

CONDENSED FOR BUSY READERS

Capt. M. L. Jones is building a grist mill near his home at Thomasville.

The Cramer Chair Company at Thomasville is moving machinery into the wagon shop and will manufacture round post chairs there in the future.

The Pleasant Garden High School will close April 9th. State Superintendent J. Y. Joyner, will deliver the address.

The ground has been broken at Pleasant Garden for a Chair factory.

W. A. Garrett, vice president and general manager of the Seaboard Air Line railroad, has been elected president of that road succeeding the late Alfred Walters.

Statesville town authorities have closed a contractor for machinery, supplies, etc. for an electric light and power plant. The plant will be located near the Statesville Cotton Mills.

Senator Overman has succeeded in having the bank at Wadesboro made a government depository. \$50,000 will be placed on deposit there by Uncle Sam.

Mrs. D. A. Armfield, sister of the late W. G. Sapp, of High Point, was found dead in bed at her home at Jamestown Wednesday morning.

Albert Hubbard, a Confederate veteran sixty-three years of age, died Friday afternoon at his house near Greensboro.

The Daniel Mfg. Co., manufacturers of extracts, baking powders, druggists specials, etc. of St. Louis, will at an early date open a branch at Salisbury. Mr. Wade Barber, of Concord, will be in charge.

A marriage was solemnized in High Point Monday afternoon by Squire J. M. Sechrist, the contracting parties being Mr. Nathan W. Hill, of Randolph county, and Miss Sarah Johnson, of Guilford county.—Greensboro Record.

Solicitor Larry I. Moore, of the Third Judicial District, has determined to resign. Three candidates for his seat have been announced already.

Lucian Holt who was killed at High Point a week ago by Ed Bishop bears a bad reputation everywhere he has lived. He was reared at Burlington where he is a notorious law breaker. It is probable that Bishop will be ex-honored on the plea of protecting his home.

J. M. Millikan has sold his farm near Guilford College to a Mr. Hunter, who will take possession at once.

Salisbury has organized a new Building & Loan Association, to be known as the Citizens' Co-operative Building and Loan Association. L. E. Heileg, president; J. F. McCubbin, vice-president; and A. L. Smoot, secretary and treasurer. The company begins with 1,200 shares. The directors and shareholders represent strong finances and business ability.

Mrs. Esther H. Causey, mother of Policeman Davis Causey, received a letter Friday replying to one written by her thirty-one years ago. The letter was from Miss Marr Taylor, of Fort Kansas, Mo. The letter to which this one was a reply was written by Mrs. Causey December 1, 1876.—Greensboro Patriot.

Julius Coble, of Guilford county, after serving two years of a fifteen-year sentence for burglary, was pardoned by Governor Glenn last week. The impression prevails that the prosecuting witness swore falsely against young Coble.

The progress of architecture in America is strikingly contrasted by a picture of New York taken in 1896 which shows the spire of Trinity church, probably the most famous landmark in the metropolis, standing far above everything, and a recent picture of the sky scrapers which now surround it. In the last picture showing buildings from 30 to 45 stories high, the spire is barely noticeable.

The recent municipal shake up at Concord has developed the fact that for 17 years the town commissioners have been drawing \$100 per year, when the law only provides for an annual salary of \$24 for each member of the board. The board of 1889 without authority changed the appropriation which has since been accepted. The legislature must come to the relief of the board or they will be required to return the excess to the town treasury.

DRAMATIC STORY.

Episode in the Career of Robt. Garrett, Son of Jno. W. Garrett, Founder of America's Oldest Railway.

It is not generally known that a single bottle of champagne sealed the fate of Robt. Garrett, changed his life, caused him to become a recluse and finally sent him to a mad-house and to the grave disgraced and the Baltimore & Ohio Railroad to wreck and ruin. This bit of history is not generally known, but is, nevertheless, one of the dramatic instances in the annals of railroad making in this country. Attention was called to the matter by the recent celebration of the 80th birthday of America's oldest railway, the B. & O.

The Baltimore and Ohio is the oldest steam railroad in America. The first stone on its roadbed was laid in this city on the Fourth of July, 1828, with elaborate ceremony. Over its original length of nine miles mules dragged its cars. Then Peter Cooper, a manufacturer of New York, brought to Baltimore a steam engine—a curious concern, something like a boiler with a stove pipe in it. And Cooper's engine broke down and the horse express beat it. Then came the grasshopper engine—the embryonic genius of the tremendous locomotive of to day. So, historically, the Baltimore and Ohio is extremely interesting.

The road grew. It was the first to cross the Alleghany Mountains and tap the great West. It grew, and thanks to the energy, the executive capacity, the untiring labor of John W. Garrett, it thrived in time.

Its Early Vicissitudes.

But the story of its early vicissitudes form the most interesting chapters of the road's career. The original project was to construct an all-rail line from Baltimore to Wheeling. The original company was capitalized at \$3,000,000, and was chartered by the Maryland legislature. The cornerstones were laid by the illustrious Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence. The line was constructed to Ellwood's Mills in 1830, and the company announced in the Baltimore newspaper that a "brigade of carts" would run three times a day each way between Baltimore and Ellwood's Mills, the fare being twenty-five cents.

Before the line had been long in operation the motive power was changed from horses to a sail car, built by President Thomas's brother, Evan Thomas. This proved a more feasible means of locomotion, and so keen was the interest manifested in this novel sail car that prominent dignitaries and foreign representatives made the trip from Washington by stage in order to ride in this car.

Then came the trial of Peter Cooper's locomotive, known as the "Tom Thumb," which did not prove as successful as its builder had anticipated.

The first trial trip of the engine was made August 25, 1832, from Baltimore to Ellwood's Mills.

A year or two later engines of a more improved type were successfully tried, and from that time dates the expansion of the great Baltimore and Ohio system.

Under the management of John

Garrett the road arose to a pros-

perity even he had not dreamed

of. The company's stock paid 10 per cent dividends. If a dying man had stock in the Baltimore and Ohio he died content, for he knew his widow was provided for.

John W. Garrett died in 1884,

and his son, Robt. Garrett, succeeded him as president of the Baltimore & Ohio.

One of the most interesting chapters in the history of the road occurred when Robert Garrett opened the "bottle of champagne" that cost millions.

At that time there was one rail-

road between Philadelphia and Baltimore. Robert Garrett wanted it for the Baltimore and Ohio.

Thomas A. Scott wanted it for the Pennsylvania Railroad. That rail-

road was the Philadelphia, Wilmington and Baltimore. Just at that

time it was naturally the most desir-

able thing in the world for the B. & O. and likewise for the Pennsyl-

vania.

Robert Garrett set about to acquire

the property. He learned that sev-

eral of the largest owners of stock

lived in Boston. With their stock

in his possession he could easily get

control of the majority. So he went

to Boston, where his negotiations

were eminently successful. Already

in his mind's eye he saw the B. & O.

trains rolling into Philadelphia.

But Robert Garrett was never a

self contained man. He drank

deep. Arrived in New York he

went to a dinner party, the bottle of

champagne that cost millions was

opened. Robert Garrett drank it.

Flushed, he could not keep his

triumphant secret. But one man,

whose legs were under the mahogany,

did not drink. He excused himself

about 10 p.m. and left the table.

Before daylight he was in Philadel-

phia and at the house of Thomas A.

Scott, President of the Pennsylvania.

The next morning emissaries of the

Pennsylvania were hurrying to Boston and other points to get hold of the P. W. & B. stock. By 2 o'clock the next day the papers were signed, \$3,000,000 in cash paid over, and the Pennsylvania Railroad had control of the Philadelphia, Wilmington and Baltimore.

The "Morning After."

When Robert Garrett awoke on what he finally believed was to be the morning of his triumph the newspapers were full of the deal between the Pennsylvania and the P. W. & B.

Robert Garrett then determined that the Baltimore and Ohio would build its own line into Philadelphia. This it finally did, but at such a cost that the B. & O. found itself on the brink of insolvency in 1887. Drexel, Morgan & Co. advanced the money that delayed the day of reckoning. But, before lending a cent, Mr. Morgan demanded that Robert Garrett resign the presidency. Samuel Spencer, who was vice president of the B. & O. became president in Mr. Garrett's stead.

Then came a period of more vicissitudes. Charles F. Mayor succeeded Spencer as president, and was in turn succeeded by John K. Cowan. In 1896 the affairs of the road reached a crisis and the property was placed in the hands of a receiver.

Then came the turn of tide. With her improved traffic conditions, her excellent facilities for handling traffic, by the addition of motive power and rolling stock of the most improved type, the Baltimore and Ohio is now enjoying her share of traffic offered by all lines of industry and shipping space with the other large trunk line systems on the wave of prosperity prevalent throughout the country.

In 1897 I had a stomach disease. Some physicians said I was born with Consumption. One said I must eat less till Spring. For four years I lived on boiled nuts, sofa biscuits, and doctors' prescriptions. I could not digest anything I ate then. I picked up one of your Almanacs and it happened to be my life-saver. I bought a fifty-cent bottle of Kodolite and the benefit I received from that beats all the gold in Georgia could not buy. Two months I went back to my work as a machinist, and in three months I was well and hearty. May you live long and prosper!—C. S. Cornell, Rodding, Ga., 1906. The above is only a sample of the great good that is daily done everywhere by Kodolite for Dyspepsia. It is sold here by Standard Drug Co. and Asheboro Drug Co.

Coltrane—Fields.

J. A. Coltrane, of Greensboro, and Miss Carrie Fields, of Climax, were married at Columbia, S. C., last week. Miss Fields has been spending several weeks in Jacksonville, Fla., and was met in Columbia Thursday where the ceremony was performed. Mr. Coltrane formerly lived in Randolph, and his bride is a daughter of Mr. Raddy Fields, of Climax, and highly esteemed. Mr. and Mrs. Coltrane will make their home in Greensboro.

The winds of March have returned to the user of DeWitt's Carbolic Witch Hazel Salve. It quickly heals chapped and cracked skin. Good too, for hails and burns, and undoubtedly the best relief for piles. Sold here by Standard Drug Co. and Asheboro Drug Co.

Be the first to confess your faults. It is only the fool who never makes mistakes.

Mrs. Person's Remedy will cure

nervousness when nothing else will.

I wish I could write as strong as I

feel about it, but I cannot say enough



Makes the finest, lightest, best flavored biscuit, hot-breads, cake and pastry. Renders the food more digestible and wholesome.

ABSOLUTELY PURE

ROYAL BAKING POWDER CO., NEW YORK.

ONE OF THE BEST YET.

About two years ago I was taken with an incessant itching and burning of the stomach which produced inflammation. Nothing would stay on my stomach, neither food, milk, or even water. I would vomit every thing almost as soon as I would swallow it. Finally I got so weakened I had to take my bed, and would often have violent attacks of colic. Three doctors treated me and pronounced my trouble indigestion. Their treatment did me no good whatever. Everything I swallowed disagreed with me and I could not retain a thing I ate. Finally a friend begged me to try Mrs. Person's Remedy, and I was willing to try anything.

On the third dose I knew it agreed with me and was doing me good. In a week's time I could retain light diet like crackers, milk and rice. At that time I had been confined to my bed seven weeks, and was not able to sit up at all. In a month I could eat anything I wanted, ham, cabbage, potatoe—anything. Of course as my general health was built up I got strong, and when I had taken six bottles I WAS WELL and have never had a touch of indigestion since.

Mrs. Person's Remedy will cure nervousness when nothing else will. I wish I could write as strong as I feel about it, but I cannot say enough

in its praise, and for the good it has done for me.

MRS. R. C. JOHNSON,
Fort Mill, S. C., April 8, 1904.

An Indiana Judge's Decision in Regard to the Saloon Business.

Leland I. L., Dispatch, 14th.

If the decision handed down yesterday by the Circuit Court Judge S. R. Artman, holding that the Legislature has no more legal right to license the sale of intoxicating liquors than it has to license gambling, is upheld by the higher courts, it will close every saloon in the State.

Judge Artman held that the retail liquor business has no legal standing, on the ground that it is not one of the inherent common law rights of citizenship, since the business is dangerous to public health, morals and safety.

The legislature, Judge Artman declared, cannot make lawful for a price that which is unlawful because it contravenes the fundamental principle of government. In other words, the legislature cannot legalize a menace to public health, nor can the state under the guise of a police regulation looking to the public moral, license the saloon business.

Those who make a sword of their tongue must expect to be cut on occasionally.

Pure Food, Good Health!

I have a complete line of groceries and general merchandise.

Furnish your table our stock and you get purest and best.

I pay top market for produce.

W. W. JONES

Look Out for Cold Winds

You must wear a hat or at least you will when you come to see out new line for fall and winter wear.

The shapes are varied style and color to suit a Greatest care taken to give you a becoming fit.

Mrs. E. T. Blair, Asheboro, N. C.

ATTENTION!

We want to let people know that they should plant trees that grow and produce fruit.

We make a specialty of fruit of all kinds suited to this climate. Catalogue, price and information, as to planting, pruning, cultivating and gathering fruit free on request.

WAVERLY NURSERIES,

Waverly, Ala.

HOLLISTER ROCKY MOUNTAIN TEA
A Bay Leaf Tea
Brings Gold to the Soil and Leaves
Kilney Teas, English, Green, Black, and
Blood, Bad Breath, Digestive, Bowels, Skin
and Backache. It's Rocky Mountain Tea in
tablet form, 25 cents a box. Manufactured
by Hollister Dried Company, Madison, Wis.

GOLDEN NUGGETS FOR SWALLOW PEOPLE

ECZEMA and PILE CURE FREE Knowing what it was to suffer, I will give free of charge, to any afflicted a positive cure for Eczema, Salt Rheum, Erysipelas, Piles and Skin Diseases. Instant relief. Don't suffer longer, Write F. W. Williams, 400 Manhattan Ave., New York. Enclose stamp.

R. J. REYNOLDS TOBACCO COMPANY, WINSTON-SALEM, N. C.