

# ROUTES

FROM THE NORTH TO  
PINEHURST, N. C.,  
AND COST OF TRIP.

There are various ways of reaching PINEHURST which may be chosen according to individual preference by boat or by all rail. For one whose main object is to get to his journey's end with as little expenditure of time as possible the best route is by rail.

An evening train leaving New York (Pennsylvania railroad) at 9 o'clock reaches Southern Pines at 5.55 the following night.

A train leaving New York at 11 a. m., by Pennsylvania railroad, reaches Southern Pines at 4 a. m., which is somewhat early for comfort and convenience.

The Old Dominion Line of steamers from New York, the Bay Line steamers from Baltimore, the Norfolk and Washington steamers from Washington, and steamers on the Cape Charles route, all stop at Portsmouth, Va., and connect with the trains for Southern Pines.

The fare for round trip from New York City to Southern Pines, via Pennsylvania railroad, on any of these routes is \$26.50 and are limited from Nov. 1st to May 31st. Single fare \$16.05.

Passengers having through tickets, who desire to go by train and avoid night travel, can leave New York at 11 a. m. (Pennsylvania railroad), checking baggage through to Southern Pines, reach Richmond same evening at 8.55, spending the night there, leaving Richmond at 9.05 a. m. and arriving at Southern Pines at 5.55 p. m.

One can go by the Cape Charles route, leaving New York (Pennsylvania railroad) at 8 a. m., reaching Portsmouth at 8.15 p. m., spend the night at Portsmouth or Norfolk, leave Portsmouth the following morning at 9.20, reaching Southern Pines at 5.55 p. m.

An afternoon may be spent in Washington by taking train from New York at 8.00 a. m. (Central Railroad of N. J.), leaving Washington on the evening boat (Norfolk and Washington steamer) at 7 p. m., making close connections with train which leaves Portsmouth at 9.20 a. m. and reaches Southern Pines at 5.55 p. m.

### BOSTON PASSENGERS.

Passengers from Boston can procure round trip tickets, including transfer with baggage across New York City to Pennsylvania railroad, for \$37.50. The train for this route leaves Boston at 1.03 p. m., and Southern Pines is reached at 5.55 p. m. the day following. Round trip tickets from Boston by Fall River Line are \$33, including transfer with baggage in New York City.

The fine steamers of the Merchants & Miners Company leave Battery wharf, Boston, at 2 o'clock on Tuesdays, Thursdays and Saturdays, connecting at Portsmouth, Va., with the Seaboard Air Line railroad. By this route a passenger leaving Boston, say on Tuesday, would reach Southern Pines Thursday at 5.55 p. m., having forty hours at sea. Round trip tickets, \$31.75, including meals and berth in stateroom on the steamer.

The Pinehurst Electric Railroad connects with all trains at Southern Pines after Nov. 1st.

## Aberdeen & Asheboro R. R.

### TIME TABLE.

In effect October 1, 1897.

NORTHBOUND.		SOUTHBOUND.	
No. 42.		No. 41.	
Lv 9:20 a. m.	Aberdeen	Ar 4:25 p. m.	
9:50	Pinehurst	Lv 4:05	
10:15	West End	3:35	
10:45	Eagle Springs	3:00	
11:15	Candor	2:30	
Ar 11:45	Biscoe	2:00	
Lv 1:20 p. m.	Biscoe	Ar 12:55	
1:50	Star	12:40	
2:05	Ether	12:20	
2:20	Steeds	12:05	
2:45	Asbury	11:50 a. m.	
3:05	Seagroves	11:30	
3:40	Presnalls	10:55	
3:50	Ulah	10:45	
Ar 4:20	Asheboro	Lv 10:15	

### TROY BRANCH.

Lv 1:15 p. m.	Biscoe	Ar 12:40 p. m.
Ar 1:55	Troy	Lv 12:00 m.

A. F. PAGE, President. J. R. PAGE, Superintendent.

## Carthage Railroad

### TIME TABLE.

In effect October 1, 1897.

EASTBOUND.		WESTBOUND.	
No. 38.		No. 37.	
Lv Curriesville,		Ar 5:40 p. m.	
Hannon,		5:00	
Ar Carthage,		4:00	
Lv Carthage,	8:15 a. m.	4:20	
Kelly's,	8:27	4:32	
Ar Cameron,	9:00	5:00	

Schedule trains on Carthage road make close connections at Cameron with R. & A. trains going north and south.

W. C. PETTY, Manager.

## SEABOARD AIR LINE

### VESTIBULED LIMITED TRAINS.

Double Daily Service to Atlanta, Charlotte, Augusta, Athens, Wilmington, New Orleans, Chattanooga, Nashville, and New York, Boston, Philadelphia, Washington, Norfolk, Richmond.

Schedule in Effect Feb. 7, 1897.

SOUTHBOUND.			
	No. 403.	No. 41.	
Lv New York, Penn. R.R.,	*11 00am	*9 00pm	
Philadelphia, "	1 12pm	12 05am	
Baltimore, "	3 15pm	2 50am	
Washington, "	4 40pm	4 30am	
Richmond, A. C. L.,	8 56pm	9 05am	
Norfolk, S. A. L.,	*8 55pm	*9 05am	
Portsmouth, "	8 45pm	9 20am	
Weldon, "	*11 28pm	*11 55pm	
Ar Henderson, "	*2 56am	*1 30pm	
Ar Durham, "	*7 32am	*4 09pm	
Lv Durham, "	*5 20pm	*11 10am	
Ar Raleigh, "	*2 16am	*3 34pm	
Sanford, "	3 35am	5 03pm	
Southern Pines, "	4 22am	5 55pm	
Hamlet, "	5 10am	6 53pm	
Wadesboro, "	5 54am	8 11pm	
Monroe, "	6 43am	9 12pm	
Ar Charlotte, "	*8 30am	*10 25pm	
Ar Chester, "	*8 10am	*10 47pm	
Lv Columbia, C. N. & L. R. R.,		*6 00pm	
Ar Clinton, S. A. L.,	*9 45am	*12 10am	
Greenwood, "	10 35am	1 07am	
Abbeville, "	11 05am	1 40am	
Elberton, "	12 07pm	2 41am	
Athens, "	1 15pm	2 45am	
Winder, "	1 50pm	4 30am	
Atlanta, (Central time)	2 50pm	5 20am	

NORTHBOUND.			
	No. 402.	No. 38.	
Lv Atlanta, (Central time) S. A. L.,	*12 00am	*7 50pm	
Winder, "	2 40pm	10 42pm	
Athens, "	3 16pm	11 20pm	
Elberton, "	4 15pm	12 33am	
Abbeville, "	5 15pm	1 40am	
Greenwood, "	5 41pm	2 06am	
Clinton, "	*6 34pm	*3 05am	
Ar Columbia, C. N. & L. R. R.,		*7 00am	
Lv Chester, S. A. L.,	*8 13pm	*4 33am	
Ar Charlotte, "	*10 25pm	*8 30am	
Lv Monroe, "	*9 40pm	*6 05am	
Hamlet, "	*11 23pm	*8 15am	
Ar Wilmington, "	*5 30am	*12 50pm	
Lv Southern Pines, "	*12 14am	*9 20am	
Raleigh, "	*2 16am	11 35am	
Ar Henderson, "	3 28am	*1 00pm	
Ar Durham, "	*7 32am	*4 09pm	
Lv Durham, "	*5 20pm	*11 10am	
Ar Weldon, "	*4 55am	*3 00pm	
Richmond, A. C. L.,	8 15am	6 50pm	
Washington, Penn. R. R.,	12 31pm	11 10pm	
Baltimore, "	1 43pm	12 48am	
Philadelphia, "	3 50pm	3 45am	
New York, "	*6 23pm	*6 53am	
Portsmouth, S. A. L.,	7 20am	5 50pm	
Norfolk, "	*7 50am	5 05pm	

\*Daily. †Daily Ex. Sunday. ‡Daily Ex. Monday.

Nos. 403 and 402.—"The Atlanta Special," Solid Vestibuled Train of Pullman Sleepers and Coaches between Washington and Atlanta, also Pullman Sleepers between Portsmouth and Chester, S. C.

Nos. 41 and 38.—"The S. A. L. Express," Solid Train, Coaches and Pullman Sleepers between Portsmouth and Atlanta. Company Sleepers between Columbia and Atlanta.

Both trains make immediate connections at Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Macon, Florida.

F. ST. JOHN, Vice-Pres. & Gen'l Mgr. H. W. B. GLOVER, Traffic Manager. V. E. MCBEE, Gen'l Superintendent. T. J. ANDERSON, Gen'l Pass. Agt.

### GENERAL OFFICES, PORTSMOUTH, VA.

## PINEHURST ELECTRIC RAILROAD.

On and after November 1, 1897, the Pinehurst Electric Cars will run as follows:

LEAVE PINEHURST 7.30, 9.30, 11.00

a. m.; 1.45, 3.15, 5.00, 8.00 p. m.

LEAVE SOUTHERN PINES 8.15, 10.15,

11.45 a. m.; 2.30, 4.00, 6.00, 9.00 p. m.

The 8.15 a. m. and 6.00 p. m. trips will make connections with trains from the north.

### Pinehurst Post Office.

#### MAIL SCHEDULE.

Arrival.	Departure.
10.20 A.M.	9.30 A.M.
4.30 P.M.	3.30 P.M.

OFFICE HOURS: 7.00 A.M. to 7.00 P.M., Sundays excepted.

Domestic Money Orders issued and paid. Letters may be registered to nearly all parts of the world.

R. M. COUCH, Postmaster.

### Duplicate List.

Unclaimed letters advertised at post office, Pinehurst, Moore county, North Carolina, Oct. 4, 1897:

Mrs. Rose Mosely, Daniel McKeim, J. R. Stanley.

R. M. COUCH, Postmaster.

## A LIVE NEWSPAPER.

Extraordinary Record of News Exclusives by The Boston Herald.

Members of the A. O. U. W. will be interested to know that *The Boston Herald* printed the most complete reports of the celebration of the initiation of the 50,000th member. The *Herald* has been vindicating its right to the title, New England's greatest newspaper, by collecting the news this summer in unapproachable style, and the fact that it is exploiting the A. O. U. W. celebrations is a guarantee that its daily issues will be worth keeping for souvenirs by our members.

*The Boston Herald* has forged ahead of every other Boston paper by clean-cut news gathering this summer, which has produced results without parallel in Boston. The experienced and accurate reporters who are a big factor in *The Herald's* success, have developed speed and enthusiasm productive within the past few weeks of a dozen corking "scoops," not to speak of scores of minor news exclusives outside the beaten track. First came the tracking of Joseph Kelley, the murderer of Cashier Stickney of Somersworth, N. H. *The Herald* was the first to locate him at Cookshire and Montreal Junctions, twenty hours after he had left the place of his crime. Next *The Herald* printed the first news of the disappearance of Grace Stevenson, the Brookline millionaire's daughter. The date of the subway opening, Sept. 1, was disclosed first in *The Herald*, giving to Greater Boston the exact knowledge for which everybody was waiting.

The entanglement of the finances of the Fitchburg railroad, with sensational developments, was published exclusively in *The Herald*. Then came the famous case of Alice Barrett, the Kilby street typewriter, whose death by a bullet was the most mysterious happening within twenty years in Boston. Three reporters worked night and day for a week and cleared up every atom of mystery. Their best exclusive was the discovery in New York of the mysterious man whom the other Boston papers had struggled in vain to find. When the excitement of this news had died out there came the exclusive publication of the double life of William H. Whiting. *The Herald* had another "scoop" in the information that Edward Parker Deacon, of international notoriety, had been taken to an asylum. At the international yacht race in Montreal it was the only paper with enterprise enough to secure special wires from the lake to Boston, and had the satisfaction of announcing the result half an hour before any other paper. And recently there was the publication of the report of the examiners of four state insurance departments, disclosing the questionable finances of the Bay State Beneficiary Association of Westfield.

In all departments of news gathering—criminal, political, sporting, financial and general—*The Boston Herald* has the best men at work, and gives its readers exclusive and best tidings on topics of the day, and it leads every other Boston paper in news of the celebration.—*New England Anchor and Shield*.

## KLONDIKE PICKINGS.

It is always the next vessel from St. Michael's that is to bring down that four tons of gold.—*Chicago Tribune*.

From all accounts, getting gold in the Klondike is like courting a Boston heiress. It pays well, but it is cold work.—*Baltimore American*.

The cold fact of an average per capita yield of only \$400 for the men who wintered in the Klondike is the best antidote for the Alaskan gold craze.—*Baltimore American*.

Judging from recent reports, the coat of arms for the Klondike country should be a bag of gold just peeping from a skull, three-fourths skull and one-fourth gold.—*Chicago Journal*.

## THE ART OF CHARLES KEENE

Joseph Pennell Says He Was One of the World's Master Draftsmen.

Mr. Joseph Pennell writes a paper for the *October Century* on Charles Keene, who, he claims, has been shamefully neglected by English critics and the public. Mr. Pennell says:

I should like to say a few words about Keene's work generally. As some one has written, there is in it a wonderful feeling for character, a sense of movement and proportion, and a suggestion of living things in living nature. It is in this power of making things live that Charles Keene excelled; that he is the equal of any of the world's master draftsmen. Though all his figures are studied, they are never, in his finished compositions, mere models posing. They are doing what he wanted them to do, and he has seized them at the appropriate, the most expressive, moment. He had no scheme, as some one else has pointed out, to which country and town must be reduced, no formula for the expression of day or night. For, as he himself said, and the saying does not lose by repetition, "If you can draw anything, you can draw everything." You can even make the political cartoon a thing of interest to other people besides those delineated in it, and though his few attempts as cartoonist may be unintelligible in subject, they are interesting in design. He felt everything he drew, and he often acted his subjects and posed for himself. Though the earlier drawings are so elaborate and the later ones, or the engravings from them, so simple all are right. His drawings also have been praised for their straightforwardness, their economy of line. I do not know whether this is a merit or a misfortune.

Beauty, his critics like to lament, he could not see. His eyes, they think, were quite blind to it—not knowing the trouble to be in their own shortsightedness. It was left for one ingenious writer to put the general verdict into words, and to declare, after the artist's death, that Keene "failed in the portrayal of beauty, elegance, respectability. A pretty woman never lurked about the point of his pencil"—how could she, might one venture to ask—"as she does so delightfully about these of his principal collaborators on *Punch*. His gentlemen are snobs; his aristocracy and his clerks are cast in the same vulgar mold, and his brides are forbidding models of virtue perhaps, but lacking every outward feminine charm."

The true beauty in his drawings must necessarily be hidden from such writers. The artist knows well enough that there is beauty, and of many kinds, in Keene's drawings, greatest of all beauty in the method of expression in every line set down, whether it gives the sweep of the wide moorland or the repeated house fronts shutting in a London street, the greasy creases in Robert's coat or the rags hanging about the little guttersnipe. And beauty there is, too, in his landscapes—masterpieces many of them are—and in his people, the women in voluminous skirts, the little girls in simple frocks. And, above all, there is the beauty essential to show character, however hideous in itself or insignificant in a mere moral or social aspect. And that he could draw the typically beautiful woman when he wished his unpublished work proves.

We might reasonably assume that bodices would become less ornate as skirts grew more elaborate, but as yet there has been no such sign, except, of course, the diminution of the sleeves, which bid fair to become as meager in their proportions as they were many years ago.

Among the small wraps of fur to be worn before the genuine winter weather garments are donned are double breasted capes, short on the sides and pointed front and back below the waist line; Russian blouses in several styles and double breasted coats, decorated with fur collars.

Any broadening effect across the shoulders which can be produced by epaulets, wing points cut in one with the jacket or plaited or circular frills, is the height of fashion, these diplomatic substitutes being made great use of by the modistes in lieu of the huge sleeve puffs which have finally vanished altogether.—*New York Post*.