to it, the measure went over until tomorrow.

A bill was passed for a public building at Durham, N. C., to cost \$125,000. Senator Pettigrew, of South Dakota, called up the bill granting to settlers the right to make second homestead entries. He made a brief explanation of the measure. It gave all persons who were not at the time owners of land acquired under the homestead law the right to make second homestead entries. The bill was passed.

Senator Butler, of North Carolina, spoke at length upon the amendments he had offered to the bill which he had previously introduced, providing for a postal savings bank system. Such a system would, in his opinion, insure greater comfort in the homes of the plain people of the land, as a great majority of them would certainly become depositors in such banks. This would divert among them thrift and economy and enable them easily to provide for themselves a great security.

As another argument in favor of such a system, Senator Butler declared that if the system were established there would never be another issue of bonds by the government in time of peace. It would give men of small means an opportunity to increase since the amount of money in circulation and afford benefits to all the people of accountable value.

Senator Wilson, of Washington, presented a resolution directing the civil service commission to transmit to the senate a statement by fiscal years since 1890, showing the total number of persons examined, the total number passed and the total number appointed in the several branches of the government service and the total number of persons on the eligible lists of the several branches of the civil service at the beginning of each of these fiscal years. The resolution was agreed to.

At 2:40 o'clock p. m., the senate adjourned.

HOUSE OF REPRESENTATIVES. The blind chaplain in his invocation referred eloquently and feelingly to the death of the president's mother.

Mr. Bingham, republican, of Pennsylvania, from the appropriation committee, reported to the house the legislative, executive and judicial appropriations, which he gave notice he would call up tomorrow. He secured the adoption of a resolution to print 2,000 copies of the testimony of the civil service commission before the appropriations committee for the use of the house.

Mr. Cannon, chairman of the committee on appropriations, secured unanimous consent for the consideration of an urgent deficiency bill, which he explained, carried by three items, \$5,000 for the construction of a building at the naval academy; \$3,000 for the payment of the temporary employees of the house; and \$10,000 for the payment of the mileage of senators and representatives. The mileage ordinary available at the regular session of congress, he explained, had been used to pay mileage at the extra session. The bill was passed without debate.

There was at this point, an exchange of personalities between Mr. Hepburn, of Iowa, and Mr. Norton, democrat of Ohio, over a correction of the congressional record which involved a renewal of a controversy that occurred between the two gentlemen during the debate on the pension appropriation bill last week, over the reference to "many" in reference to soldiers on the pension roll. It was claimed that "most" was used but the speech when printed was changed to "many."

Mr. Hepburn insisted that the use of the word "many" placed him in a false light. A long debate followed as to the practice of the house.

After a debate which consumed more than two hours, the house on a rising vote, 136 to 121, sustained Mr. Hepburn's motion to make the permanent record show that Mr. Norton's speech contained the word "most" in accordance with the stenographer's report. It was a party vote, with the exception of Mr. Fleming, democrat, of Georgia, who voted with the republicans. The populists voted with the democrats.

The house then at 2:25 o'clock p. m., adjourned until tomorrow.

Pointed Paragraphs. An egg in the cup is worth two in the nest. Corn popping might be termed an agricultural report. Whiskey straight is the cause—a crooked walk the effect.

When a man is in his cups he is apt to get into family jars. The more a man goes around in the world the less cranky he becomes. The absence of soft water is some men's excuse for drinking hard. A girl stands before a mirror while dressing so she can see what is going on. The under dog in the fight may be right, but the upper dog doesn't care a snap if he is.

How to Live a Hundred

Sir James Sawyer, a well known physician of Birmingham, Eng., has been confiding to an audience in that town the secret of longevity. Keep the following nineteen commandments and Sir James sees no reason why you should not live to be 100:

- 1. Eight hours' sleep. 2. Sleep on your right side. 3. Keep your bed room window open all night. 4. Have a mat to your bed room door. 5. Do not have your bedstead against the wall. 6. No cold tub in the morning, but a bath at the temperature of the body. 7. Exercise before breakfast. 8. Eat little meat and see that it is well cooked. 9. (For adults) drink no milk. 10. Eat plenty of fat to feed the cells which destroy the diseased germs. 11. Avoid intoxicants which destroy those cells. 12. Daily exercise in the open air. 13. Allow no pet animals in your living rooms. They are apt to carry about disease germs. 14. Live in the country if you can. 15. Watch the three D's—drinking water, damp and drains. 16. Have change of occupation. 17. Take frequent and short holidays. 18. Limit your ambition; and 19. Keep your temper.

Table Etiquette

Biscuits should be opened with the fingers. In an extreme case an ax is admissible. Never pick your teeth at the table. You will find a better assortment at the dentist's.

Don't rattle your knife and fork. The napkin ring will be much more musical. Always eat soup from the side of your spoon. The inside is considered the proper one. Game should never be taken in the fingers—unless of course it is a card game.

Do not rest your arm on the table. Stack all your weapons in a corner before dinner. Never leave the table until the others are through. If in a hurry take it with you.

Never eat pie with a knife. It's all right to eat cheese with pie, but knives should be eaten alone. Cigarette smoking is permissible at the table—if you are dining alone and have a grudge against yourself.

Don't ask your hostess if she lets the sugar bowl with the butter balls. She might mistake you for a humorist or a lunatic.

Free To Sufferers

Cut this out and take it to your druggist and get a sample bottle free of Dr. King's New Discovery for Consumption, Coughs and Colds. They do not ask you to buy before trying. This will show you the great merits of this truly wonderful remedy, and show you what can be accomplished by the regular size bottle. This is no experiment, and would be disastrous to the proprietors, did they not know it would invariably cure. Many of the best physicians are now using it in their practice with great results, and are relying on it in most severe cases. It is guaranteed. Trial bottles free at R. R. Bellamy's drug store.

Ironical Ifs

If your enemy is too big to whip you should forgive him. If a man has plenty of sand he always has lots of grit. If the office has no salary attached it is obliged to seek the man.

If some men would conceal what they know they would be more popular. If justice was really blind she wouldn't be able to wink at her favorites. The resolution was agreed to.

To Try the Muttonous Crew

Norfolk, Va., December 13.—The trial of the muttonous crew of the schooner Olive Pecker which was burned on the high sea after her captain and mate had been killed by the cook, John Anderson, will begin in the United States court Wednesday. Judge Goff will occupy the bench with Judge Hughes. The trial is expected to consume several days.

Decrease in Number of Schooners

Statistics just prepared show that the number of schooners over 100 tons gross register afloat June 30, 1897, was 2,050, with a gross register of 718,300 tons, while the number on October 31, 1897, was 1,544, with a gross register of 602,250 tons, a decrease in the number of vessels of 506 and in tonnage of 116,050. Marine Journal.

Pain-Killer

(PERRY DAVIS') A Sure and Safe Remedy in every case and every kind of Bowel Complaint is Pain-Killer. This is a true statement and it can't be made too strong or too emphatic. It is a simple, safe and quick cure for Cramps, Cough, Rheumatism, Colic, Colds, Neuralgia, Diarrhoea, Croup, Toothache.

BABY'S THUMB.

From north to south, from east to west, All over Christendom, One consolation sure and best Is by each baby being confessed, Though baby lips are dumb.

"Thy neither twang of harp or lute, Nor squeak of life, nor thrill of flute, Nor silver rattle played to suit, Nor ivory keys to thrum.

Nor barking dog, nor howling cat, Nor cack of softest crumb; New shoes, new toys, blue ribboned hat, Those all fail thee and fall flat; But never—Baby's thumb!

When slumber shuns his willful eyes, And all is cross and strife and strife, Ah! things go wrong and mother sighs, For a brief moment Baby cries, Then 'hies him to his thumb.

Once in his red mouth safely set, Embraced by each small gum, Though storm may rage and rulers fret, 'Tis with consolation yet— That dear and faithful thumb!

HE WAS CONVICTED.

The Able Witness For The Prosecution Did It On Cross Examination. The next witness was called, who answered the questions of the prosecution, and then after an interlude of chinning, was turned over to the tender mercies of counsel for the defense, who began:

"You say you were present when the offence alleged in this case was committed. State to the court and jury just where the defendant was at this time."

"He was sitting at his typewriter, facing a window which looks out upon the raging Monongahela."

"He was facing a window which looks out upon the Monongahela river?"

"Yes, sir; that's what I said."

"Where were you sitting?"

"At my desk with my feet on it."

"In what direction did they point?"

"Up the Allegheny."

"You say they pointed up the Allegheny?"

"I do, and if it will help I'll say it again."

"Just answer my questions; if I need any suggestions from you I'll ask for them."

The witness warmed up under the collar and began a reply, which was interrupted by the court with the remark that when a lawyer has put one inquiry he has to keep his mouth going while framing another, or his intellectual machinery would come to a standstill.

The witness begged the court's pardon and said that a lawyer uses his mouth so much that he thought he ought to be glad to give it a rest when he can; that he (the witness) did hate to have a man parroting after him.

"What was the defendant doing at this time?"

"He wasn't doing anything."

"That's it precisely; he wasn't doing anything."

inner surface of the left lens of my spectacles, and gave me a perfect picture of him in all his vain struggles with that joke, and particularly of the ugly face which he made when he swore that it was an outrage to ask a man to write jokes when he is trying to digest cheese, when the blood which ought to be on duty in his brain has all been summoned to his stomach."

Counsel for the prosecution tilted a book against his nose and sniggered, there was a general move in the jury box, whispers among the jurors and counsel for the defense stared.

A verdict of guilty was rendered on the spot, and the prisoner was remanded for sentence.—Pittsburg News.

DRIVEN TO IT BY NECESSITY.

"Bein' a little short of money," said the old sport, "and the chances of makin' an honest dollar without workin' for it, 'way up there in Wisconsin, bein' slim, I was put to my taps. But you know how necessity is the mother of invention, and my landlady had put a time limit of just one week on me. They only had one regular football team up there, and it was a peach; big husky fellows, that would go through a stone wall. They had a standin' offer at big odds that no team in that part of the state could score again 'em."

"After doin' a lot of thinkin', day and night, I had a talk with a young fellow that was a crank on electricity, and got up an eleven. We just trained them enough to take the curse off and keep up appearances. But we kept up an awful noise through the papers, and my crank friend was bettin' all kinds of money that we would score, him and me bein' partners."

"All the people in four counties was there to see the game. In the first half and for twenty minutes of the second half they scored as fast as they could count. Our boys didn't know anything about signals, and each one seemed to think that all he had to do was to make a single handed dash for the goal. They got there half a dozen times, but didn't happen to have the ball with 'em."

"Then our two halves took sick sudden, and the referee and the umpire put in Big Dick an' Zim Hemp. Both of 'em looked like he had swallowed a barrel and couldn't have kept up with an ice wagon to save him. But they made a touchdown without tryin'.

Any one as touched 'em went down like he was shot. 'Twouldn't have made no difference if they had walked. The referee had put 'em in a cork undersuit, wire cage and battery. He was the outest cuss I ever hooked to."

A BIG SMOKE.

A gentleman well known in turf circles made a curious wager in the year 1860, in which he backed himself to smoke one pound weight of strong foreign regalias within twelve hours. The conditions were that the cigars should be smoked one at a time, to within an inch of the end, the baker of time, as in the case of some pigeon matches, finding the weeds.

The match was decided on a Thames steamer plying between London and Chelsea, the smoker taking up a portion well forward in the bows, where he might find the force of the breeze that was blowing; the cigars ran a hundred to the pound, so that about eight an hour had to be consumed to win the wager. A start was made at 10 o'clock in the morning, and the affair was ended at 7 o'clock in the evening.

In the course of 9 hours and 20 minutes 86 cigars were fairly smoked, the greatest number consumed being in the second hour, when the smoker disposed of no fewer than 16. At the 86 cigar, when 14 only remained to be smoked, the backer of time gave in, finding that the smoker was certain to win, and the latter puffed the remainder away at his leisure in the course of the same evening.

The winner subsequently declared that he had not experienced the slightest difficulty or unpleasantness during the whole time he was blowing off the weeds. The only refreshments taken during the process of the match was a chop at 2 o'clock, the eating of which occupied 20 minutes, and a gill and a half of brandy in cold water at intervals throughout the day.—Pearson's Weekly.

REVERSING CIVILIZED USAGE.

The proof is now conclusive that a highwayman is running the foreign policy of the German empire. The German minister to China, presents his government's demands for reparation on account of the killing of the two German missionaries, which include an indemnity for the expenses of the German naval expedition and the German occupation of Kia-Chow bay. The civilized usage has here been squarely reversed, for usually the demand for reparation are presented before a descent is made in force upon a nation's territory. But Germany has now created a deadlock, as she demands that China will not listen to the German demands for reparation until her territory has been evacuated. The result is a permanent German occupation of the coast in question in accordance with a well-devised scheme hatched at Berlin. The contrast between German treatment of China and Hayti is immense. The Haytian episode is now entirely overlooked, and why? It is because the influence of the United States is known in Europe to be ever ready to take up the American flag in any case when they are unjustly menaced by great European powers. Our influence compels fair play—at least in this hemisphere—and long may it continue.

Having used three bottles of P. P. P. for impure blood and general weakness and having derived great benefit from the same, having gained 14 pounds in weight in four weeks, I take great pleasure in recommending it to all unfortunate like

Yours truly, JOHN MORRIS, Office of J. N. McElroy, Druggist, Orlando, Fla., April 20, 1891. Messrs. Lippman Bros., Savannah, Ga.

"Dear Sirs:—I sold three bottles of P. P. P. large size yesterday, and one bottle of the same today. I have suffered from rheumatism for a long time and did not find a cure until I found P. P. P., which completely cured me."

Yours truly, ELIZA JONES, 16 Orange St., Savannah, Ga.

Schedule on Wilmington Seacoast R. R.

ON AND AFTER MONDAY, OCTOBER 4, 1897. DAILY EXCEPT SUNDAY. Leave Wilmington at 2:30 p. m., 5:30 p. m. Leave Ocean View 8:00 p. m., 5:00 p. m. SUNDAY TRAINS. Leave Wilmington at 2:30 p. m., 5:30 p. m. Leave Ocean View at 5:00 p. m. R. O. GRANT, Superintendent.

ATLANTIC COAST LINE.

Schedule in Effect November 29th, 1897. Departures from Wilmington. NORTHBOUND. DAILY No. 48—Passenger—Due Magnoila 11:00 a. m., Warsaw 11:15 a. m., Goldsboro 12:05 p. m., Wilson 12:55 p. m., Rocky Mount 1:40 p. m., Tarboro 2:45 p. m., Weldon 4:35 p. m., Petersburg 6:25 p. m., Richmond 7:15 p. m., Norfolk 8:05 p. m., Washington 11:30 p. m., Baltimore 12:35 a. m., Philadelphia 3:45 a. m., New York 6:55 a. m., Boston 8:40 p. m.

DAILY No. 49—Passenger—Due Boston 8:55 p. m., Warsaw 9:10 p. m., Goldsboro 10:10 p. m., Wilson 1:08 p. m., Tarboro 1:45 a. m., Rocky Mount 1:57 p. m., Weldon 1:47 a. m., Norfolk 10:30 a. m., Petersburg 3:15 a. m., Richmond 4:00 a. m., Washington 7:15 a. m., Baltimore 8:05 a. m., Philadelphia 11:35 a. m., New York 2:05 p. m., Boston 3:40 p. m.

DAILY No. 50—Passenger—Due Jacksonville 5:55 p. m., New Bern Sunday 6:20 p. m., Boston 2:00 p. m.

SOUTHBOUND. DAILY No. 55—Passenger—Due Lake 4:00 p. m., Waccamaw 5:00 p. m., Chadbourn 6:40 p. m., Marion 6:40 p. m., Florence 7:30 p. m., Sumter 8:30 p. m., Columbia 9:20 p. m., Denmark 6:30 a. m., Augusta 8:20 a. m., Macon 11:30 a. m., Atlanta 12:15 p. m., Charleston 10:35 p. m., Savannah 11:25 p. m., Jacksonville 3:30 a. m., St. Augustine 10:30 a. m., Tampa 6:45 p. m., Mobile 4:24 p. m.

DAILY No. 43—Passenger—Leave Boston 12:00 night, New York 9:30 a. m., Philadelphia 12:00 p. m., Baltimore 2:25 p. m., Washington 3:45 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., Norfolk 2:30 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 7:00 a. m., Warsaw 7:55 a. m., Magnolia 8:05 a. m.

DAILY No. 51—Passenger—Leave New-bern 9:30 a. m., Jacksonville 12:40 p. m., FROM THE SOUTH. DAILY No. 54—Passenger—Leave Tampa 1:25 p. m., Jacksonville 5:00 p. m., Savannah 6:45 p. m., Charleston 7:40 a. m., Columbia 7:00 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 3:05 p. m., Denmark 4:50 p. m., Sumter 5:40 p. m., Florence 10:05 a. m., Marion 10:44 a. m., Chadbourn 11:45 a. m., Lake Waccamaw 12:15 p. m.

Daily except Sunday. Trains on the Scotland Neck Branch Road leave Weldon 3:55 p. m., Halifax 4:30 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 5:50 p. m., Kinston 6:45 p. m., returning leave Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m., daily except Sunday.

Trains on Washington Branch leave Washington 8:20 a. m. and 2:30 p. m., arrive Farme 9:10 a. m. and 4:00 p. m., returning leave Farme 9:10 a. m. and 4:00 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., arrives Farme 6:25 p. m., returns Farme 7:40 p. m. and 6:00 p. m., arrives Plymouth daily except Sunday 7:50 a. m. and Sunday 9:00 a. m., arrives Tarboro 10:35 a. m., leaving Farme 10:50 a. m., returning leave Farme 11:05 a. m., arriving Dillon 10:50 a. m., Rowland 11:05 a. m., returning leaves Rowland 6:10 p. m., arrives Dillon 6:25 p. m., Latta 6:43 p. m., Pee Dee 7:05 p. m., daily.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 11:50 a. m., arrive Conway 2:10 p. m., leave Conway 2:45 p. m., Chadbourn 5:45 p. m., arrive Hub 6:25 p. m. Daily except Sunday.

Central of South Carolina Railroad leave Sumter 6:32 p. m., Manning 7:00 p. m., arrive Lanes 7:38 a. m., leave Lanes 8:28 a. m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily.

Georgetown and Western Railroad leave Lanes 9:20 a. m., arrive 9:55 p. m., arrive Georgetown 12:00 m., 9:14 p. m., leave Georgetown 7:00 a. m. and 3:00 p. m., arrive Lanes 8:2 and 5:25 p. m. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 9:55 a. m., arrive Darlington 10:25 a. m., Cheraw 11:40 a. m., Wadesboro 2:25 p. m., leave Florence daily except Sunday 8:35 p. m., arrive Darlington 9:00 p. m., Hartsville 9:55 p. m., Bennettsville 9:55 p. m., Gibson 10:20 p. m., leave Florence Sunday only 9:55 a. m., arrive Darlington 10:27 a. m., Hartsville 11:10 a. m.

Leave Gibson daily except Sunday 6:15 p. m., Bennettsville 6:41 p. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:45 a. m., arrive Darlington 7:30 a. m., leave Darlington 9:00 a. m., arrive Florence 9:25 a. m., Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:25 p. m., arrive Florence 6:55 a. m., leave Florence 9:05 a. m., arrive Darlington 9:55 a. m.

Wilson and Fayetteville Branch leave Weldon 2:30 p. m., 11:10 p. m., arrive Selma 3:15 p. m., Smithfield 3:25 p. m., Dunn 4:00 p. m., Fayetteville 4:47 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 9:35 a. m., Fayetteville 12:22 p. m., 10:35 p. m., Dunn 1:05 p. m., Smithfield 1:43 p. m., Selma 1:50 p. m., arrive Wilson 2:35 p. m., 12:22 a. m.

Manchester and Augusta R. R. trains leave Sumter 4:40 a. m., Creston 5:22 a. m., arrive Denmark 6:30 a. m., returning leave Denmark 4:50 p. m., Creston 5:42 p. m., Sumter 6:30 p. m. Daily.

Pregnals Branch trains leave Creston 5:45 a. m., arrives Pregnals 9:15 a. m., returning leaves Pregnals 10:00 p. m., arrives Creston 3:50 p. m. Daily except Sunday.

Bishopville Branch trains leave Elliott 11:10 a. m. and 8:05 p. m., arrive Lucknow 1:00 p. m. and 9:05 p. m., returning leave Lucknow 1:00 p. m. and 9:05 p. m., arrive Elliott 8:25 a. m. and 4:30 p. m. Daily except Sunday.

Daily except Sunday. Sunday only. EMBERTON. General Passenger Agent. J. R. KENLYN, General Manager. T. M. EMBERTON, Traffic Manager.

A ATLANTIC AND NORTH CAROLINA RAILROAD.

TIME TABLE. To Take Effect Sunday, November 23, 1897. —AT 12 M.— Supersedes Time Table 3, of October 24, 1895. And Supplements Thereto.

Table with columns: Eastbound, Westbound, No. 3, Pass'ger, Daily, Ex. Sun, A.M./P.M., STATIONS, No. 4, Pass'ger, Daily, Ex. Sun, A.M./P.M.

COPE FEAR AND YADKIN VALLEY RAILWAY. Schedule in Effect November 25th, 1897. DAILY. Arrives Fayetteville 12:10 p. m., 8:00 a. m., Sanford 1:45 p. m., Greensboro 4:20 p. m., Walnut Cove 5:47 p. m., Mt. Airy 7:45 p. m., connects with Southern Railway at Greensboro. Arrives Salisbury 10:00 a. m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:35 p. m., Charlotte 3:00 p. m., Atlanta 6:10 a. m., Danville 12:00 night, Lynchburg 1:55 a. m., Charlottesville 3:35 a. m., Washington 6:42 a. m., Baltimore 8:30 a. m., Philadelphia 10:15 a. m., New York 12:43 p. m.

TRAINS ARRIVE WILMINGTON. DAILY. From New York, Philadelphia, 7:30 p. m., Baltimore, Washington, Charlottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, 2:07 a. m., Asheville, at Greensboro. From Atlanta, Charlotte and all points North, South and West.

LOCAL FREIGHT TRAIN NO. 1. Leave Wilmington 2:55 p. m., arrives 2:15 p. m., Passenger Coach attached to this train. Connections at Fayetteville with Atlantic Coast Line, at Maxton with the Carolina Railway, 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.

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



TO ALL POINTS, NORTH, SOUTH AND SOUTHWEST. Schedule in Effect May 30, 1897.

Train 41—Leaves Wilmington 3:30 p. m., arrives Lumberton 5:38 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 42 for the North, Richmond, Washington and points North.

Train 41—Leaves Portsmouth 9:20 a. m., arrives Weldon 11:00 a. m., Raleigh 11:30 a. m., Sanford 1:00 p. m., Hamlet 1:30 p. m., connects at Hamlet with train 42 for the North, Richmond, Washington and points North.

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 1:07 a. m., Sanford 1:30 a. m., connects at Hamlet with train 42 for the North, Richmond, Washington and points North.

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 9:43 a. m., Wilmington 10:30 a. m., connects at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta.

Train 42—Leaves Atlanta 1:00 p. m., arrives Athens 3:18 p. m., Monroe 5:30 p. m., leaves Rutherfordton 4:35 p. m., arrives Shelby 5:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monroe 9:10 p. m., Wadesboro 10:20 p. m., Rocky Mount 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 9:00 a. m., connects at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta.

Train 13—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 10:40 a. m., returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:30 p. m.

All trains daily except Nov. 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. H. W. JOHN, Vice President and Gen'l Manager. E. ST. B. GLOVER, Traffic Manager. V. E. McBEER, Gen'l Superintendent. T. J. ANDERSON, Gen'l Pass. Agent. General Office, Portsmouth, Va.

The Clyde Steamship Co.