tor cars have enabled the carriers to transport in a fresh condition to the great markets of the North.

The remarkable diversity of soil and climate is steadily attracting the attention of settlers, and the Atlantic Coast Line Railroad Company, through its Industrial and Immigration Bureau, by coöperation with State agricultural colleges, and in other ways, has left no stone unturned to develop and advance an interest in agriculture. During the past year a car equipped with the agricultural products and resources of the States through which its line runs was exhibited at many fairs at the North and Northwest.

The products of the forest, including naval stores, form a most important part of the tonnage of the line, running as it does through the great pine and cypress belts of the South. Nor is this section dependent on the forest alone for its growth and prosperity, its manufactures, chiefly cotton goods, being important factors. The phosphate industry particularly is an important one, and the rails of the Atlantic Coast Line Railroad company reach the rich deposits of phosphate in Florida and South Carolina.

The Atlantic Coast Line has about 1,700 miles of its track in the State of Florida. New lines are now being built to open up further the rich phosphate beds and the citrus fruit belt of that wonderful section of our country.

This road took an important part in the War between the States, and, as already indicated, it had to be practically rebuilt at its close.

The general offices of the company have always been located in Wilmington. Starting with a few men in 1840, it now has employed at headquarters about one thousand men, and to meet the constantly increasing business there has been built in recent years one of the handsomest railroad office buildings in the South. This structure, six stories in height, is of concrete and steel construction, and cost, with train sheds and concourse, approximately $375,000.

Wilmington is one of the important points on the Atlantic Coast Line Railroad. Cotton is its principal export, although large quantities of naval stores, lumber, and other products are handled. It had at one time the distinction of being the largest naval-stores market in the world, but this industry has gradually moved southward, and now Savannah or Brunswick claims precedence. During the season of 1914 there was cleared from

Wilmington one of the largest single cargoes of cotton ever shipped from any Atlantic port.

It is a far cry from the passenger train of 1840, with its crude equipment, on which a passenger had to pay seven cents per mile or more to travel, to the magnificent trains of today, with their powerful locomotives and steel passenger equipment, on which one may ride for two cents a mile. The Atlantic Coast Line Railroad Company runs daily, during the winter months, four through passenger trains, with the most modern Pullman equipment, from New York and eastern cities to Jacksonville and other Florida points. It also runs daily five passenger trains, with modern Pullman equipment, from Chicago to Florida points, connecting with the Coast Line rails at Montgomery, Albany, and Tifton. From Key West and Tampa direct connection is made with modern passenger steamers for Havana and other points in Cuba.

At one time all of the through trains between the North and the South moved via Wilmington, but in 1892, in order to shorten the distance materially and thus to compete more effectively for the Florida travel, a line was completed from Contentnea to Pee Dee, a distance of 141 miles. This line opened up also a fine farming section.

The Atlantic Coast Line is generally known and advertised as "The Standard Railroad of the South." It is the constant aim of the management to maintain this standard and to merit this distinction.

THE SEABOARD AIR LINE RAILROAD.

The Wilmington, Charlotte, and Rutherford Railroad was chartered February 13, 1855, and by 1861 there were built 103 miles on the eastern division, and from Charlotte to Lincolnton on the western division. The road was sold April 10, 1873, and reorganized as the Carolina Central Railway Company, and was completed to Charlotte and Shelby in the latter part of 1874, comprising a total distance of 242 miles.

The Carolina Central Railway was sold May 31, 1880, and reorganized as the Carolina Central Railroad Company, July 14, 1880, when the late Capt. David R. Murchison was made president.

It traversed the counties of New Hanover, Brunswick, Colum-