of the University. Loyalty to the institution is losing none of the enthusiasm that finds its occasional magnetic center in great athletic contests; but it is steadily receiving also a far deeper and richer interpretation. There have been, during the past year, many inspiring evidences that we are coming more and more to see that true loyalty to the University consists not merely in pride in the institution, nor merely in love for it as our Alma Mater; but also, and mainly, in our personal devotion to the high things for which the institution stands, and our practical service in making these things prevail. This devotion we share with all good men everywhere whose aims and ideals are kindred, and with every agency that seeks to make them effective in the life of the State. The essential character of the institution is coöperation in its fullest and deepest sense; it is the institution for expressing in intelligent and constructive terms all of those varied aspects of human effort that make complete and unified the life of the State. Adequate equipment, therefore, to do its work with freedom and vigor, it asks not in any selfish measure, but as the heart of the general good. If we view it in the lesser way of partisanship, whether friendly or unfriendly, we shall think too lightly of its mission, misconceive its true character and potential greatness, and so fail to give it the means to perform its functions with the strength, the vision, and the confident faith necessary to the leadership committed to its care."

THE ATLANTIC COAST LINE RAILROAD.

The equipment, rails, and rolling stock of the Wilmington and Weldon Railroad and its connections north and south were thoroughly worn out at the end of the war, so that when peace came there was need for entire rehabiliment. Mr. Walters, Mr. Newcomer, and Mr. Jenkins, of Baltimore, becoming interested in the property, so managed it that in a few years it became wonderfully productive, and under their control it was a nucleus of railway development. From it has arisen, Phœnix-like, the Atlantic Coast Line, in its equipment and management one of the finest examples of railroad development in modern times. It has been called the aorta of Wilmington's commercial and industrial life. Without it Wilmington could not have flourished. Many of our inhabitants of slender means depend

upon its dividends for their daily bread—others of larger fortunes have always preferred to invest in its shares, not only on account of its admirable physical equipment and its stable financial policy, but also because Mr. Henry Walters, the chairman of the board, and his associates in its excellent management, command the respect, the confidence, and the admiration of its stockholders, large and small.

From this training school of the thousands who depend upon it for their occupation and support have arisen many young men, succeeding to vacant places of responsibility and honor, because the quality of their instruction has been of the best and their industrious application has resulted in deserved promotions.

In July, 1898, the connecting lines of the Wilmington and Weldon Railroad in South Carolina were consolidated under the name Atlantic Coast Line of South Carolina, and in November following the lines from Richmond to Garysburg were organized as the Atlantic Coast Line of Virginia. Two years later, the above companies were consolidated with the Wilmington and Weldon and its tributary lines in North Carolina under the name Atlantic Coast Line Railroad, and in 1902 the Plant system in Florida and Georgia was consolidated with the Atlantic Coast Line. Thus the present Atlantic Coast Line Railroad, having more than 4,600 miles of track, extends from Richmond and Norfolk on the north, to Tampa, St. Petersburg, and Fort Meyers on the south, and to Montgomery on the west, traversing the great coastal plain of the Atlantic seaboard, through the States of Virginia, North Carolina, South Carolina, Georgia, Florida, and Alabama. The country through which it passes is rich in agricultural development and possibilities, and the trucking industry on its lines has grown to enormous proportions. Near Wilmington is the greatest strawberry-producing belt in the world. These berries are shipped to the Northern markets from this section in great quantities each year, and are considered a most profitable crop.

Starting in Virginia, with its grain and other hardy crops, the line passes through the cotton and tobacco belt, thence through the wonderful garden-truck section of the Carolinas and Georgia into the semi-tropical sections of Florida, abounding in citrus fruits of unrivaled quality as well as early vegetables of every variety, which the fortunate introduction of the art of making ice, invented by Gorrie, and the use of refrigera-