

Branch Line Built To Williamston In 1883 From Tarboro

(Continued from page one)

road Company in February, 1883. This Company then completed the construction of the road from Tarboro to Williamston and placed it in operation in that year.

The line from Williamston to Plymouth, N. C., a distance of twenty-two miles, was constructed by the Albemarle & Raleigh Railroad Company in 1886 and 1889 and placed in operation during the latter year.

The Wilmington & Weldon Railroad Company absorbed the Albemarle & Raleigh Railroad Company January 10, 1894, thereby acquiring the line from Tarboro to Plymouth.

These lines became a constituent part of the Atlantic Coast Line Railroad Company in 1900.

During the War between the States the Wilmington & Weldon, the Petersburg, and the Richmond & Petersburg Railroads connected Richmond with a section that furnished large quantities of supplies for Lee's armies and were, in effect, the "Bread Line of the Confederacy." Their importance was further emphasized by the fact that Wilmington was the principal, and for a long time the only open port that could be used by blockade runners bringing essential supplies for the forces of the Confederacy. Fort Fisher, commanding the mouth of the Cape Fear river below Wilmington, was of utmost importance to the Confederate plan of strategy, and the railroads connecting Wilmington and Richmond enabled the quick transport of troops and supplies.

Considerable sections of the three railroads were torn up and dismantled by the opposing forces during the latter part of the war. Much of the equipment was destroyed, bridges and buildings were burned, and many early and important records were lost. This same situation existed even to a greater extent in Georgia and parts of South Carolina, where little was left of the railroads but their rights of way.

This situation brought about the necessity for a complete reorganization of these roads at the end of the war. In 1869, a group of far-sighted Baltimore capitalists acquired an interest in the Wilmington & Weldon Railroad Company, spent large sums in its rehabilitation, and were successful in restoring its earning capacity. Later-controlling interests were secured on connecting roads to the north and south, thus establishing a unified policy of management for the affiliated roads, although they retained their corporate identity.

For many years prior to this time the route comprised by these railroads had been known as the "Weldon Route." About 1871 the term "Atlantic Coast Line" was adopted because the roads closely paralleled the Atlantic Ocean. At first this was merely a designation of a route.

All of the earlier reports of the Wilmington and Weldon Railroad stressed the advantage that this section offered for the production of early vegetables, and in 1887 the management undertook to provide a route that would make it possible to market these perishable products in the large Eastern cities. As a result the lines making up the all-rail route between Charleston, Wilmington and New York established fast rail service known as the "Atlantic Coast Dispatch" between South Atlantic points and New York. Special cars were built for this service and the insignia "Atlantic Coast Dispatch" enclosed in a large circle has

Mayor Extends Cordial Welcome

Another marketing season for the Bright Tobacco Belt opens on August 26th, and marks the 40th annual opening of the Williamston Tobacco Market, and section make ready for the great event, it gives me great pleasure to extend a cordial welcome to everyone to visit Williamston.

Every preparation has been made by the Warehousemen and the citizens of the town to make your visit not only profitable, but a pleasant one.

The Warehousemen, operating the four warehouses with ample space and good light, are men of long experience in their line and each warehouse is equipped with an operating staff that will render a service to each individual farmer that carries with it personal interest.

Williamston is located in the very center of the Bright Leaf Tobacco Belt and is easily reached from every direction by a system of hard-surfaced roads which makes it the gateway and center of things in Eastern North Carolina.

The merchants, having returned from the markets, have their stores filled with things for every member of the family and you will find in our stores from the merchants and their employees that friendly atmosphere which counts for so much in dealing with one another.

Again, on behalf of the citizens of Williamston, I extend to every one a most cordial welcome to visit our town not only during the tobacco season but at all times, where you will find the air of warm hospitality always prevails in the fastest growing town in Eastern North Carolina.



J. L. HASSELL, Mayor of Williamston

Legumes Are Worth More in High Yields

If handled properly, every acre of winter legumes should be worth \$10 to \$20 annually to a farmer in increased crop yields, says E. C. Blair, Extension agronomist of N. C. State College. The effect of a legume on other crops, such as corn and peanuts, will be noticeable the first year, and will continue for two or three years. Crimson clover, vetch and Austrian winter pea seed are being furnished to farmers as a grant-in-aid under the Agricultural Conservation Program. Blair says there are a few important points about winter legumes that spell the difference between success and failure in growing them.

"Earliness of planting has a great deal to do with getting these crops large enough to turn under early," the agronomist said. "Sow seed in August in the mountains, and in September elsewhere in the State." "It is imperative that the soil or seed be inoculated with nitrogen-gathering bacteria. It is wise to sow a liberal amount of seed. It pays to

fertilize with 200 pounds per acre of 0-8-6 on good soil or 200 pounds of 4-8-6 on poor soil in the Coastal Plain, and 200 pounds of 0-10-4 on good soil or 200 pounds of 4-10-4 on poor soil in the Piedmont and mountains. Fertilizer so applied may be deducted from the amount used on the crop that follows the winter legume."

Blair also pointed out the range of soil adaptation of the different winter legumes. Crimson clover is adapted to heavy to medium soils, Austrian winter peas to medium heavy to medium light soils, and vetch to medium heavy to very light soils.

"Winter legumes respond well to lime, if the soil is very acid," the agronomist concluded.

HAPPY

Jubilant over high tobacco prices, Georgia farmers are cutting all kinds of capers. According to Jack Hardison, local man who was on one of the markets, a farmer just outside of Pelham, Ga., stopped and stood on his head in the middle of the road. Prices have been firm on the markets since the opening.

system in substantially its present form. Thus, the Wilmington & Weldon Railroad, with its 161 miles of track, more than one hundred years ago became the nucleus of one of the most important railroad systems serving this section of the country, with 5,103 miles of track owned and operated.

It is a far cry from those pioneer days to the present. From the beginning it has been the policy of the management to provide railroad facilities to meet every transportation need of the territory and thus contribute most to its growth and prosperity. Millions of dollars have been spent for double track, heavy rail, rock ballast, new motive power, and other equipment that go to make up an efficient railroad. Thus, the Atlantic Coast Line has steadily improved its service.

Prior to the Fall of 1930 perishable traffic, mainly consisting of citrus fruit and vegetables, moving from Florida to Eastern cities was handled on a schedule which provided for fifth morning delivery after date of loading. In other words, cars of such traffic loaded in Florida on Monday were available for sale in New York markets Saturday morning. In 1930 this schedule was shortened 24 hours which made it possible for perishable freight loaded in Florida on Monday to be placed on the markets in New York Friday morning instead of Saturday morning. Due to changing conditions and necessity for faster transportation, the Atlantic Coast Line inaugurated in the winter of 1938-39 a schedule which made it possible to accomplish third morning deliveries in New York, and, using the previous example to make this clearer, cars loaded in Florida on Monday were available for sale on New York markets Thursday morning instead of Friday or Saturday morning as under the old schedule.

For movement of general freight traffic, the schedules of the Atlantic Coast Line have been greatly improved during the past few years so that traffic of every description is transported distances of from 250 to 300 miles overnight, and made available for delivery the following day. There has also been inaugurated a

plan of store-door pickup and delivery for freight traffic, with no extra charge, which furnishes a complete and expedited service.

The Atlantic Coast Line has contributed significantly to the history of passenger transportation. For example, the all-Pullman deluxe Florida Special, which has just completed its 54th consecutive year, was the first train that ever operated between the East and Florida; it was the first vestibule train in the world, and among the first electric lighted trains in the world—the second in the United States.

Keeping step with progress and changing travel conditions, full length Pullman Recreation-Entertainment cars, complete with hostess, an accomplished accordion player and equipment for various kinds of games for the amusement of our patrons, were added as permanent part of the Florida Special equipment a few years ago. The popular appeal of these features has been so pronounced that the Florida Special has been operated in as many as eight sections. Incidentally, the Florida Special is the only train in the world carrying Recreation-Entertainment cars.

Again, in the spirit of progress and with a view to meeting the demand for modern, low-cost transportation, the Atlantic Coast Line in December, 1939, inaugurated a Diesel powered all-coach, stainless steel streamliner between the East and Florida. This train was appropriately named "The Champion." It speeds from New York to Miami in only 25 hours.

So it can be seen that the consistent policy of the Atlantic Coast Line has been to keep in stride with progress and to provide for the traveling public facilities both pleasing and modern.

Atlantic Coast Line employees have, throughout the years, contributed their part to the religious, social and economic welfare of the communities they have served and of which they are a part. The payrolls of the railroad also make a substantial contribution to the business communities and the taxes it pays are a big factor in supporting the schools, as well as governmental agencies. The fortunes of the Atlantic Coast Line are those of the people it serves. It has prospered with them when times were good, it has suffered with them when times were bad. It has grown with the Southeast because its management has conscientiously devoted its efforts and the company's resources to anticipate and meet the transportation needs of its patrons.

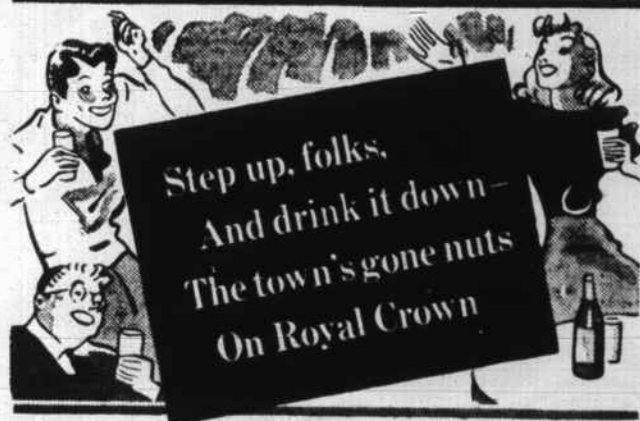
The railroad industry, like a great many other lines of business, has fallen upon evil days during the last eight or ten years. It is sincerely hoped that when more normal conditions have been restored that the

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