

THE SPORTING WORLD.

Two years ago a little barefooted boy wandered out to Woodbine park at Toronto. He was a bright faced youngster and, meeting Alec Shields of the racing firm of Carruthers & Shields, expressed his desire to ride one of his horses.

"I was struck by his appearance," said Alec Shields in telling about the circumstance. "I liked his manly way and put him to work as an exercise



JOHNNY MARTIN.

boy." San Francisco racegoers have had a chance to see this youngster, for he is Johnny Martin, accounted by shrewd judges to be one of the most promising featherweight jockeys in the world. His rise in the profession has been unprecedented.

Last July Martin piloted Topmast to victory in an owners' handicap at Fort Erie. It was the first race that the lad ever scored a winning bracket. He has won some 50 races since then and has shown himself to be a more promising little jockey than was Johnny Reff in 1898 and 1899. Martin is 14 years of age and can ride at 65 pounds.

Queens of the Wheel.

During the year 1899 six wheelwomen of New York city pedaled a total of 211 centuries, while in the same period an equal number of metropolitan wheelmen rode a total of 491 centuries. Of the women cyclists Mrs. E. R. Bayne and Miss Carrie Hitchcock completed the greatest number of hundred mile runs, the former having 50 to her credit and the latter only two less. The two great women century riders of the year, however, were Mrs. Jane Lindsey of Brooklyn and Miss Jane Yatman of Manhattan. Miss Yatman's century score was 33, and Mrs. Lindsey's was 32.

Both these women compiled their season's mileage in a series of record rides that are without parallel among women in the annals of cycling. Previous to last year a triple century made by a woman was considered a remarkable performance. But the rivalry that sprang up between Miss Yatman and Mrs. Lindsey for possession of the title of queen of the wheel resulted in the reeling off of multiple century rides that occupied several days at a time for completion and in which the public at large evinced a more or less lively interest.

Sloane Quits Us For Good.

"I am going back to England the 1st of March," said Ted Sloane, the jockey recently. "I have interests there besides racing. I am interested in the Shaftesbury theater of London, and De Wolf Hopper is with me in the enterprise. He has made a hit with the English, and we expect a big run when he starts in business. That will be only on the side with me, however. I cannot expect to ride always, and I want something to turn my attention to when I quit the turf. I think a good

the road for a long time to come."

Champion Harriman Going Abroad.

Golf championships in Great Britain are held earlier than in this country. The dates for the amateur meeting have been fixed for the week of May 17, at Sandwich, and the women's championship will be held the following week at Westward Ho. The open event will be played later in the season at St. Andrews. H. M. Harriman intends to make a European tour in the spring, and if so he will visit the famous golf courses and try his skill against some of the old country cracks.

Cyclist Ross Will Be Popular.

Arthur W. Ross, the Irvington-Millburn hero of last year, who sails for Europe shortly to follow the middle distance racing game, will be very popular abroad. Europe gave Jimmy Michael to America in 1896, and Europe regretted the gift always. Michael was popular all over Europe. He was such a little fellow that the ladies took to him and petted him and made much of him. Since Michael left for America all of Europe has been hunting for a successor.

New York Hospitality.

The hospitality of smaller places is rare if not unknown in New York. Hospitality there is different and tends to be swamped by numbers and even chilled into an apparent indifference that is really compelled by circumstances. Often it makes a brave fight and never wholly gives up, but it is a struggle against great odds. Not seldom it happens that the enormous aggravation of social and intellectual opportunities that confronts country people who come to live in New York so discourages them that they end in living narrower lives in the great city and seeing fewer people than in the smaller town from which they came. And if it does not discourage them it is apt to drive them too hard. A New Yorker who already had a house in town and another in the country near by excused himself for building a third in New Hampshire by saying: "In town or near town I never get away from engagements. I want a place where I can have some leisure, and leisure to a New Yorker means, of course, a chance to do some work."—Scribner's.

Valuable Pottery.

An interesting story is told of Lady Helen de Hangest-Genlis, who started a small pottery on her estate, chateau of Oiron, about 1524. In this factory was made the famous Faience d'Oiron. She was a widow, cultured and very artistic. A collection of her crayon portraits is said to have been preserved, but it was in the manufacture of china that she made a name for herself. Not more than 50 pieces of Faience d'Oiron are now known to be in existence. All of them are small, but of surpassing beauty. They are supposed to have been made as gifts for friends. They have an inlaid ornament of interlacing bands or scrolls, arabesques and geometrical forms of tinted clays, yellow and brown, relieved with soft colors on a cream white ground, forming a smooth surface and covered with a soft glaze.—Art Amateur.

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TIME TABLE No. 9.

Eastbound.				Westbound.			
Mixed P't. & Passenger.	Mixed P't. & Passenger.	Passenger.	Passenger.	Mixed P't. & Passenger.	Mixed P't. & Passenger.	Passenger.	Passenger.
7 10	7 10	8 40	8 40	11 05	8 18	9 53	9 53
7 43	7 43	9 00	9 00	10 43	7 58	9 13	9 13
8 18	8 08	4 09	4 09	10 32	7 08	1 33	1 33
8 20	8 58	4 20	4 20	10 25	6 58	1 15	1 15
8 14	9 14	4 22	4 22	10 15	6 10	1 25	1 25
9 25	9 25	4 46	4 46	9 50	5 18	11 25	11 25
10 15	10 15	4 55	4 55	9 43	4 20	11 20	11 20
10 40	10 40	5 07	5 07	9 30	4 00	10 40	10 40
11 15	11 15	5 19	5 19	9 20	3 38	10 18	10 18
11 31	11 31	5 35	5 35	9 12	3 20	10 08	10 08
12 06	1 30	5 50	5 50	8 57	10 47	9 30	9 30
.....	.....	6 15	6 15	8 45	10 10	.....	.....
.....	.....	6 18	6 18	8 35	9 00	.....	.....
.....	.....	6 30	6 30	8 00	9 40	.....	.....
.....	.....	6 48	6 48	7 45	9 08	.....	.....
.....	.....	6 49	6 49	7 39	8 47	.....	.....
.....	.....	6 54	6 54	7 35	8 38	.....	.....
.....	.....	7 07	7 07	7 23	8 15	.....	.....
.....	.....	7 15	7 15	7 08	7 50	.....	.....
.....	.....	7 15	7 15	7 08	7 50	.....	.....

*Monday, Wednesday and Friday. †Tuesday, Thursday and Saturday. S. L. DILL, Superintendent.

WILMINGTON AND WELDON RAILROAD

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

DATED Jan. 14th, 1900.	No. 26, Daily.	No. 26, Daily.	No. 108, Daily ex. Sunday.	No. 41, Daily.	No. 46, Daily.
Leave Weldon...	A. M. 11 50	P. M. 8 55	.....	.....	.....
Ar. Rocky Mt. ...	12 55	9 55	.....	.....	.....
Leave Tarboro... 12 21	.....	.....	6 00	.....	.....
Lv. Rocky Mt. ... 1 00	9 53	8 57	5 40	12 55	.....
Leave Wilson ... 1 58	10 25	7 16	6 30	2 40	.....
Leave Selma ... 2 55	11 09	.....	.....	.....	.....
Lv. Fayetteville. 4 30	12 30	.....	.....	.....	.....
Ar. Florence ... 7 25	2 24	.....	.....	.....	.....
Ar. Goldsboro ... P. M. A. M.	.....	7 50	.....	.....	.....
Lv. Goldsboro ...	.....	.....	7 01	3 25	.....
Lv. Magnolia ...	.....	.....	8 09	4 5	.....
Ar. Wilmington.	.....	.....	9 40	6 00	.....

TRAINS GOING NORTH.

No. 76, Daily.	No. 108, Daily ex. Sunday.	No. 24, Daily.	No. 40, Daily.	No. 45, Daily.
Lv. Florence ... 9 45	.....	7 45	.....	.....
Lv. Fayetteville. 12 30	.....	9 45	.....	.....
Leave Selma ... 1 50	.....	10 55	.....	.....
Arrive Wilson ... 2 35	.....	11 38	.....	.....
Lv. Wilmington.	A. M.	.....	P. M. A. M.	.....
Lv. Magnolia ...	.....	8 50	9 45	.....
Lv. Goldsboro ...	.....	8 20	11 35	.....
Lv. Goldsboro ...	8 00	.....	9 40	12 55
Leave Wilson ... 2 25	5 43	11 23	10 30	1 16
Ar. Rocky Mt. ... 3 30	6 23	12 09	11 11	1 53
Arrive Tarboro... 7 04	.....	.....	.....	.....
Leave Tarboro... 12 21	.....	.....	.....	.....
Lv. Rocky Mt. ... 3 30	.....	12 09	.....	.....
Ar. Weldon ... 4 29	.....	1 04	.....	.....

Train on the Kinston Branch Road leaves Weldon 8:35 p. m., Halifax 4:15 p. m., arrives Scotland Neck at 6:05 p. m., Greenville 6:55 p. m., Kinston 7:35 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:35 a. m., arriving Halifax at 11:15 a. m., Weldon 11:25 a. m., daily except Sunday. H. M. EMERSON, Gen'l Pass. Agent; JR. KELLY, Gen'l Manager; H. M. EMERSON, Traffic Manager.

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