

...and somebody else low and somebody else high. Near the scene of this lawless and forbidden sport was a roaring fire, and as the smoking flame rose high in the air the scene was beautiful indeed. Meanwhile the hounds had come down on the creek bottom, and the huntsman declared he was "bound to have a possum," no matter how rough the going was. The children, as usual, clamored for a story and I had of course to tell them one, and so told of the last wild-cat fight in this part of the State, this having taken place something more than three-quarters of a century ago, in a canebrake, less than half a mile from where we then were. Quite an old man of Raleigh was a great hunter, loving the fox chase better than anything else. The possessor of ample means, with a big old house in town, and with plenty of slaves and only his pleasure to seek, he used to ride daily, in the season, with a fine pack of dogs, accompanied by his trusty colored man. On the day in question he was coming in from a hunt, quite late in the afternoon, forded the creek on horseback and as he reached the Raleigh side of the stream saw a wild cat slink into the broad border of tall reeds which then as now marks the creek bank for almost a mile. Here was some new sport and he harked on the dogs. The hounds burst into the dense and high cane. The gentleman and his servant dismounted and tied their horses to a tree in a clearing. Luckily each had a hunting knife in his belt. They heard the barking and fierce snapping of the dogs and the spitting and snarling of a great cat, one of the most savage to be found. There were over a dozen dogs in the pack and as the men got into the cane they found instead of one wild cat, three, who, by the way, they fought together must have been members of one family. Blood was flowing from the hounds, which from time to time retired, got their breath and charged again. One was dead, and another, seized by a cat, was being literally disemboweled by the terrible sickle-shaped hind-claws of the savage beast. The sight was too much for both master and man. The former with rare thought took off his coat and wrapped it round and round his left arm, and then holding this as a shield to protect his face and body, drew his heavy hunting knife, made by some local blacksmith, and advanced upon the common enemy. One cat sprang at him, but he threw up his arm and at the same moment his arm reached over with his forepaw, he drove the 12-inch blade deep into its body, yet in its last struggle it tore off his cap with one paw and with the other made deep gashes in his head. The negro was following in his wake and was soon also in a desperate fight, in which he was clawed and bitten, but he, too, contrived to kill another cat. The dogs finished the third one, but not until three of their number were dead, all the others being so badly mauled as to make it certain some would never hunt again, and in fact the master was compelled, with tears in his eyes, to cut the throat of "Old Blue," one of the most faithful veterans of the past. Master and man went out into the field and there lay down, in sheer exhaustion, while the dogs went into the creek. The old hunter presently went into the cane and got the three cats and took them to Raleigh as trophies of the most exciting incident in his life.

It was a study to see the eyes of the children during the recital of this story, which had been told me many a year ago by a man who had it from the lips of the chief actor. At this point our hunter came in and we made a wide detour through the woods to the home of the land-owner. There, in a gorge dotted with boulders of granite, traversed by a streamlet and in which there was a noble spring at which more than four generations have quenched their thirst, we made our bonfire. A great semi-circular bank of leaves, the softest of seats, was made; brush and wood were brought from near and far and soon there was a roaring fire whose smoke and flame rose straight into the still air. Upon sharpened sticks we placed slices of ham or bacon and soon were in the midst of a feast, with appetites for which, as some one remarked, Mr. Rockefeller would give a million dollars of his money gladly. Oh! that feast in the woods. We had no possum to boast of, but the sight of that great circle of children, the brightest of bright eyes, the gay-colored sweaters, the picturesque head-coverings of the girls, the laugh, the joke, the story-telling, all made it an evening to be remembered forever. It was the last hunt of our season and we made it the merriest of them all. The girls had shown themselves to be most earnest and capable sportswomen and there were no laggards. Our hunter said he had never seen such a lot of children in all his life, so dead game, so full of life and zest, and that of all the many hunts he had taken he would most

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The two elegant stores, 30 by 130, No. 218-219 South College St., opposite the Southern freight depot. Now occupied by the Philip Carr Mfg. Co. Possession the first of July.

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Improved Service Via Southern Railway Between Charlotte and Norfolk.

Southern Railway announces that effective Saturday, June 15th, the inauguration of Pullman Drawing Room Sleeping car service between Charlotte and Norfolk. This car will be handled northbound on train No. 34, which leaves Charlotte at 6:40 p. m., and southbound on train No. 33, which arrives at Charlotte at 10:30 a. m. These trains give passengers dining car service between Charlotte and Greensboro.

In addition to this service the Southern Railway operates through Pullman cars between Asheville and Norfolk and New Orleans and Norfolk, giving excellent service to and from the Jamestown Exposition.

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The Seaboard Air Line has inaugurated dining car service between Monroe and Portsmouth. Passengers leaving Charlotte for all east at 6:30 a. m. can get breakfast in dining car leaving Monroe at 7:30 a. m. Meals served a la carte. This goes through to Portsmouth on train and persons bound for that position can get all three meals. For further information, rates, sleeping and passenger car reservations, call on or address  
JAMES KER, JR.,  
City Passenger Agent,  
Charlotte, N. C.

## Southern Railway

N. E.—Following schedule figures listed only as information and not guaranteed. Effect May 5, 1901.

8:15 a. m. No. 6, daily, for Porton and points North. Pullman car and day coaches to Washington. 9:30 a. m. No. 8, daily, for Raleigh and local points. Connects at Greensboro for Winston-Salem, Raleigh, Goldsboro and Morehead city, at Durham for Norfolk.

1:25 a. m. No. 23, daily, for Arlington to Atlanta.

1:35 a. m. No. 27, daily, for Rock Center, Conn. and local stations.

5:45 a. m. No. 4, daily, for Porton and points North. Handles man car and day coaches, Atlanta, Washington.

7:25 a. m. No. 18, daily, except Saturdays, for Statesville, Taylorsville and points. Connects at Greensboro for Winston-Salem, and at Statesville, Asheville and points west.

10:35 a. m. No. 31, daily, for Col. and Augusta. Handles Pullman, New York to Augusta, and day coaches to Washington to Augusta. Dining service.

10:55 a. m. No. 3, daily, for Porton and points North. Pullman Drawing Room sleepers to New York and Monday. Day coaches New Orleans, Washington, Dining car service, Greensboro for Winston-Salem, Raleigh and Goldsboro.

10:55 a. m. No. 11, daily, for Porton and local stations. Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

11:30 a. m. No. 30, daily, for Porton and points North. Pullman Drawing Room sleepers to New York and Monday. Day coaches New Orleans, Washington, Dining car service, Greensboro for Winston-Salem, Raleigh and Goldsboro.

11:30 a. m. No. 25, daily, for Washington and local stations.

11:35 a. m. No. 7, daily, New Orleans and New Orleans Limited. Pullman Drawing Room sleeping car, Obs. and Club cars to New York. Dining car service. Pullman train. Pullman Drawing Room sleeper to Birmingham. Pullman train. Dining car service. Pullman train. Dining car service for Seneca, S. C. and local points.

5:30 p. m. No. 22, daily, except Saturdays, for Greensboro, Raleigh and local stations. Pullman car and day coaches.

6:40 p. m. No. 24, daily, for Porton and points North. Pullman Drawing Room sleepers to New York. Dining car service. Pullman train. Dining car service to Washington, Pullman Salisbury to Norfolk. Dining car service. Pullman train. Dining car service for Seneca, S. C. and local points.

8:30 p. m. No. 21, daily, except Saturdays, for Greensboro, Raleigh and local stations. Pullman car and day coaches.

8:35 p. m. No. 26, daily, for Porton and points North. Pullman Drawing Room sleepers to New Orleans. Dining car service. Pullman train. Dining car service for Seneca, S. C. and local points.

10:45 p. m. No. 29, daily, for Porton and local stations. Connects at Statesville, Knoxville, Chattanooga, and points west.

11:30 p. m. No. 5, daily, for Porton and points North. Pullman Drawing Room sleeper and day coaches to Atlanta.

11:35 p. m. No. 28, daily, New Orleans Limited. Pullman Drawing Room sleepers to New York. Dining car service. Pullman train. Dining car service for Seneca, S. C. and local points.

11:55 p. m. No. 2, daily, for Porton and points North. Pullman Drawing Room sleeper and day coaches to Atlanta.

12:05 p. m. No. 1, daily, for Porton and points North. Pullman Drawing Room sleeper and day coaches to Atlanta.

Tickets, sleeping car reservations, etc., for sale at all stations. Ticket office, No. 11 South street, C. H. ACKERT, Ticket Agent.

S. H. BARNWELL, and Gen. S. W. HAY, Ticket Agents, W. H. TAYLOR, G. P. A., R. L. VERNON, T. P. A., Charlotte.

## SEABOARD

"The Exposition Line to No. 10. These arrivals and departures as the time and connection with companies are given only as information and not guaranteed. Direct line to the principal cities East, South and Southwest, taking effect May 5, 1901, subject to change without notice.

Tickets for passage on all lines sold by this company and accepted by the passenger with the understanding that this company will not be responsible for any such delay as time, or for any such delay as incident to their operation. Care is taken to give correct time to the lines, but this company is not responsible for errors or omissions.

Trains leave Charlotte as follows: No. 40, daily, at 8:30 a. m. for Hamlet and Wilmington, connect at Monroe with No. 33 for Alabama, Birmingham and the Southwest; No. 28 for Raleigh and Norfolk; No. 23 for Richmond, Washington, New York and the East, with 23 at Raleigh, Portsmouth and Norfolk. Through sleeper on this train from Hamlet, N. C. to Portsmouth, Va. Trains arrive in Charlotte as follows: No. 44, daily, 10 a. m. from Porton and local points.

No. 123, daily, at 10 a. m. for Norfolk, Norfolk and Portsmouth, connect at Norfolk with No. 11 with C. & N. W. No. 10 for Hickory and western North Carolina.

No. 44, daily, at 10 a. m. from Porton and all local points.

No. 44, daily, at 5:30 p. m. for Hamlet, Wilmington and all local points connecting at Hamlet with No. 11 for Raleigh, Portsmouth and Norfolk.

No. 123, daily, 7:30 p. m. for connecting with 6 for Atlanta, Hamlet and the Southwest, with 31 for Richmond, Washington, New York and the East, with 23 at Raleigh, Portsmouth and Norfolk.

No. 123, 7 p. m. daily, from Porton, Hamlet, Lincolnton and W. Railway points.

No. 39, 12:15 a. m. daily, for Wilmington, Hamlet and Monroe, connecting at Hamlet with No. 11 for Hamlet and Monroe.

Connections are made at Hamlet all through trains for South and North Carolina, which consist of vestibule day coaches, Pullman and Augusta, and man and women city, Birmingham