

STOCK PRICES IMPROVE

Gains Noted at the Opening and Continued With But Slight Interruption

New York, March 6.—Stocks opened higher all round. The gains were restricted to fractions except in the cases of Des Moines and Fort Dodge, which rose 1/2, and American Cotton Oil, which rose 1/4. The large buying of Colorado and Southern stocks continued, and they were advanced from 1/2 to 1. There were large buying orders also for American Car, which lifted it nearly a point. Trading was active in many of the railroads and specialties selling between the 20s and the 50s and there was buying also of the high-priced inactive stocks. The market in general was of little importance to the fluctuations in the usual market leaders and the advance elsewhere was well under way. Advances reached from 1 to 3 1/2 points in several, including Northwest, toward 11 o'clock the prominent stocks were taken up, and St. Paul, Sugar and New York Central advanced 1/4. The market became quieter and closed off in spots before noon, but strengthened again when St. Paul rose to 10 1/2. Many other inactive stocks were brought into prominence by large gains, including St. Paul preferred, the second preferred, Hocking Valley, Illinois Central, Westinghouse Electric first preferred, Pacific Coast, Pressed Steel Car, Minneapolis, St. Paul and Sault Ste Marie, the Duluth, South Shore and Atlantic stocks and Mexican National preferred when it advanced, which rose from 1 to 1 1/2. Lack of volume gained 3/4. General Electric 3/4 and St. Paul and Omaha increased its rise to 6. The preferred lost 2 and talked a point. The market was easier again at noon. Bonds were steady. The market became spotty, the general list remaining quiet with special stocks advanced. Amalgamated Copper rose 1/4 on large dealing, while tin buying served to lift the others. Pullman rose 3/4, jumping 5 on a single transaction. Evansville 3/4 and Terre Haute gained 2 1/2. Illinois Central 2 and Hocking Valley Oil preferred, United States Reduction preferred and the Metropolitan, West Side Elevated stocks a point or more. There was profit-taking in the final hour under cover of the new upward movements. Colorado Fuel rose 10 1/2 to 11. St. Paul and Omaha 7, Pullman 14, Rutland preferred 2 1/2, Colorado and Southern second preferred 3, and Chesapeake and Ohio, Norfolk and Western, Missouri Pacific, Denver and Rio Grande preferred, Chicago, Indianapolis and Louisville, Great Northern preferred, Mexican National, the preferred, when issued; Evansville and Terre Haute preferred and International Pump a point or over. The market became feverish in final dealings and the closing was irregular.

Table with columns: Date, Open, High, Low, Close. Rows for March 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Raleigh Cotton (Reported by Joe. P. Wyatt & Co.) Table with columns: Date, Open, High, Low, Close. Rows for March 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Chicago Grain and Provision Table with columns: Commodity, Price, Change. Rows for Wheat, Corn, Oats, Pork, Lard, Ribs.

Baltimore Grain and Provision Table with columns: Commodity, Price, Change. Rows for Wheat, Corn, Oats, Rye, Flour, Butter, Eggs, Sugar.

New York Stock Quotations Table with columns: Stock Name, Price, Change. Rows for American Ice, American Car, American Smelting, etc.

May Wheat Table with columns: Location, Price, Change. Rows for New York, St. Louis, Minneapolis, Duluth.

May Corn Table with columns: Location, Price, Change. Rows for New York, St. Louis, Minneapolis, Duluth.

Low Rates to Charleston Exposition via Southern Railway Table with columns: Route, Rate, Notes. Rows for Southern Railway, Seaboard Air Line, etc.

Atlantic & North Carolina Railroad Company Time Table No. 24 Table with columns: Direction, Station, Time. Rows for Eastbound, Westbound.

Change in S. A. L. Ry. Schedule Table with columns: Date, Time, Description. Rows for March 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Money Market Table with columns: Commodity, Price, Change. Rows for New York, March 6, Money on call, etc.

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seven days from date of sale. Route via Selma and Atlantic Coast Line. \$7.00—Tickets sold Tuesdays and Thursdays of each week commencing December 3d to May 29th, final limit seven days from date of sale. Route via Greensboro and Charlotte. \$8.95—Tickets sold daily commencing November 30th to May 1st, final limit ten days from date of sale. Route via Selma and Atlantic Coast Line. \$9.90—Tickets sold daily commencing November 30th to May 1st, final limit ten days from date of sale. Route via Greensboro and Charlotte. \$12.25—Tickets sold daily commencing November 30th to May 1st, final limit June 3, 1902. Route via Selma and Atlantic Coast Line. \$13.50—Tickets sold daily commencing November 30th to May 1st, final limit June 3, 1902. Route via Greensboro and Charlotte.

The Southern Railway has four daily passenger trains to Charleston leaving Raleigh as follows: 1.00 p. m.; 10.30 a. m.; 7.30 p. m.; 1.15 p. m. 7.00 a. m.; 5.40 a. m., respectively. Through Pullman by either route from Selma and Charlotte.

For tickets, Pullman reservations and any further particulars write or call on T. C. Sturgis, C. T. A., Yarbrough House, Raleigh, N. C.

Southern Railway's Improved Service Effective October 15th, the Southern Railway placed on sale excursion tickets to all the prominent points in the South, South Atlantic States, Mexico, California, Georgia and Florida. These rates are exceptionally low. In addition to our new excellent Dining Car Service the Pennsylvania Railway inaugurated on November 15th dining car services between Washington and New York on their trains Nos. 68 and 69, which make direct connection at Washington with Southern Railway trains Nos. 33 and 39, southbound, and 34 and 40 northbound.

Important Announcement Seaboard Air Line Railway to Florida, Cuba, Savannah, Camden, Southern Pines and Pinehurst, N. C. Winter Excursion tickets were placed on sale October 15 to the principal winter resorts in North and South Carolina, Georgia, Florida and Cuba, and will remain on sale during the season, with final return limit May 31, 1902. Following are the rates to:

Table with columns: Destination, Rate. Rows for Pinehurst, N. C., Camden, S. C., Jacksonville, Fla., St. Augustine, Fla., Tampa, Fla., Tallahassee, Fla., Havana, Cuba, etc.

To reach any of these points the service of the Seaboard Air Line Railway "Capital City Route" will be found the best and most attractive. In addition to the superior service now operated, Cafe Cars were placed in service on the Hamlet and Atlanta and Hamlet-Jacksonville lines December 1. Following this the Florida and Metropolitan Limited will be inaugurated about January 15, 1902, with sumptuous apartments and superb equipment, including dining and club cars.

See that your winter tourist tickets read via the Florida and West Indies Short Line, Seaboard Air Line Railway. For further particulars regarding rates, schedules, Sleeping Car Reservations or pamphlets or Winter Resorts, address C. H. GATTIS, C. T. A., Raleigh, N. C.

Southern Railway Special Rates \$7.30 Raleigh to Charlotte, N. C., and return, account Annual State Convention Young Men's Christian Association, March 8-11th. Tickets to be sold March 7, 8 and 10, with final return limit March 13th. Special rates from all points in North Carolina.

\$4.00 Raleigh to Fayetteville, N. C., and return account Annual Convention North Carolina Smelter School Association, Fayetteville, N. C., March 18-20. Tickets to be sold March 17 and 18 with final limit March 22nd. These rates apply from all points in North Carolina including Danville, Va.

For further particulars write or call on T. C. STURGIS, C. T. A., Raleigh, N. C.

Special Rates to Charleston, S. C., Expedition via S. A. L. Ry. \$5.65—Limited seven (7) days from date of sale, route via Cheraw, sold Tuesdays and Thursdays. \$7.00—Limited to seven (7) days from date of sale, route via Columbia, sold Tuesdays and Thursdays. \$8.95—Limited ten (10) days from date of sale, route via Columbia, sold Tuesdays and Thursdays.

Following is schedule between Raleigh and Charleston, only twelve hours via S. A. L. Railway, changing cars at Columbia only: Lv. Raleigh 3:32 a. m. 7:35 p. m. Ar. Columbia 9:35 a. m. 2:00 a. m. Lv. Columbia 11:40 a. m. 7:00 a. m. Ar. Charleston 3:25 p. m. 11:15 p. m.

Atlantic & North Carolina Railroad Company TIME TABLE No. 24 To Take Effect Sunday, November 24, 1901, at 12:01 a. m., Eastern Standard Time. Supersedes Time Table No. 23, of September 1, 1901.

Table with columns: Direction, Station, Time. Rows for Eastbound, Westbound.

Gen. Supt. B. A. NEWLAND, Master Trans. J. C. LEWIS, Chief Dispatcher.

Southern Railway Special Rates \$7.80 Raleigh to Charlotte, N. C., and return account Annual State Convention Young Men's Christian Association, March 8-11th. Tickets to be sold March 7, 8 and 10, with final return limit March 13th. Special rates from all points in North Carolina.

Rate of one and one third fare on Certificate plan has been authorized to Asheville, N. C., account Tri-State Medical Association of the Carolinas and Virginia, Feb. 25-27th. Tickets for going trip will be sold Feb. 21-27th. These rates apply all stations in North and South Carolina and Virginia. For any further particulars write or call on T. C. STURGIS, C. T. A., Raleigh, N. C.

Carolina Northern Railroad (Operating Department.) MARION, S. C. TIME TABLE No. 5. In Effect Monday, 8:00 A. M., December 15, 1901. (Eastern Time Standard.)

Table with columns: Direction, Station, Time. Rows for Northbound, Southbound.

\*Daily, 5 Stop. Flag. Rule 1. Maximum speed, twenty-five miles per hour. Rule 2. Rules governing employes of connecting lines (including movement of trains) are adopted as the rules of this company.

T. C. McNEELY, General Superintendent. AUGUSTUS MELLIS, President and General Manager.

Seaboard Air Line Ry "CAPITAL CITY ROUTE" Short line to principal cities of the South and Southwest, Florida, Cuba, California and Mexico, reaching the capitals of six States. In effect March 5, 1902.

Table with columns: Direction, Station, Time. Rows for Southward, Daily, No. 31, No. 27.

Table with columns: Direction, Station, Time. Rows for Southward, Daily, No. 33, No. 41.

Table with columns: Direction, Station, Time. Rows for Northward, Daily, No. 32, No. 33.

SLEEPING-CAR SERVICE Nos. 31 and 34, 32 and 33—Florida and Metropolitan Limited. Drawing Room, Meeting and Through Day Coaches between New York and Jacksonville. Through Drawing Room Buffet Sleeping Cars and Day Coaches between New York and Atlanta.

Up-town Ticket Office Yarbrough House Building. C. H. GATTIS, C. T. A. & N. O. H. S. LEARD, T. P. A., Raleigh, N. C. J. E. L. BUNCH, G. F. A., Portsmouth, Va.

CHESAPEAKE ROUTE AND OHIO. The most popular route between North Carolina and the West. It is hours quicker to Cincinnati, Louisville, St. Louis, Chicago, St. Paul, all points in Michigan, Colorado points, the Pacific Coast, the West, Northwest, Southwest and Trans-Pacific ports.

Table with columns: Direction, Station, Time. Rows for Chesapeake and Ohio Railway.

Perfect equipment, heavy steel rail, stone ballast, electric lighted trains, carrying Pullman sleeping and dining cars. Connection from North Carolina is made at Richmond by A. C. L. S. A. L. and Southern, and at Lynchburg, or Charlottesville, by Southern Railway.

For rates, tickets, schedule and other information apply at any ticket office of the C. and O. Railway, and connecting lines, or address J. D. Potts, G. F. A., C. and O. Railway, Richmond, Va. C. E. DOYLE, H. W. FULLER, General Manager. Gen. Pas. Agt.

KODAKS, CAMERAS And photographic supplies. Eastman Kodak Co.'s goods. Can all orders same day as received, especially for films. Developing 25c for 3x23, 12 Exp. Printing and mounting 5c each. If you are interested send five 1c stamps for catalogue. W. B. Sorrell, Chapel Hill, N. C.

Atlantic Coast Line Railroad Company CONDENSED SCHEDULE. Dated January 15, 1902. TRAINS GOING SOUTH.

Table with columns: Train No., Station, Time. Rows for No. 23, No. 35, No. 103, No. 41.

Table with columns: Train No., Station, Time. Rows for No. 49, No. 78, No. 102, No. 32.

Table with columns: Train No., Station, Time. Rows for No. 40, No. 11, No. 36, No. 7.

Table with columns: Train No., Station, Time. Rows for No. 8, No. 30, No. 10, No. 34.

Table with columns: Train No., Station, Time. Rows for No. 35, No. 11, No. 30, No. 7.

Table with columns: Train No., Station, Time. Rows for No. 7, No. 35, No. 11, No. 30.

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Train 41 leaves Goldsboro 4:50 p. m., arrives Raleigh 9:00 p. m. Train 42 leaves Raleigh at 9:50 a. m., arrives Goldsboro 1:45 p. m. First sections of all scheduled freight trains carry passengers between stations at which they are scheduled to stop.

No. 48—Daily—Leave Wilmington 9:30 a. m., leave Magnolia 11:05 a. m., leave Goldsboro 12:26 a. m., leave Mount 1:53 p. m., arrive Rocky Mount 3:20 p. m.

Connections at Fayetteville with train No. 78 at Maxton with the Carolina Central Railway, at Red Springs with the Red Springs & Bowler Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gulf with the Durham & Charlotte Railroad.

Trains on Washington Branch leave Washington 9:00 a. m. and 2:45 p. m., arrive Farmville 8:55 a. m. and 4:10 p. m., return leave Farmville 11:10 a. m. and 5:22 p. m., arrive Washington 12:30 p. m. and 6:15 p. m., daily except Sunday.

Trains on Plymouth Branch leave Plymouth 4:35 p. m., Sunday 4:35 p. m., arrive Plymouth 6:35 p. m., 8:30 p. m., returning leaves Plymouth daily except Sunday 8:30 a. m. and Sunday 9:00 a. m., arrives Tarboro 9:55 a. m., 11:00 a. m.

Train on Midland, N. C. Branch leaves Goldsboro daily except Sunday, 5:00 a. m., arriving Smithfield 6:10 a. m., returning leaves Smithfield 7:00 a. m., arrives at Goldsboro 8:25 a. m.

Train on Nashville Branch leaves Rocky Mount at 9:30 a. m., 4:00 p. m., Spring Hope 11:00 a. m., 4:45 p. m., returning leaves Spring Hope 11:20 a. m., 5:15 p. m., Nashville 11:45 a. m., 5:45 p. m., arrives at Rocky Mount 12:10 p. m., 6:40 p. m., daily except Sunday.

Train on Clinton Branch leaves War saw for Clinton daily except Sunday, 11:40 a. m., and 4:15 p. m., returning leaves Clinton at 6:45 a. m. and 2:50 p. m.

Train No. 78 makes close connection at Weldon for all points North daily, all rail via Richmond. H. M. EMERSON, General Passenger Agent. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

CONDENSED SCHEDULE IN EFFECT NOV. 24th, 1901. This schedule is published as information, and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH. No. 11—1:00 a. m. daily—Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9 p. m., connecting at Greensboro with train 33. New York and Florida Express for Salisbury, Charlotte, Columbia, Aiken, Augusta, Savannah, all points in Florida, with train No. 35. "Washington and Southwestern Limited" for Salisbury, Charlotte, Spartanburg, Greenville, Atlanta, Montgomery, Mobile, New Orleans, Memphis and all points South and Southwest. Also with main line train No. 11 for High Point, Asheville, Salisbury, Concord and all local points between Charlotte and Atlanta. Connecting at Salisbury with train for all points in Western North Carolina, including Asheville, and for Knoxville, Chattanooga, Nashville, Louisville, Cincinnati, Chicago and all points West and Northwest. Connection is also made at Greensboro with train for Winston-Salem, Wilkesboro, Reidsville, Danville and local stations.

No. 8—10:30 a. m. daily—For Goldsboro and intermediate points. Connecting at Selma for Wilson, Rocky Mount and Fayetteville. At Goldsboro for Norfolk, where close connection is made with the Chesapeake line for Baltimore. Also at Goldsboro for Wilmington.

No. 36—3:52 p. m. daily—For Selma, Goldsboro and intermediate points. No. 7—3:50 p. m. daily—Connects at Durham, except Sundays, for Oxford, Clarksville, Keyville and intermediate points. At University Station, except Sundays, for Chapel Hill. At Greensboro with main line train No. 7 for Norfolk, Charlotte and local points. With train No. 35, "New York and Florida Mail," for Salisbury, Charlotte, Spartanburg, Greenville, Atlanta and all points South, including Columbia, Augusta, Savannah, Jacksonville and all points in Florida. Through Pullman buffet sleepers New York to New Orleans via Atlanta, Montgomery, Jacksonville and Mobile. Through sleepers from Savannah to Pullman sleeper through to Birmingham and Charlotte to Augusta. Main line trains No. 7 and 35 connect at Salisbury for Hickory, Asheville, Chattanooga, Memphis, Louisville, Cincinnati and Chicago. Solid train carrying Pullman buffet sleeper Danville to Memphis. Also connects at Greensboro with main line train No. 12 for Danville, Richmond and local stations. With train No. 38, Washington and Southern Limited, New York and Atlanta. With train No. 34, "New York and Florida Mail," for Danville, Lynchburg, Charlottesville, Washington, Baltimore, Philadelphia, New York and all points North. These trains carry first-class coach to Washington and Pullman sleepers through to New York; also to Richmond, on train 34. Connection is also made at Greensboro for Winston-Salem. No. 10—Daily 5:25 a. m.—For Goldsboro, Wilson, Rocky Mount, Tarboro and Norfolk and A. & N. C. R. R. points.

Table with columns: Train No., Station, Time. Rows for No. 7, No. 35, No. 11, No. 30.

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