

WASHINGTON SEES HOPES OF PEACE

Believes That in Short While Peace Parleys Will Begin at Once

News and Observer Bureau, 406 District National Bank Bldg. By H. E. C. BRYANT (Special Lensed Wire)

Washington, Jan. 1.—The editorial in The News and Observer yesterday on the action of the Allies in refusing to talk peace with Germany and her allies attracted attention here.

The belief is general here that in a short while peace parleys will begin in earnest. The entering wedge has been driven and it will be easier to get it going after the first move.

The note of the entente powers rejecting suggestions of peace has not dissipated the feeling in Congress that an end of the European war is not far distant, and that there yet remains prospect of a peace conference.

This feeling was reflected today in statements made by Chairman Hal D. Flood, of the House Committee on Foreign Affairs, and Congressman Henry A. Cooper, ranking Republican member of that committee.

"I believe that peace is coming within a reasonably short time," said Mr. Flood. "Not all hope is out of the note of the allied powers. A careful perusal of the reply to Germany proposed reveals that a logical basis has been left for further communications and eventually a peace conference. The turn taken by the peace discussion, in my opinion, leaves an opening for negotiations, and means peace, I believe, within a little while. I have not abandoned today my belief that peace is on the way."

Mr. Cooper was equally confident, saying: "It will take a little time, but I believe the world is going to have peace soon. I think ultimately these negotiations are going to be successful."

"Most certainly there will be peace in Europe if public opinion can find voice. The people themselves are tired of this fighting. Now is the time to press for further negotiations, for sentiment in the whole world over, in neutral and belligerent countries, is for a cessation of hostilities."

"I have carefully read the reply of the entente powers. On its face it seems a flat rejection of peace proposals, but there is here and there an opening for additional overtures, and the gateway to peace has not been closed. Now if Germany will progress a step farther in her overtures and the neutral nations continue to press for a peace conference, an end of the war is not far distant."

RALEIGH COTTON MARKET

(Reported by Parker Bros. & Co.) Receipts yesterday 12 bales.

Good middling ..... 17  
Strict middling ..... 16 1/2  
Middling ..... 16  
Low grades ..... 15 1/2

PETERSBURG PEANUT MARKET

(Reported by Rodgers, Plummer & Co., Inc.) KANSAS Farmers stock market steady, \$1.30 per bu.

Virginia—Farmers stock market steady. Flax seed, 4 to 4 1/2 per lb. Extra prime, 3 1/2 to 4 per lb. Prime, 3 1/4 to 3 1/2 per lb. Shelling stock, 2 to 2 1/2 per lb.

NORFOLK PEANUT MARKET

(Reported by Jones, Son & Co.) Fancy Jumbo ..... 3 1/2  
Fancy ..... 3 1/4  
Strictly prime ..... 3 1/4  
Prime ..... 3 1/4  
Shelling ..... 3 1/4  
Spanish, per bu. .... 1.30

LINCOLN MEMORIAL

Three Governors Will Participate in Cumberland Gap Celebration. New York, Jan. 1.—The Governors of Kentucky, Virginia and Tennessee, the three states whose borders meet at Cumberland Gap, will deliver addresses of welcome to the notable men and women who are expected to attend the memorial celebration of Lincoln Memorial University, Cumberland Gap, Tenn., February 10, 11 and 12, it was announced here tonight.

Among the educators who have accepted invitations to be present at the ceremonies are the presidents of Roanoke College, Wesleyan University, Georgetown University, Virginia Polytechnic Institute, University of Kentucky, University of South Carolina, Carthage College and Moore's Hill College. All phases of Lincoln's life and work will be discussed by the speakers.

Dr. John Wesley Hill, Chancellor of the University, said tonight planners had been made to run a special train from New York to Cumberland Gap for the memorial.

Advice Against Premature Peace

Goldboro, Jan. 1.—Following a statement issued through the press by President Wilson some time ago stating that he "wished views from friends," C. C. Hutcheson, a local business man, has sent the following telegram to President Wilson: "Sentiment strongly favors that instead of rushing premature peace—all or the largest of the neutral nations present a joint note in the nature of a real ultimatum to Germany demanding her to quit her violation of international law and her outrages upon innocent humanity."

THE REAL LLOYD GEORGE

Frankness and Captivating Camaraderie Flare From Him.

To get the measure of Mr. Lloyd George's accession to the premiership it must be thought of as something more than a change of ministers, a mere shuffling of the political cards. Mr. Lloyd George is not now installed in No. 10 Downing street simply because he is a more taking orator, or a more vivid personality, or radiates a more compelling force than his predecessor. He is there, above and beyond everything else, because he incarnates the spirit of democracy. He is there because the masses of the British nation, feeling that he represents them better than any other man, that he is one with them, and that he embodies in his life, and in his outlook on life, all that they are fighting for, have put him there.

It is as though the British people—not the classes, not the men who used to look upon high office as a birthright, but the plain, everyday folk who make up the bulk of any English-speaking community—had deliberately said to themselves: "We want at the head of affairs a man who is one of ourselves, who talks our language, and knows our minds and conditions." It is a sound instinct, a sort of anticipatory fellow-feeling, which makes all Americans who come to London anxious to meet Mr. Lloyd George. I have piloted many of them to his breakfast table, and not one but has fallen under his spell. Frankness and a captivating camaraderie flare from him. He is one of the cheeriest and most approachable of men. Merely to catch a glimpse of him as he enters a room or walks rapidly through the lobbies, with life and vivacity speaking in every movement—a small, well knit man, with gray-white hair brushed back in waves from a broad and powerful forehead; features in which strength and sensitiveness, good humor and resolution are blended in an almost poetic pattern; large, flashing eyes that talk even when the lips move not, and an ever-ready smile of extraordinary sweetness—is to know him for the hearty, human fellow he is. People take to him at once. There are no preliminaries to be observed, no fencing or feigning to be indulged in, before you are measuring your mind with his and feel yourself really in touch with him. He is the same in all companies, his own natural, sparkling, unaffected self with women as with men—Sydney Brooks, in the North American Review.

YOUNG PAYS VISIT TO TROOP A OF CAVALRY

By A. L. FLETCHER

El Paso, Tex., Jan. 1.—Gen. Young today visited Troop A, North Carolina Cavalry, on outpost duty at Anapra, New Mexico. He found Capt. Fair and his men in excellent health and spirits and not at all anxious to return to camp. Their tour of patrol duty ends tomorrow and they will return Tuesday. Troop B, under Capt. Rutledge, which has been stationed as Yaleta, will also return to camp Tuesday.

PAST YEAR PROSPEROUS ONE FOR MOUNT OLIVE

Mount Olive, Jan. 1.—In common with most other sections of the country, Mount Olive territory experienced the most prosperous season during the year 1916 that it has ever known. It is true that the yields of some crops were not so heavy as in former years, but the never-before-heard-of prices received for most of the farm products, especially cotton and tobacco, more than made up for any shortage in yields, and convincing proof of the truthfulness of the opening statement of this paragraph is the fact that more than a million and a half dollars worth of farm products were disposed of on the local market during the year 1916, a good portion of which was shipped away to northern and northwestern markets.

FORTY-NINE YEARS WITH SAME RAILROAD COMPANY

Mount Olive, Jan. 1.—With the close of the year 1916, Capt. James R. Mathis, section foreman for the Atlantic Coast Line here, rounds out 49 years service as an employe of the Coast Line and, in point of number of years, is probably the oldest living employe of the Coast Line. Practically all of this 49 years of service has been passed by Captain Mathis on the Wilmington-Rocky Mount division, a portion of the time as section foreman at Magnolia, another period at Dudley, a few years as conductor on a work train later returning to his old work as section foreman, in which capacity, as foreman of Mount Olive section, he became a citizen of Mount Olive near twenty years ago.

SHOT THROUGH THE HEAD BUT DIED OF STRANGULATION

Ossipee, N. H., Jan. 1.—Although shot through the head and beaten, Mrs. Florence A. Small was killed by strangulation caused by a noose which encircled her neck, Dr. Erving W. Hodson testified today at the resumption of the trial of the victim's husband, Frederick L. Small, charged with her murder. Dr. Hodson, a practitioner at Mountain View, where the Small's made their home, told how he and Medical Referee B. Frank Horse found the noose about the neck. The cord cut into the flesh to a depth equal to half its thickness, forcing the tongue from the mouth. The Small's cottage, supposedly fired after the death of Mrs. Small to remove traces of the crime, appeared to be "burning all over at once," according to the testimony of Elmer L. Loring, a neighbor.

NEGRO TRIES TO BREAK INTO HOME AT CAMERON

Mrs. M. D. McNeill Given Bad Scare; Henry Jordan Awaits Trial

(Special to The News and Observer.)

Cameron, Jan. 1.—Excitement was created here Saturday night when a negro attempted to enter the home of Rev. M. D. McNeill through the room occupied by Mrs. McNeill. Mrs. McNeill was preparing to retire for the night when she heard a noise at the south window. Failing to force an entrance here, "the person went to the side of the front porch and was in the act of raising the window when Mrs. McNeill saw him. Enlightened by her screams for help, he fell over the porch banister and ran away in the dark. He was not, however, allowed to escape. A posse of men was soon on his trail and after search was made in two or three nearby houses he was found hiding in the house of John Williams. Chief of Police L. R. Cockman, of Raeford, was communicated with and he was soon on the scene with his dogs, "King" and "Kackerfack." They immediately picked up the negro's trail on the porch and followed him to where he was caught. A speedy trial followed and he was sent to Currale to await next term of Moore county court. Our citizens are to be commended for allowing no outrage to be committed.

WILSON COUNTY WARS ON TYPHOID FEVER

Wilson, Jan. 1.—The officers of the Wilson County Public Health Board are waging an effective campaign against typhoid fever, and are trying to convince all those who wish to be immune from the dread disease. They give every Saturday in this city vaccinations against the disease which has been fully demonstrated is preventable.

During the year 1915 there were more than 200 cases of the fever in Wilson county with eighteen fatalities—nine white and nine colored.

The value of typhoid vaccination against the disease is shown by the following statistics from the U. S. army: In 1908, before vaccination came into general use, there were about 75,000 troops and of the number 239 had typhoid fever and 21 died. In 1913, after vaccination had been made compulsory there were more than 96,000 troops in the standing army, of whom only three had the fever with no fatalities.

HIGH POINT WORKING FOR BEST STREETS TO BE HAD

(Special to The News and Observer.)

High Point, Jan. 1.—Paving of High Point streets which was halted by the holidays, has been resumed and will be pushed to completion, according to an announcement of the contractor who has a large force of hands on the job here. Work at the present time is confined to West Commerce and South Main streets. A block of car track of South Main has been torn up and will be re-laid this week when the proper foundation for the ties has been placed.

Southern Railway Company

New York, October 25, 1916.

To the Stockholders of the Southern Railway Company:

Notice is hereby given that a General Meeting of the Stockholders of Southern Railway Company has been called by the Board of Directors and will be held at the principal office of the Company in the Times-Dispatch Building, in the City of Richmond, Virginia, on Friday, the 5th day of January, 1917, at ten o'clock in the forenoon, for the purpose of considering and taking action concerning the creation of a mortgage upon the railroads and other property, securities and franchises of the Company, to be designated the Refunding and Improvement Mortgage, and the issue and sale of gold bonds thereby secured, limited in amount to \$500,000,000 at any time outstanding, to be issued from time to time, in lettered series, maturing on such dates not later than October 1, 1920, and bearing interest at such rates, as shall be fixed by the Board of Directors with respect to each series; and for the purpose of considering and taking all such other or further action in respect to the creation of said mortgage and the issue and sale of said bonds as may come before the meeting, including approving the form and provisions of said mortgage, approving a plan for the exchange of the Development and General Mortgage Four-Per Cent. Bonds of the Company for bonds bearing higher interest secured by said Refunding and Improvement Mortgage, and approving all action taken by the Board of Directors in the premises; and for the purpose of transacting such other business as lawfully and properly may be brought before the meeting.

The transfer books of both preferred and common stock will be closed at 3 o'clock p. m. on December 6th, 1916, and will be reopened at 10 o'clock a. m. on January 6th, 1917.

By order of the Board of Directors. F. S. WYNN, Secretary.

"A Long Look Ahead"

If you own stocks of bonds you owe it to yourself to develop a clear idea of what the future holds in store. Send for Circular S-24 John Muir & Co., Members of the New York Stock Exchange, 51 Broadway, New York, N. Y.

BRAY BROTHERS

STOCKS & BONDS GREENSBORO, N. C.

WE OFFER

6% Coupon Gold Bonds Interest payable semi-annually. Write for particulars. 5 shares Greensboro Loan & Trust Co. 16 shares Dixie Fire Insurance Co. Prices and information on application.

FOR HEADACHE TAKE BROMALGINE HITS THE SPOT SAFE ABSOLUTELY AT FOUNTAINS 10c, 25c AND 50c

ENGRAVED Wedding Invitations and Visiting Cards Attractive Prices—Best Quality Write Us The Bell Book and Stationery Company RICHMOND, VA.

STEARNS ENGRAVING CO. We make all kinds of cut for printing purposes. RALEIGH, N. C.

DR. A. C. SPINDLER OPTOMETRIST RALEIGH, N. C.

Better Farming With the use of Atlas Farm Powder. Be prepared by installing a Myers Force Pump. Let us demonstrate the Empire Cream Separator. Are you making money in your milk department? Regardless of how you handle your milk, the Empire Separator will give you larger profits.

Hart-Ward Hardware Company 125 East Martin Street RALEIGH, N. C.

St. Mary's School RALEIGH, N. C. Founded in 1842 by Rev. Aldert Smedes, D.D. Seventy-fifth session begins September 21, 1916. May 12, 1916, was the 74th anniversary of the opening of St. Mary's. For catalogue and illustrated folders, address Rev. Geo. W. Lay, Rector.

Southern Railway Co. because of trains leaving Raleigh: Train No. 11 leaves Raleigh 4:20 A. M. for Durham, Greensboro, and Winston-Salem. Handles sleeping car, Union Station to Winston-Salem, Greensboro, and Winston-Salem. Makes connection at Greensboro for Charlotte, Asheville, Chattanooga, Atlanta, New Orleans, and all southern and western points.

FOR SALE Nice vacant lot near Southern Freight Depot. Fronts on railroad. Enough for a four-car siding. If you want a bargain see us quick. Peoples Realty Co. RALEIGH, N. C.

Cut Flowers For All Occasions. Roses, Carnations, Valleys, Violets, and Orchids, the leaders. Wedding Flowers arranged in latest art. Floral designs artistically arranged. Fall and Winter Bulbs are now ready. Plant early for best results. Roses, Bushes, Evergreens, Shrubbery, Shade Trees, and Hedge Plants in various varieties at J. L. O'QUINN & CO., Phone 149 RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

FOR SALE Peoples Realty Co. RALEIGH, N. C.

Feed Your Buildings Paint! You feed your stock regularly to keep them from starving. And you must feed paint to your buildings regularly to keep them from rotting. It is one of the most important economical functions on the farm. Paint is not for mere decoration. It is a preservative that adds years of life and dollars to the value of your buildings. Choose your paint wisely. Select Lucas Paint.

Lucas Paint It's the paint with 65 years' reputation. The Lucas paints and facilities developed in that time have produced the highest standard of paint. Now every can must match this high Lucas standard. Write for Prices JOB P. WYATT & SONS CO. RALEIGH, N. C.

Agricultural Implements FEED AND SEED SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham. No. 7, 11:30 a. m.—Through Pullmans for Columbia, Savannah, Jacksonville and Key West. No. 1, 5:15 a. m.—Through Pullman for Savannah, Jacksonville and Tampa. Florida, Birmingham and Memphis Sleepers handled from Hamlet on No. 8. No. 21, 4:45 a. m.—Through train for Charlotte and Rutherfordton, N. C. No. 13, 11:52 a. m.—Through train for Norfolk, Portsmouth; also through parlor car making local connections. No. 4, 12:28 p. m.—Through Pullmans for Richmond, Washington, New York and the East. No. 6, 4:28 a. m.—Through train for Norfolk and Richmond. No. 11, 4:15 p. m.—Through train for Atlanta, Birmingham, South and Southwest. No. 20, 4:35 p. m.—Local for Weidon and intermediate stations, daily, except Sunday. No. 8, 4:25 p. m.—Pullmans for Jacksonville and Atlanta, making connections for Florida points. Atlanta sleeper handled on No. 11 from Hamlet. Through trains carry all steel electrically-lighted equipment, with steel diners, meals in carts. Free reclining steel chair cars between Washington, D. C., and Jacksonville. For tickets, Pullman reservations and information, call at No. 4 West Martin street, or ask any Seaboard agent. C. B. RYAN, G. P. A., Norfolk, Va. JOHN T. WEST, D. F. A., Raleigh, N. C.

SEABOARD Air Line Railway The Progressive Bulwark of the South. Schedule in effect Sunday, Nov. 12, 1916. Trains leave Raleigh as follows: No. 2, 12:31 a. m.—Through Pullmans for Richmond, Washington and New York. No. 8, 4:10 a. m.—Through Pullmans for Richmond, Washington, Philadelphia and New York. No. 5, 4:17 a. m.—Through train for Atlanta and Birmingham