

# June!

Will Be

## Special Bargain Month

At The

# Big Little Store

Big reduction made on Ladies and Childrens

## OXFORDS

Slippers and Pumps. Leonard, Shaw and Dean fine Slippers for Men Boys. Slippers and all Summer Shoes must go to make room for fall Shoes, which are now being received

Extra Specials

200 Pair Pure

## Silk Hose

and Half Hose

## 25 Cts

They have Linen tops heels and toes, same as sold heretofore at 50 Cents.

800 yards (new goods,) good quality fast colors, shirting calicos all you want 4 1-2c. 100 yards short length of past goods, worth 15c to 20c now 12 1-2c. Persian Lawn worth 15c, 45 inches, now 12c. Persian Lawn worth 25c, now 18c. Persian Dawn worth 35c now 22 cents. Linen Torchon lace up to 4 1-2 inches wide 5c as cheap as cotton torchon and prettier patterns never before sold at this price. I have just received a new lot of figured lawn bought cheap and priced low.

## WARNER'S

RUST PROOF NON-BREAKABLE

## CORSETS

are proving their popularity. I have in my third order in less than two months

## R. Z. EGERTON

## OVER NIAGARA FALLS

Fate of a Schooner That Was Used as an Experiment.

### SHE WAS DASHED TO PIECES.

A Thrilling Sight From the Time She Struck the Seething Rapids Until the Mighty Falls Tore Her Into Splinters—A Pair of Tough Geese.

The following story of the first public excursion to Niagara Falls was written at the time by an eyewitness:

"The schooner Michigan was the largest vessel on Lake Erie at that time. She was too large, in fact, to enter the various harbors on the lake, and, being somewhat decayed in her uppers, the owner, Major Frazer, got the idea that she would answer the purpose of testing the fate of a vessel that by accident might approach too near the cataract and also the fate of living things that might be caught in the rapids. The proprietors of the large public houses at the falls on both sides of the river and of stages and steamboats made up a purse to purchase the schooner, aware that they would be amply repaid by the spectators that the exhibition would attract.

"For several days previous to Sept. 6, 1828, the day for which the affair was fixed, which was Saturday, the stages and canalboats came to Buffalo crowded with people. On the night of Sept. 5 wagons filled with country people rattled through the village in unbroken procession all night long, and on the morning of Sept. 6 Buffalo itself seemed to be moving in one mass toward the point of attraction. Five steamboats had been advertised to leave Buffalo Saturday morning. They were the Henry Clay, William Penn, Pioneer, Niagara and Chippewa. The Chippewa was appointed to tow the schooner Michigan to the Niagara river. I was a passenger on her.

"As soon as we got well under way the scene became interesting. The other four steamers came plowing along in our wake, crowded to the guards with passengers and bands of music playing. The Chippewa towed the big schooner to Yale's landing, on the Canada side of the Niagara river, where our passengers went ashore, as did those of the William Penn. The passengers of the Henry Clay and Pioneer landed on the American side. Yale's Landing was three miles above the falls, and the crowds of people were taken from there on down the river in wagons of all kinds. The hour fixed for towing the Michigan from Yale's Landing to the rapids was 3 in the afternoon.

"This task, an extremely hazardous one, was intrusted to the oldest sailor on the lake, Captain Rough. With a yawl boat and five sturdy oarsmen the old captain got the schooner under way. They towed her to within a quarter of a mile of the first rapids and within half a mile of the tremendous precipice itself—as near as they dared approach. They cut the big vessel adrift, and she passed majestically on, while the oarsmen of the yawl had to keep their every nerve and muscle to remove themselves from the peril of being drawn down by the rushing waters. Indeed, such had been the fear and apprehension of the men that they mutinied against Captain Rough and cut the towline before the time he had set. If they had obeyed the reckless old captain, he, the yawl and its crew would have preceded the Michigan over the falls.

"The high grounds on both shores of the river were lined with people as the Michigan, unguided by human agency, approached, head on, the first rapid of the seething descent, apparently keeping the very course that a skillful navigator would have guided her in. The American ensign streamed from her bowsprit and the British jack floated at her stern. The vessel shot the first rapid unharmed, still head on, making a plunge, shipping a sea and rising from it in beautiful style. In her descent of the second rapid, the water momentarily increasing in velocity and tumult, her towering masts went by the board, giving the spectators a startling representation of the crashing of a vessel's spars in a shipwreck at sea. She swung around and presented her broadside to the dashing and foaming water, and, after remaining, as it seemed, stationary for a moment, swung around until she was headed upstream.

"Passing the third rapid she bilged, but carried her hull to all appearances whole as she tossed and groaned between Grass Island and the British shore to the Horseshoe fall, over which she was drawn stern foremost and hurled into the thundering abyss. She was dashed to fragments before she struck in the seething waters below. Immediately after she went over hundreds of people hurried to the falls. The river was covered with fragments of the vessel. Nowhere could be found as much as two boards nailed together, and her great timbers were broken into bits like firewood.

"There were aboard the Michigan when she started on her trip toward the falls a wild bull buffalo from a western prairie, two bears from the Lake Superior regions, two foxes, a raccoon, a dog, a cat and four geese. When the vessel left Yale's landing in tow all these were let loose on the deck except the buffalo. He was inclosed in a pen. The two bears got enough of the trip when the vessel began the descent of the first rapid, and they climbed down the side next the Canada shore, plunged into the swift water, breasted the powerful sweep successfully and reached the shore. They were

so exhausted when they got on land that they made no resistance to being captured. The bears, before they abandoned the ship, climbed the masts of the vessel and, as it was presumed, from that outlook saw what their fish would be anyhow and then determined to take the chances of getting to land, slim as they were. The raccoon ran up a mast and remained there until the mast fell. He was never seen again. The foxes ran frantically up and down the deck and went over with the schooner, as did the buffalo bull and the geese. Not a trace of foxes or buffalo was ever found. Two of the geese swam ashore half a mile below the falls. The other two met the fate of the buffalo and the foxes."

### HIT HIM IN TWO PLACES.

The Way Cicero Treated His Devoted Admirer Petrarch.

In the early autumn of 1338 Petrarch suffered an accident which may be narrated in his own words. "You shall hear," he writes to a friend, "what a trick Cicero, the man whom I have loved and worshiped from my boyhood, has just played me. I possess a huge volume of his letters, which I wrote out some time ago with my own hand because there was no original manuscript accessible to the copyists. Ill health hindered me, but my great love of Cicero and delight in the letters and eagerness to possess them prevailed against my bodily weakness and the laboriousness of the work. This is the book which you have seen leaning against the doorpost at the entry to my library. One day while going into the room thinking about something else, as I often do, I happened inadvertently to catch the book in the fringe of my gown. In its fall it struck me lightly on the left leg a little above the heel. 'What! My Cicero,' quoth I, 'bantering him, pray what are you hitting me for?' He said nothing, but next day as I came again the same way he hit me again, and again I laughed at him and set him up in his place. 'Why make a long story? Over and over again I went on suffering the same hurt, and, thinking he might be cross at having to stand on the ground, I put him up a shelf higher, but not till after the repeated blows on the same spot had broken the skin and a far from despicable sore had resulted. I despised it, though, reckoning the cause of my accident of much more weight than the accident itself. At last, when the pain was too much for only for my wit, but for sleep and rest, so that to neglect the thing any longer seemed not courage, but madness, I was forced to call in the doctors, who have now for some days been fussing over this really ridiculous wound, not without great pain and some danger to the wounded limb, as they insist, though I think you know just what reliance I place on their prognostications either of good or evil. So this is how my beloved Cicero has treated me. He long ago struck my heart, and now he has struck my leg." —From H. C. Hollway-Calthorp's "Petrarch."

### GUIDEPOSTS IN FRANCE.

A Striking Feature of the Roads Throughout the Country.

A feature of the roads of France is the ever present guidepost. These guideposts consist of an iron plaque about two feet long and a foot high securely mounted on sturdy posts or fastened to some substantial wall. They are painted in white and blue and show without any possibility of mistake not only the commune or township in which they stand, but the next important place in either direction as well as the distances between all the chief points upon that route. Thus you will find if you are traveling on a road which leads to Paris that the name of the metropolis will appear on the signboard, although it may be several hundred kilometers distant.

In addition to these guideposts the Touring Club of France has put on the chief roads a series of signs and symbols to indicate to motorists and bicyclists what sort of a road they are approaching. The sign "routier," which translated into good United States means to "let up," has caused many a motorist who is unfamiliar with the road he is traveling to slow down and to find shortly after the sign had been passed that it was well that he paid attention to it because of a steep grade or some abrupt turn. There is no excuse, in view of the symbols and signboards, for any one motoring in France to get on the wrong road or to come unexpectedly into trouble.—Frank Presbrey in Outing Magazine.

### CHICHESTER'S PILLS

DIAMOND BRAND  
Beware of Counterfeits. Refuse all Substitutes.  
LADIES! Ask your Druggist for CHICHESTER'S DIAMOND BRAND PILLS in RED and GOLD metallic boxes, sealed with Blue Ribbon. TAKE NO OTHER. Buy of your Druggist and ask for CHICHESTER'S DIAMOND BRAND PILLS. For twenty-five years regarded as Best, Safest, Always Reliable. SOLD BY ALL DRUGGISTS. TIME TRIED EVERYWHERE. WORTH THE PRICE.

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That have just been put on our bargain counter

## To Sell at \$1.50 Per Pair

These are all good styles and we have a good run of sizes, also we have seventy (70) pairs

## ZEIGLERS OXFORDS

For ladies worth \$2, \$2.50, \$3 and \$3.50, all to go at

## \$1.00 PER PAIR

All ladies and misses Oxfords reduced for next 10 days

## Seven Days Sale of Ladies Hats

We have two hundred Ladies Hats, all this seasons best and newest shapes.

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## At 50 Cents Each

All millinery, ribbons &c reduced during this Sale

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