

WILMINGTON SCHOOLS

New Departments Added in the Line of Modern Progress

Special Correspondence of The Morning Post

By G. W. BRUNSON, JR.

Wilmington is proud of her system of public graded schools, and justly so, for it is a great credit to the city and ranks out most prominently as one of the best in the State. There is no one thing in the community that attains so nearly to perfection as the public schools and they are the pride of all citizens. Each year finds the school system of this city moving forward and keeping well abreast of the times and all modern improvements are embraced. Education is the standard of excellence. The home science department of the New Hanover county, and thousands of children are in daily attendance upon the schools. The white children are not alone in enjoying the benefits of modern methods and teaching. The colored youth of the city and county are being as carefully trained under the best methods. Last year annexes were added to the two leading white grammar schools, increasing their capacity about one-third. All the buildings are modern and well equipped.

The latest feature added to the school system is a department of cooking. It is that which prompted this article, and being such an important step we feel that all cities in North Carolina will be greatly interested. The home science department of the North Carolina Normal school is the foundation for this industrial development and to that society all praise is due. Two years ago these spirits of progress initiated the establishment of a cooking department in one of our public schools. It was thought at the time that the movement was far ahead of the times and it was suggested that not enough money could be raised to meet expenses. Undaunted, and with the courage of their convictions, these ladies who projected the movement went to their purpose. Through their efforts the money was procured, the kitchen built and equipped, the teachers employed and today many classes of children are being taught.

Below is given the history of its progress and completion and the part it has most instrumental in its establishment.

The establishment of the Department of Domestic Science in the Union School, of the public system of Wilmington, to train the young in the proper preparation of food, how to cook it together, and how to cook it after it is prepared, marks an epoch in the progress of our public schools.

A few earnest women belonging to the Home Science Department of the Sorosis have discussed the subject for a year, but up to last summer nothing was in tangible form. Upon request the school board while planning a school annex for the Union School, decided to set aside a room for a kitchen. It was agreed if the board would pay the teacher the ladies would equip the kitchen, and select the teacher, so that the expense to the county would be a minimum and it could be tried to see if it could be made a success. By correspondence with Miss Emma S. Jacobs, directress of the cooking schools in Washington, D. C., and the Fishers' agency and Mrs. Mary Lincoln, of Boston, the services of Miss Rachel Nichols Shipman, a young lady of fine talent and well fitted for training for the position, were secured. Mrs. Geo. R. French, Mrs. Chas. W. Worth, and Mrs. R. W. Hicks, of this city, were the prime movers. They every variety of utensils to be used. Mr. Hugh MacFarland, president of the Consolidated Railways, Light and Power Company, appreciating its value to the coming generation, generously donated two gas cooking ranges with complete utensils, and Mr. Harry Woodcock, superintendent of the company, gave his personal attention to their establishment.

The ladies composing the Home Science Department of the Sorosis are Mesdames W. M. Cumming, W. J. Crosswell, A. J. Howell, Jr., R. W. Hicks, C. W. Worth, J. C. Stevenson, M. L. Stover, C. C. Covington, and Geo. R. French, and they provided the tables, cookery, chairs, aprons and all other articles necessary for the work, so that their expenses ran up to a considerable sum and the county and city got the school with small cost.

The classes are already organized and the school is now very active and will prove a great benefit to the hundreds of children who are receiving instruction. In these days of progression it is realized that the education is incomplete which trains a child in book lore alone, leaving the hand undeveloped and affording no knowledge of the practical industries now rapidly crowding into the life of us all. When facts learned in physiology and chemistry are applied to the study of foods, each girl will feel that her school life is coming nearer to life and living.

Wilmington, Jan. 15, 1903.

more that a true bill had been found against him in the federal court, but he never received any official notice of it. Like his father, the courts had enough to do without bothering him. He went on the even tenor of his way, drinking, swearing, fighting, shooting, making and selling moonshine liquor. With all of Dan's badness he had some redeeming qualities. He honored his father and loved his mother. He married young and was devoted to his wife. He was truthful and honest in business matters. There is always hope of an honest man. The good boy he fell seven times in a day, yet seven times in a day will he rise again.

The death of Dan's father seemed to sober him. He tore down his still and quit his drinking and profanity. He attended the services held at the little school house near his home. A young Methodist preacher, with little knowledge of letters and less theology was preaching there one Sunday afternoon in the autumn of '75 when Dan was seen crying. When the service was over he came to the preacher and said: "I think you might go home with me. It was heard conference and the preacher had an engagement with another party, but he broke it to spend the night with an ex-moonshiner. It was one of the great privileges of his life. He prayed in that home—the first preacher that ever did so, and preached Christ to that man. He slept in a bed under which there were not less than half dozen old army muskets, charged to the muzzle, with which to defend the sinner. A new object struck his eye. Dan's name as a candidate for church membership. He had the pleasure during the next year of having him always at church, a leader in all good work, an earnest and constant student of God's holy Word. He put his hand to the plow and did not look back. He became a burning and shining light, a living epistle, known and read of all men. He was an illustration of the power of God to save from all sinners to the uttermost—save the thief against sinners. A new object struck his eye, new sources of power and life came into his soul and transformed him. Old things had passed away, all things had become new. He was a new man; new neighbors; new husband and father, with his affections fixed on things above, and he spent the days laying up treasures in heaven.

This is no fiction, but a picture of real life. The last I heard of Dan he was still on the Lord's side.

Brazil's Account of His Maiden Speech

(London Telegraph.)

A letter which the late Earl of Beaconsfield wrote to Miss Disraeli just sixty years ago, almost to a day, in reference to the maiden speech which he had delivered in the House of Commons on the previous evening, is included in a collection of similar documents which is to be dispersed next week in London. The great guest of his party and with the full sanction and approbation of Sir Robert Peel, and in his letter says:

"As I wish to give you an exact idea of what occurred, I state at once that my debut was a failure, so as that I could not succeed in gaining an opportunity of saying what I intended; but the failure was not occasioned by any breaking down on my part, but from the physical powers of my adversaries. —Traillastiesejj-buivokashard emf I can give you no idea how bitter, how factious, how unfair they were."

In another letter ten days later he wrote:

"I spoke again last night, and with complete success, on the Copyright bill. The House was not very full, but all the Cabinet Ministers and officials were there, and all our principal men. I was received with the utmost attention."

In a third communication, describing the scene in the Abbey at the Queen's coronation, Disraeli wrote somewhat piquantly:

"Lord Melbourne looked very awkward and uncouth, with his coronet cocked over his nose, his robes under his feet, and holding the Great Sword of State like a butcher."

The Umbrella Exchange

The day has at last come when people are not obliged to steal umbrellas; glory, glory! Here's a relief to the mind of the woman who has a handsome one, with a silver handle, or a beauty done in pearl and gold. It brings consolation as well to the man who has only a \$1 affair, and who carries none other because he is sure it will be stolen anyhow—and he is determined to lose as little as possible.

The reason that the entirely justifiable pilfering of umbrellas is no longer necessary is because some one has at last conceived the idea of having an umbrella exchange. By this plan you pay your money and you become a member. Then some day when you are down town and the gentle rain begins to fall and you have no more umbrella with you than a rabbit, in you go to some shop nearby and, exhibiting your credentials, "draw" an umbrella.

You are expected to return it, but if you don't, your membership is simply canceled, and you are the richer for the company's property, until some one not a member purloins it from you.

The advantage of the exchange is plain to anyone who has noticed the does so because he does not wish to be of being at the office when it is wanted at home, and of being at home when it is wanted at the office. It is the strangest thing in the world, but this happens nine times out of ten.

The umbrella exchange is of really more benefit to a community than any number of wheat exchanges, for it will probably greatly raise the moral standard. No one but a kleptomaniac steals for the love of stealing. The man who purloins another's umbrella does so because he does not wish to get his best hat wet, or rather, did so, for now there is no occasion for any other policy than honesty. The exchange is an excellent thing, and it will be appreciated by all the people who own umbrellas. Whether the chronic borrowers will like it is another matter.

CAPTAIN C. B. DENSON'S LAST PUBLIC SPEECH

(Continued from 14th page.)

His remains rest in the crypt of the college he served so well, not far from his great lieutenant, whose grave is on the brow of the southeastern slope of the cemetery in the same lovely spot, where the sentinel mountains of their beloved Virginia kept watch over their precious dust forever.

Fitzhugh Lee says of his illustrious kinsman:

"The world places Lee by the side of its greatest captains, because surrounded on all sides by conflicting interests, and the gravity of the issues involved, he only surrendered his battle-stained, bullet-ridden banners after demonstrating that all had been done that mortal could accomplish."

"The profession of the soldier has been honored by his renown, the cause of education by his virtues, religion by his piety."

Special Rates via S. A. L. Railway

Annual Convention North Carolina Association of City Superintendents, Jan. 22nd to 24th.

The Seaboard Air Line Railway has announced round trip tickets to Raleigh based on tariff No. 2, which is about 1 1/3 fares for the round trip. Tickets sold January 21st, 22nd and 23rd, limited until January 27th, 1903.

MEETING OF GRAND LODGE OF MARYLAND, RALEIGH, N. C., JANUARY 13-15, 1903.

The Seaboard Air Line Railway will sell round trip tickets to Raleigh, N. C., based on tariff No. 2, which is about 1 1/3 fares for the round trip, from all points in North Carolina, including Norfolk, Portsmouth and Suffolk, Va. Tickets will be sold from January 11th to 16th inclusive, with final limit January 19th.

For detail information call on any agent or address:

C. H. GATTIS, C. P. & T. A., Raleigh, N. C.

Intemperate Utterances

(From the Rochester Times.)

An Ohio man who is bitterly opposed to the army cause, denounces the American army officers, who are a unit in his favor, as "vice-soakers." Such intemperate utterances by temperance advocates injure a worthy cause. No man who is not up to the high standard morally, mentally, and physically, can be graduated from West Point. The course is so difficult that "vice-soaked" persons are rapidly weeded out.

The New Maine

(From the Syracuse Herald.)

It is said that duty on the new battleship Maine is being much sought after by naval men of all grades. The marine contingent of sixty for the ship are all picked men, physically perfect and selected from hundreds of volunteers. The idea seems to be that in the event of trouble hereafter the new Maine will serve as a very forcible reminder to the world at large of the Maine in the harbor of Havana.

The Vexatious Coral

(Jeweler's Circular Weekly.)

Coral head necklaces, guards chains and collarettes, which have been sold in great quantities during the past season, promise to be in even greater demand than ever before. From all indications, the sale of coral articles by jewelers will eclipse the business which has so far been done in this material for many years.

Coral is exceedingly becoming to all complexions, and this, it is believed, accounts in a large measure for its great popularity once the fashion of wearing this substance was revived. As coral is also very much in demand in Europe at the present time, and no increased production is expected for some time to come, a scarcity of the material is generally anticipated.

Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:40 a. m. and 4:15 p. m. Return 7:45 a. m. and 1:45 p. m. and 2:50 p. m.

Train No. 75 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.

SCHEDULE OF THE RALEIGH AND CAPE FEAR RAILROAD, DAILY EXCEPT SUNDAY, SOUTHBOUND TRAINS.

Stations	No. 1. N. 3.	No. 1. N. 3.
Lv. Raleigh	7:00 am	4:00 pm
Lv. Raleigh Junc.	7:05 am	4:05 pm
Lv. Raleigh Mills	7:10 am	4:10 pm
Lv. Sylvan	7:15 am	4:15 pm
Lv. Hanes	7:22 am	4:22 pm
Lv. Hobby	7:28 am	4:28 pm
Lv. McCullers	7:40 am	4:40 pm
Lv. Banks	7:45 am	4:45 pm
Lv. Austin	7:50 am	4:48 pm
Lv. Willow Springs	7:55 am	4:53 pm
Lv. Sexton	8:20 am	5:10 pm
Ar. Sippahaw	8:25 am	5:15 pm

NORTHBOUND TRAINS.

Stations	No. 2. N. 4.	No. 2. N. 4.
Lv. Sippahaw	8:40 am	5:40 pm
Lv. Sexton	8:45 am	5:45 pm
Lv. Willow Springs	8:50 am	5:50 pm
Lv. Austin	9:05 am	6:00 pm
Lv. Banks	9:10 am	6:05 pm
Lv. McCullers	9:25 am	6:20 pm
Lv. Hobby	9:30 am	6:30 pm
Lv. Hanes	9:35 am	6:30 pm
Lv. Sylvan	9:40 am	6:40 pm
Lv. Raleigh Mills	9:55 am	6:50 pm
Ar. Raleigh Junc.	10:05 am	7:00 pm
Ar. Raleigh	10:10 am	7:05 pm

President and General Manager, JOHN A. MILLS.

CAROLINA NORTHERN RAILROAD TIME TABLE No. 8, In Effect Monday, September 31, December 1, 1901.

MARION, S. C. (Operating Department) (Eastern Time Standard)

Northbound	Southbound
First-Class (Mixed)	First-Class (Mixed)
STATIONS	STATIONS
P. M.	A. M.
4:00 Lumberton, N. C. (S. A. L.)	6:30
4:15 Pope, N. C.	6:45
4:30 Kingsdale, N. C.	6:59
4:35 Proctorville, (A. C. L. Cross)	7:10
4:18 Barneville, N. C.	7:30
4:35 Yorkville, N. C.	7:45
4:30 Homeville, S. C.	8:05
4:30 Page's Mill, S. C.	8:15
4:31 Kemper, S. C.	8:23
4:30 York, S. C.	8:30
4:30 Zion, S. C.	8:45
4:30 Rogers, S. C.	9:07
4:30 Marlboro, S. C.	9:30
4:30 Daily Stop, Flag	

Rule 1. Maximum speed, twenty-five miles per hour.

Rule 2. Rules governing employees of connecting line at Lumberton (including movement of trains) are adopted as the rules of this company.

C. C. McNEELY, General Superintendent, AUGUSTUS MELLER, President and General Manager.

ATLANTIC COAST LINE RAILROAD COMPANY CONDENSED SCHEDULE

IN EFFECT JANUARY 1, 1902

TRAINS GOING SOUTH

No. 23—Daily—Leave Weldon 11:50 a. m. arrive Rocky Mount 1:00 p. m. leave Rocky Mount 1:05 p. m. arrive Selma 1:50 p. m. leave Fayetteville 2:55 p. m. arrive Fayetteville 4:30 p. m. arrive Rocky Mount 6:32 p. m. leave Rocky Mount 10:02 a. m. arrive Weldon 11:15 a. m. leave Selma 11:50 a. m. arrive Fayetteville 12:12 a. m. arrive Florence 12:30 a. m.
No. 102—Daily—Leave Sunday—Leave Weldon 7:52 p. m. arrive Selma 8:50 p. m. arrive Fayetteville 9:20 p. m.
No. 41—Daily—Leave Rocky Mount 7:45 a. m. leave Weldon 8:25 a. m. leave Fayetteville 8:55 a. m. arrive Weldon 10:10 a. m.
No. 40—Daily—Leave Rocky Mount 12:35 p. m. leave Weldon 2:40 p. m. leave Fayetteville 3:15 p. m. arrive Weldon 4:25 p. m. arrive Fayetteville 4:50 p. m.

TRAINS GOING NORTH

No. 75—Daily—Leave Fayetteville 10:05 a. m. arrive Fayetteville 12:40 p. m. leave Selma 2:10 a. m. arrive Weldon 2:55 a. m. leave Weldon 3:50 a. m. arrive Rocky Mount 4:50 a. m. leave Rocky Mount 5:50 a. m. arrive Fayetteville 6:30 a. m. leave Fayetteville 7:35 a. m. arrive Rocky Mount 8:30 a. m. arrive Fayetteville 9:30 a. m.
No. 48—Daily—Leave Wilmington 9:30 p. m. leave Magnolia 11:05 a. m. arrive Fayetteville 12:25 p. m. leave Weldon 1:15 p. m. arrive Rocky Mount 1:53 p. m.
No. 40—Daily—Leave Wilmington 7:05 p. m. leave Fayetteville 8:30 p. m. arrive Weldon 9:30 p. m. arrive Fayetteville 10:30 p. m.

Yadkin Division Main Line—Train leave Selma 11:25 p. m. arrive Weldon 12:05 p. m. arrive Rocky Mount 12:10 a. m. leave Rocky Mount 12:45 a. m. arrive Weldon 1:37 a. m.

CONDENSED SCHEDULE BETWEEN NORFOLK AND GREENSBORO

No. 101. Daily.	No. 111. Eastern Time.	No. 112. No. 113. No. 109. Daily.	Daily.	Daily.	Daily.	
9:00am	4:00pm	Norfolk, Va.	1:00pm	6:00pm	10:00am	
9:20am	4:20pm	Pinebluff, N. C.	1:40pm	6:20pm	10:20am	
10:05am	4:55pm	Stafford, Va.	1:55am	6:35pm	10:35am	
10:20am	5:10pm	Tarboro, N. C.	2:10pm	6:50pm	10:50am	
12:45pm	7:47pm	Rocky Mount, N. C.	9:08am	9:08am	12:05pm	
1:50pm	8:30pm	Weldon, N. C.	9:20am	9:20am	12:15pm	
2:00pm	8:40pm	Selma, N. C.	9:30am	9:30am	12:25pm	
2:05pm	7:20am	9:40pm	Goldboro, N. C.	7:00am	6:00pm	12:10pm
2:10pm	7:30am	9:55pm	Rose, N. C.	7:15am	6:15pm	12:15pm
2:31pm	7:45am	10:10pm	Princeton, N. C.	7:30am	6:30pm	12:15pm
2:44pm	7:59am	10:25pm	Pine Level, N. C.	6:50am	5:50pm	11:30am
2:50pm	8:05am	10:35pm	Selma, N. C.	6:45am	5:45pm	11:25am
2:50pm	8:14am	10:50pm	Wilson Mills, N. C.	6:15am	5:05pm	11:15am
2:52pm	8:27am	11:08	Clayton, N. C.	5:50am	4:45pm	11:05am
2:53pm	8:37am	11:25pm	Auburn, N. C.	5:40am	4:35pm	10:55am
2:53pm	8:42am	11:31pm	Garner, N. C.	5:30am	4:30pm	10:45am
2:54pm	8:56am	11:45pm	Raleigh, N. C.	5:20am	4:15pm	10:35am
2:52pm	9:01am	12:05am	Raleigh			
2:53pm	9:10am	1:02am	Method, N. C.	4:57am	4:10pm	10:25am
2:54pm	9:12am	1:20am	Cary, N. C.	4:45am	4:00pm	10:15am
2:54pm	9:20am	1:32am	Morrisville, N. C.	4:30	3:45pm	10:05am
2:54pm	9:27am	1:45am	Nelson, N. C.	4:20am	3:35pm	9:55am
2:54pm	9:32am	1:55am	Brassfield, N. C.	4:11am	3:27pm	9:51am
2:54pm	9:41am	2:08am	East Durham, N. C.	3:55am	3:20pm	9:44am
2:54pm	9:50am	2:20am	Durham, N. C.	3:45am	3:15pm	9:40am
5:01pm	10:10am	2:44am	University, N. C.	3:35am	2:55pm	9:20am
5:12pm	10:25am	3:00am	Hillsboro, N. C.	3:00am	2:45pm	9:12am
5:19pm	10:33am	3:15am	Elband, N. C.	2:38am	2:35pm	9:00am
5:28pm	10:46am	3:27am	Mebane, N. C.	2:28am	2:25pm	8:50am
5:38pm	10:58am	3:40am	High Point, N. C.	2:05pm	2:12pm	8:30am
5:47pm	11:07am	3:56am	Graham, N. C.	2:00am	2:07pm	8:25am
5:50pm	11:12am	3:57am	Burlington, N. C.	1:55am	2:05pm	8:20am
5:53pm	11:24am	4:10am	Elon College, N. C.	1:40am	1:55pm	8:15am
6:03pm	11:29am	4:15am	Gilsonville, N. C.	1:35am	1:45pm	8:10am
6:17pm	11:44am	4:32am	McLeansville, N. C.	1:20am	1:40pm	8:10am
6:25pm	11:59am	4:50am	Greenboro, N. C.	1:00am	1:27pm	7:55am

Nos. 111 and 112 daily between Raleigh and Goldboro, and daily, except Sunday, between Goldboro and Norfolk, Va.

Double daily service to all points North, South, East and West. Unequipped Dining Car Service.

SEABOARD AIR LINE RAILWAY

Short Line to principal cities of the South and Southwest, Florida, Cuba, Texas, California and Mexico, also North and Northwest, Washington, Baltimore, Philadelphia, New York, Boston, Cincinnati, Chicago, Indianapolis, St. Louis, Memphis and Kansas City.

Trains leave Raleigh as follows:

No. 34, 1:20 a. m.—"SEABOARD EXPRESS" for ALL points Raleigh to Portsmouth, Richmond, Washington, Baltimore, Philadelphia, New York, Boston and all points North, Northeast and Northwest.
No. 35, 11:15 a. m.—"SEABOARD LOCAL MAIL" for ALL LOCAL points, Raleigh to Portsmouth, Norfolk to Richmond connects at Henderson for Oxford and Weldon with A. C. L. at Portsmouth, Washington, Baltimore, Chicago and St. Louis, and at Washington with Panna, and E. C. of all points.
No. 36, 11:50 a. m.—"SEABOARD MAIL" for Richmond, Washington, Baltimore, Philadelphia, New York and Boston, connects at Richmond with C. & O. for Cincinnati, Chicago and St. Louis, and at Washington with Panna, and E. C. of all points.
No. 31, 5:25 a. m.—"SEABOARD EXPRESS" for Charlotte, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points south and southwest.
No. 41, 4:00 p. m.—"SEABOARD LOCAL MAIL" for Charlotte, Atlanta and all local points, connects at Atlanta for all points south and southwest.
No. 27, 6:27 p. m.—"SEABOARD MAIL" for Southern River, Petersburg, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points south and southwest.

Tickets on sale to all points, Pullman berths reserved, tickets delivered, and baggage checked from hotel and residences without extra charge.

UP-TOWN TICKET OFFICE: Southern River Building, C. H. GATTIS, C. P. & T. A., Raleigh, N. C. Phone 117. H. S. LEARD, T. P. A., Raleigh, N. C.

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President and General Manager, JOHN A. MILLS.

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4:30 Kingsdale, N. C.	6:59
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4:18 Barneville, N. C.	7:30
4:35 Yorkville, N. C.	7:45
4:30 Homeville, S. C.	8:05
4:30 Page's Mill, S. C.	8:15
4:31 Kemper, S. C.	8:23
4:30 York, S. C.	8:30
4:30 Zion, S. C.	8:45
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4:30 Marlboro, S. C.	9:30
4:30 Daily Stop, Flag	

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C. C. McNEELY, General Superintendent, AUGUSTUS MELLER, President and General Manager.

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IN EFFECT JANUARY 1, 1902

TRAINS GOING SOUTH

No. 23—Daily—Leave Weldon 11:50 a. m. arrive Rocky Mount 1:00 p. m. leave Rocky Mount 1:05 p. m. arrive Selma 1:50 p. m. leave Fayetteville 2:55 p. m. arrive Fayetteville 4:30 p. m. arrive Rocky Mount 6:32 p
