

Early Risers

THE FAMOUS LITTLE PILLS. For quick relief from Biliousness, Sick Headache, Torpid Liver, Jaundice, Dizziness, and all troubles arising from an inactive or sluggish liver.

Ask for the 1906 Kodak Almanac and 200 year Calendar. Standard Drug Company, Asheboro Drug Company.

Dr. S. A. HENLEY, Physician and Surgeon, ASHEBORO, N. C.

Office over Spoon & Redding's store near Standard Drug Co.

Mid Summer Bargains.

Flowers, Ribbons, Laces, Fancy Braids, Silks and Ornaments, Patterns, Tailored Dress Hats. We are showing a selection of Laces and Linens, ready to ship.

Mrs. E. T. Blair. Office over Spoon & Redding's store near Standard Drug Co.

McAlister & Co. Asheboro, N. C.

Life and Accident Insurance. The best companies represented. Office in the Bank of Randolph.

DR. D. K. LOOKHART, DENTIST, Asheboro, N. C.

Office: THIS BANK. HOURS: (8 am to 1 pm) (2 pm to 5 pm)

Loved

Having bought out the grocery business of Jon. Norman I have moved to the building formerly occupied by Morris & Scarborough.

W. W. JONES. Depot street, where I will be glad to see all my old customers and new ones, two.

Bank of Randleman, Randleman, N. C.

Capital \$12,000. Surplus, \$2,000.

Accounts received on favorable interest paid on savings deposits.

Directors: W. K. Hartsell, A. N. S. G. Newlin, W. T. Bryant, C. G. S. N. N. Newlin, S. Bryant, Barker and J. H. Cole.

Bank of Randolph, Asheboro, N. C.

Assets, over \$36,000.00

Work Pleases! I have an easy slave as a further ever give, on me as my saloon, eating, or in room.

TOM CARTER. Office over Spoon & Redding's store near Standard Drug Co.

Hotel. Main Street (Near Court House.)

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If You Want a Kiss, Why Take It.

There's a jolly old French proverb that is pretty much like this: 'That a man is full of Heaven. When he has a woman's kiss, But there is danger in delaying. And the sweetness may forsake it: So, I tell you, beautiful lover, If you want a kiss, why take it.

Never let another fellow steal a march on you in this; Never let a laughing maiden see you sporting for a kiss; There's a royal way to kissing, And the jolly ones who make it! Have a motto that is winning, If you want a kiss, why take it.

Any fool may face a woman, Anybody wear a crown, But a man must win a woman, If he'd have her for his own. Would you have the golden apple? You must first get the golden snake it! If the thing is worth the having, And you want a kiss, why take it.

Who would turn upon a sweet With a forest smothering? Who would give the money weather For a kiss and windy sky? Oh I tell you there is magic, And you cannot, cannot break it. For the sweetest kiss of loving Is to want a kiss, and take it.

The September Gale. I'm not a chicken! I have seen Full many a chill September, And though I was a younger then, That gale I will remember: The day before my kite-string snapped, And my kite was scattered in the air, The wind whistled off my palm-leaf hat, For me two storms were leaving.

It came as quavels sometimes do, When married folks get chafing; There was a heavy sigh or two, Before the fire was flaring— A little stir among the clouds, Before they rest assured— A little rocking of the trees, And then came on the thunder.

Lord, how the ponds and rivers boiled, And how the shingles rattled, And corks were scattered on the ground As if the Titans battled, And all above was in a howl, And all below a crying— Oh, what a night!

It changed to our winking day, And all our things were drying, The storm came roaring through the trees, And set them all a-rying; I saw the shingles and petticoats Go sailing off like witches, I lost—oh! literally I wept— I lost my Sunday breeches.

I saw them straddling through the air, And too late to win them, I saw them chase the clouds as if The devil had been in them. They were my darling and my pride, My boyhood's only riches— 'Farewell, farewell!' I faintly cried, 'My breeches! Oh, my breeches!'

That night I saw them in my dreams, How changed from what I knew them! The dew had wept their faded threads, The winds had whistled through them, I saw the wide and ghastly ruts, Where down came down torn them; A hole was in their amplest part, As if an iron had worn them.

I have had many happy years, And tapers kind and clever, But those my dearest ones have gone Forever and forever! And not till late has out the last Of all my earthly riches.

Thisaching heart shall come to mourn My love, my long-lost breeches! —O W. Holmes.

A Tramp's Lectures. A tramp asked for a drink in a saloon. The request was granted, and when in the act of drinking the profane beverage one of the young men present exclaimed: 'Stop! make us a speech. Its poor liquor that doesn't unloosen a man's tongue.'

The tramp hastily swallowed down the drink, and as the rich liquor coursed through his blood, straightening himself, he stood before them with a grace and dignity that all his rags and dirt could not obscure.

'Gentlemen,' he said, 'I look tonight at you and myself, and it seems to me that I look upon the picture of blighted manhood. This blasted face was once as handsome as yours as you are as young as I am. I was a man in the world of men, I, too, once had a home and a wife, and a position. I had a wife as beautiful as an artist's dream, but I dropped the priceless pearl of her honor and respect into a cup of wine and, like Cleopatra, saw it dissolve, then quaffed it down in the brimming draught. I had children sweet and pure as the flowers of the spring and saw them fade and die under the blighting curse of a drunken father. I had a home where love lit its flames upon the altar and ministered before it, but I put out the holy fire and desolation reigned in its stead.'

I had aspirations that soared as high as the morning star, but I broke and bruised those beautiful forms and strangled them that I might hear their cries no more. Today I am a husband without a wife, a father without a home and a man in whom every good impulse is dead. All has been swallowed up in the maelstrom of drink.'

The tramp ceased speaking. The glass fell from his nervous fingers and was shattered into a thousand fragments on the floor. The swinging doors were pushed open and shut again and when the group looked up the tramp was gone.

A Southern Idyl. Care of Lane Back After 15 Years a Settling.

I had been troubled with lame back for fifteen years and I found a complete recovery in the use of Chamberlain's Pain Balm. John G. Bisher, Gilliam, Ind. This liniment is also without an equal for sprains and bruises. It is for sale by Standard Drug Co., Asheboro Drug Co., Asheboro, W. A. Underwood Randleman.

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GREAT RIVER GONE DRY.

The Colorado River Pouring into Salton Basin in Southern California.

Perhaps a good many of the readers of the Courier will remember that in one of the articles by "Tenderfoot," there was a description of Salton Basin in Southern California. At the time the National Editorial Party were passing through that part of the country water had recently come into this basin and people were surmising as to where it came from. Some thought it was the under sea and others, that it came from the Colorado River. Later reports said that Irrigation Companies had been sued and now comes a very interesting report from Mr. George Y. Wisner, a Consulting Engineer of the United States Reclamation Service and a member of the International Deep-Waterway Commission who was recently sent by the Interior Department to inspect the basin and report conditions.

Mr. Y. Wisner says: "The great Salton Sink, as it is called in California, just north of the Mexican boundary line. Some years ago a private corporation, the California Development Co., undertook to render the plains in and about the sink fertile by an extensive irrigation project. Water was taken from the Colorado river at a point about 100 miles above its mouth, and a few miles south of Yuma, Arizona. Many miles of canal were built, which followed a natural depression in the country and an old waterway, passing through a portion of Mexico, into the region of California just north of the boundary.

Last year, sufficient water was not being delivered through the canal for the purposes of the irrigation project, another cut was made in the bank of the Colorado a short distance down the river from the first one. This cut was not protected in any way, and the result has been that now the whole Colorado river is flowing through it and into Salton Sink, and a big fresh water lake is taking the place of the plains.

A few figures are suggestive: "At the point where the irrigation company cut the banks of the Colorado, the river was 110 feet above the sea level. The lowest point in the Salton Sink is 285 feet below sea level. The Southern Pacific crosses the Salton Sink, and its tracks are 285 feet below sea level. When the Salton Sink has been filled to sea level, the new fresh water lake will have an area of one million acres, or over 1,500 square miles.

It is reported in California that the Southern Pacific Railroad Co., bought the interests of the California Development Company, paying it \$2,750,000 for the entire property, which was once valued at three million dollars. It is also said that the company has already expended about \$60,000 in trying to dam the passage through which the waters of the Colorado are now flowing. But all efforts have been in vain.

"The river bank where the cuts were made, and all along that region is silt, or sediment deposit, and floods that came down the Gila river and other tributaries of the Colorado last spring, cut away the bank, and deepened and widened the channels so that now the entire river flows into Salton Sink, and no part of it enters the Gulf of California. The Colorado river is designated on government charts as a navigable stream but I walked across the bed of the river dry shod below the point where it has been turned aside.

"In the Salton Sink there is already a lake with a surface area of 400 square miles. This sink was once the bed of a salt lake, or an arm of the Gulf of California; and when the water evaporated, it left vast beds of salt in crystals. A company that had been mining salt has been driven away from its property, and is now using the California Development Company for \$1,000,000 damages, it was told.

"The Southern Pacific has already been forced to move some of its tracks and if it proves really impossible to stop the flow of the river into the sink, the company must build at least 100 miles of new road through a difficult country, to get around the shores of the new lake. Several small towns and stations will be swamped and covered with water."

Mr. Wisner has a map that shows the outlines traced by the United States geologists, showing where the former lake shores were located. "It will take twenty years to fill the sink completely," said Mr. Wisner. "This will not be the first time the river has filled up the sink. The Yuma Indians say it happened about the ages of four old men ago. As the Yuma Indians live to a hale old age, it is thought that this represents nearly four centuries.

"The silt bearing Colorado in course of time manages to build a dam for itself, shutting itself off from the lake, by depositing mud in a delta; and it eventually throws into its old bed and seeks its outlet into the Gulf of California. This has happened many times, geologists say.

This report is especially interesting to persons who are acquainted with that part of the country. The country on both sides of the basin is hilly and mountainous and if it becomes necessary for the Southern Pacific Railroad Company to move its track, it will not only be a task of great magnitude but an enormous expense. The banks of the Colorado River all through that re-

WASHINGTON LETTER.

More Correspondent Writes About Railroad Rates, Etc.

Washington, D. C., Sept. 25, 1905.—While in New York the other day I met and talked with a man whose investments in manufacturing and the jobbing trade are sufficiently large to entitle him to be classed with the millionaires. The announcement had just been made that Senator Elkin's Committee on Interstate Commerce was to meet next November to prepare their bill which is the outcome of the hearing in this city in the early summer. My friend is not a railroad man nor in sympathy with railroad men. He is a self-made business man whose eye teeth have been cut after sharp contact with the world and who has fought his way to the fortune he possesses.

"I have just returned from a trip through the South and West," he said to me, "and I have come to the conclusion that if the States ever need the help of the railroads in their industrial development it is right now. Railway extensions, double tracking of existing lines and improvements in transportation are asked for all through those sections of the country. The States need them more than the railroads need the extensions, for it is a fact that the railroads are having about all the business they can attend to at the present time and with their present facilities. While certain new building that is absolutely imperative is in progress or soon to be so, capital is fighting shy of extensions solely on account of their fear of State or national legislation which will make railway investments more dangerous than they have been in the past. So any new projects in the air are held up. They will be in my opinion until something definite develops as to the temper of the people themselves toward the railroad.

"I believe in proper governmental regulation of the railroads and believe that every business man does. I have yet to find a railroad man who objects to a reasonable regulation—one that will effectually wipe out the abuses, the payment of rebates, whether direct or through the means of terminal railroads or switching roads or any other scheme. They tell me the wiping out of these abuses will be directly beneficial to the roads themselves, and that any legislation that will tend to remedy the abuses effectually will be supported by them and I believe they will do it openly. I believe it is a mistake where real reforms are needed, to appeal to the passions of the great masses of consumers who are so sorely at all interested and who know absolutely nothing of this transportation question.

"Both as a manufacturer, a producer and a consumer of raw material, I believe that one of the most serious injuries that could be done to business today would be the placing of railroad rate regulation in the hands of a political body centered in Washington. I have traveled something like 10,000 miles, met a hundred or more solid business men, and have failed to see one that does not agree with me in this position. We know the danger that would come from political rate making, whether in the hands of Republicans or Democrats, and between you and me we don't care a continental for the political side of it. We know that the railroads are always ready to meet the manufacturer or the producer in a friendly spirit, and where reason instead of passion rules it is the easiest thing in the world to secure modifications where we are shown the railroads that they are unreasonable or injurious to our business. There is not a section of the country but what has been benefited within the last ten years from voluntary reductions in rates or concessions of some sort voluntarily made by the railroads to help open new markets or to assist producers to meet competing markets or to help producers or industrial communities who want to find markets, and we don't care a continental for the political side of it. We know that the railroads are always ready to meet the manufacturer or the producer in a friendly spirit, and where reason instead of passion rules it is the easiest thing in the world to secure modifications where we are shown the railroads that they are unreasonable or injurious to our business. 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