

FASHIONS and PATTERNS

We have made arrangements to furnish our readers with high-grade, perfect-fitting, seam-allowing patterns at 10 cents each, postage prepaid by us.

You need not write a letter when ordering patterns. State the correct number and the correct size of each pattern you desire. Send the price of each pattern, and write your name and address plainly and in full. If you do this your orders will be filled promptly and correctly. Use care, as we do not exchange nor take back patterns.

THE CAROLINA UNION FARMER,
Pattern Department,
Raleigh, N. C.



No. 5845—Girls' Tunic Dress.

This dress is made in the tunic style. It closes at the back. The four-gored skirt is joined to a gump. Serge, cheviot or linen can be used to make this dress.

Pattern No. 5845 is cut in sizes 8, 10, 12, and 14 years. Medium size requires four yards of 36-inch material for the tunic and skirt and 1-4 yards of 36-inch material for the gump. Price of pattern, 10 cents.



No. 5872—Ladies' Two-Piece Skirt.

In this design we have a charming two-piece skirt which can be developed for separate wear, or as part of a coat-suit, or complete costume. The skirt closes at the left side and represents one of the most fashionable models of the season.

The pattern, No. 5872, is cut in sizes 22 to 30 inch waist measure. Medium size requires 2 3-4 yards of 36-inch material. Price of pattern, 10 cents.

One reason why so many farmers who feed cattle come out the little end of the horn is because all steers look alike to them and they think they are saving money by buying animals whose first cost is now.

If you grind your own alfalfa at home, use either with bran. Feed either dry or wet. If fed dry, make a hopper and give the fowls access all of the time.



No. 5899—Ladies' Work Apron.

This apron has the body and sleeves cut in one and can be made with or without a seam at the center of the front with high or low neck and long or short sleeves.

The pattern, No. 5899, is cut in sizes 32, 36, 40, and 44-inch bust measure. Medium size requires, without the seam at the front, 5 1-4 yards of 36-inch material, 1-2 yard of banding. Price of pattern, 10 cents.

PASQUOTANK COUNTY.

Elizabeth City, N. C., Jan. 25, '13.

Hon. D. C. Perry,
County Representative,
Raleigh, N. C.

My Dear Sir:—In to-day's session of the Farmers' Educational and Co-operative Union of America the following resolutions were passed which we are placing before you to be presented to the Legislature with a view of having them made a portion of our State laws:

1. That the Torrens System be established, thereby removing the present unsatisfactory method of securing a legal title to real estate and substituting into its stead a perfectly safe system by having the State pass upon the present titles and guarantee all future titles and deeds, thus eliminating the expense of employing an attorney to examine the title and give his decision as to its legality whose decision is in many cases worthless.

2. That the Homestead Law be abolished, as we feel and believe that it is injurious to the poor man in securing money or loans and simply aids the dishonest in his unfair conduct.

3. That the county be allowed one commissioner for each township. Said commissioner be nominated and elected in the township in which he lives and by the voters of said township only.

4. That there be a State-wide dog law tax to be established with the proceeds of which be applied to the public school funds.

5. That a State-wide six months' public school term be established in which agriculture is to be taught in all of the rural schools.

6. That all county officers now

working on commission be placed on a straight salary.

7. That the State appoint an expert accountant to examine the books of any sheriff or other public officer handling money (exceeding \$500 per year) not less than once during the fiscal year and make such recommendations and reports as necessary to the proper State officer.

Please do all that you can to have these made a portion of the State laws and oblige.

Yours very respectfully,
W. J. SAUNDERS,
County President.

W. S. OVERMAN,
County Secretary.

A physis is a mighty poor substitute for exercise and temperance.

IMPORTANT CHANGE OF SCHEDULE.

A. & A. and D. & C. Divisions, R. C. & S. Lines—Effective Sunday, Sept. 1, 1912.

Beginning Sunday, September 1st two trains daily, including Sunday, will be operated between Asheboro and Aberdeen, leaving Asheboro (No. 103) at 5:45 a. m. and (No. 107) 3:40 p. m., arriving Aberdeen at 8:40 a. m. and 6:37 p. m., respectively. Trains will leave Aberdeen at 9:00 a. m. and (No. 102) 6:50 p. m., and arrive Asheboro at 11:21 a. m. and 9:45 p. m., respectively. Trains Nos. 102, 103, and 107 will be operated to and from Jackson Springs from West End.

Straight daily passenger train service will be inaugurated between Colon (on S. A. L. Railway) and Mt. Gilead, leaving Mt. Gilead 5:40 a. m., connects at Star eastbound at 6:50 a. m. and westbound at 10:22 a. m., arriving Gule 12:23 p. m. (connects with Southern Railway), arrives Colon 12:53 p. m., leaves Colon 2:30 p. m. (connecting S. A. L. Nos. 31 and 38), leave Gulf 3:00 p. m. (connecting Southern Railway), arrive Star 4:32 p. m., connects with A. & A. Division West at 3:46 p. m., and East at 4:43 p. m., arrive Mt. Gilead 5:52 p. m.

Mixed train service daily except Sunday, leave Colon 6:30 a. m., arrive Star 9:40 a. m., connects at 10:22 a. m. for Asheboro, leave Star 10:30 a. m., arrive Mt. Gilead 11:54 a. m., leave Mt. Gilead 12:45 a. m., daily except Sunday, arrive Star 1:55 p. m., connect West at 3:46 p. m. and East at 4:43

p. m.), arrive Gulf 5:05 p. m. and arrive Colon 5:50 p. m.

BRANCH LINE SERVICE.
(Daily Except Sunday.)

Carthage Branch.

Leave Pinehurst at 9:20 a. m. and 7:10 p. m., arrive Carthage 10:00 a. m. and 7:50 p. m., returning leave Carthage 7:40 a. m. and 5:35 p. m.

Ellerbe Branch.

Leave Ellerbe 6:00 a. m., arrive Candor 7:00 a. m., arrive Star 8:10 a. m. Returning leave Star 2:00 p. m., leave Candor 3:25 p. m., arrive Ellerbe 4:30 p. m.

NORFOLK SOUTHERN RAILROAD
Route of the
"NIGHT EXPRESS"

Travel via Raleigh (Union Station) and Norfolk Southern Railroad to and from all points in Eastern North Carolina.

Buffet, Parlor and Sleeping Cars between Raleigh and Norfolk.

Schedule in effect January 5, 1913.

N. B.—The following schedule figures are published as information ONLY and are not guaranteed:

TRAINS LEAVE RALEIGH—

9:00 p. m. Daily—"Night Express," Pullman Sleeping Car for Norfolk.

6:00 a. m. Daily—For Wilson, Washington, and Norfolk—Broiler Parlor Car Service between Raleigh and Norfolk.

6:00 a. m.—Daily, except Sunday—For New Bern via Chocowinity. Parlor Car Service.

2:50 p. m.—Daily, except Sunday—For Washington.

TRAINS ARRIVE RALEIGH—

7:25 a. m. Daily—11:15 a. m. daily, except Sunday, and 7:50 p. m. daily. Buffet Parlor Car Service on 7:50 p. m. train from Norfolk.

TRAINS LEAVE GOLDSBORO—

10:25 a. m. Daily—For Beaufort and Norman Sleeping Car for Norfolk via New Bern.

6:55 a. m. Daily—For Beaufort and Norfolk. Parlor Car between Washington and Norfolk.

3:00 p. m. Daily—For New Bern, Oriental and Beaufort. Parlor Car Service.

For further information and reservation of Pullman Sleeping Car space, apply to C. W. Upchurch, General Agent, or Ralph Duffer, City Ticket Agent, Yarrow Hotel Building, Raleigh, N. C.

E. D. KYLE, Traffic Manager.
W. W. OROXTON, Gen'l Pass. Agent.
NORFOLK, VA.

Southern Railway

PREMIER CARRIER OF THE SOUTH

SCHEDULE OF TRAINS FROM RALEIGH.

N. B.—The following schedule figures are published only as information and are not guaranteed.

No. 21—3:35 a. m.—Through train for Asheville with Chair Car for Waynesville. Connects at Asheville with Carolina Special for Cincinnati and Chicago; also for Knoxville, Chattanooga, Memphis, and all Western points. Connects at Greensboro for all Northern and Eastern points.

No. 145—12:40 p. m.—For Durham, Oxford, Keysville, and Richmond. Connects at Richmond for Washington, Baltimore, Philadelphia, and New York.

No. 139—4:05 p. m.—For Greensboro, handles through Pullman Sleeping Car for Atlanta; arrives at Atlanta 5:25 a. m. Connecting at Greensboro for all Northern and Eastern points, also for Asheville and Western points. Makes connection in Atlanta for New Orleans, Birmingham, Memphis, and for Texas and California points.

No. 131—7:00 p. m.—For Greensboro makes connection with solid Pullman Car Train for Washington, Baltimore, Philadelphia, New York, and all other Northern and Eastern points. Also with through Pullman Tourist Car for New Orleans, El Paso, Los Angeles, and San Francisco, also with through train for Columbia, Savannah, and Jacksonville.

No. 111—2:30 a. m.—For Greensboro. Handles Pullman Sleeping Car for Winston-Salem, which is open for occupancy at Raleigh at 10:00 p. m. Makes connection for points North and East, also for Asheville, Memphis, St. Louis, and Western points; also connects with through Solid Pullman Car Train for Atlanta and New Orleans.

No. 112—4:30 a. m.—For Goldsboro; makes connection for Wilmington, New Bern, Morehead City; also connects with A. C. L. at Selma for points South and North.

No. 108—10:40 a. m.—Local Train for Selma and Goldsboro. New train service effective January 19, 1913.

No. 144—12:30 p. m.—For Selma and Goldsboro; makes connection at Selma with A. C. L. Railway, North and South; also at Goldsboro with A. C. L. and Norfolk Southern Railways.

No. 22—7:30 p. m.—For Selma and Goldsboro, through train with Chair Car from Asheville; makes connection at Selma with A. C. L. Railway North and South, and at Goldsboro with A. C. L. and Norfolk Southern Railways.

For detailed information, also for information concerning special round-trip rates account various special occasions and Pullman Sleeping Car reservations, ask any Southern Railway Agent, or communicate with the undersigned.

H. F. CARY, J. O. JONES,
G. P. A. T. P. A.
Washington, D. C. Raleigh, N. C.
S. H. HARDWICK, P.T.M., Washington, D. C.
E. H. COARMAN, Vice-President and General Manager, Washington, D. C.