

AN IDEAL MAN.

The Deutsche Tageszeitung of Berlin pays a high tribute to Secretary of State Bryan in a long editorial commending on the so-called paradox of "the notoriously most materialistic nation in the world under the guidance of the two most notable idealists of the time—Wilson and Bryan."

It believes that the appointment of Mr. Bryan to his present position promises closer German-American relations. "Mr. Bryan," says the paper, "is a man of the highest nobility of mind and a Democrat in the finest sense of the word. He is filled with the spirit of Washington, Bancroft and Lincoln, but lives in a time of moral and economic slavery under feudal lords and trust magnates. It will be one of the most interesting studies of modern times to watch the contest of materialism and idealism in the new world."

WHAT DID IT LOOK LIKE?

From Tit-Bits.] A story is being told of a gentleman who was on a motoring tour when his car broke down near a small village. It was late in the evening, so he decided to put up for the night at the only inn the village possessed, says Pearson's Weekly.

After a rather scrappy supper he was shown up to his bedroom, but soon after the landlord had come downstairs again his guest leaned over the balustrade and called: "Landlord! Landlord! Do you think I'm going to clean my own boots?"

"What d'ye mean?" grumbled the landlord. "What have you put a polishing pad on my bed for?" demanded the guest. "The landlord came upstairs to look 'Polishing-pad," he snapped. "That's not a polishing-pad! That's the pillow!"

FOR GOOD ROADS.

Four Surry County Townships to Vote on Bond Issue Next Month.

Charlotte (Observer.) Elkin, April 29.—Agitation for road improvement is beginning to make itself felt in Surry. Mount Airy township recently voted bonds to the amount of \$30,000 for road improvement and four other townships in the county have elections scheduled. These are Eldra, \$20,000 to vote May 12, Rockford, \$20,000 to vote May 13, Marsh, \$25,000 to vote May 12, and Shiloh, \$30,000 to vote May 11. As usual, there is some opposition to the bond issue but the friends of good roads are enthusiastic and working hard and hope to carry the election in the majority of the townships.

Mr. T. M. George who for nine years published the Elkin Times left last week with his family for Mount Airy where he has purchased the Mount Airy Leader and will consolidate the two papers under the name of the Mount Airy Times Leader. Mr. W. F. George the associate editor of the paper is to be married April 30 to Miss Frances Sedberry, daughter of Mr. and Mrs. C. D. Sedberry of Fayetteville. The ceremony will take place in Hay Street Methodist church, Fayetteville.

Mr. Givlian Roth of this place who is undergoing treatment in a hospital at Winston-Salem is improving and hopes to be able to return home shortly. Mr. Roth was employed by a lumber company in eastern North Carolina and while there was taken ill.

The new building to be occupied by the Elkin Drug Company is fast nearing completion and the company expects to have it ready for occupancy by May 1. Dr. J. W. Ring the principal owner of the company has been a resident of Elkin for 40 years, being the pioneer druggist and physician to locate here. He has had the misfortune to twice lose his drug store by fire, each time the flames starting in another part of town and getting him in their wake, but he is not discouraged nor cast down and is coming again with a bigger and better business than before.

TRUE ENJOYMENT.

What constitutes recreation depends of course, on the point of view of the one who is recreated. This anecdote shows what one small citizen thought enjoyable, says the Chicago Record-Herald.

A boy in a certain State school for dependent children wrote his father: "Dear Papa—We children are having a good time here now. Mr. Sager broke his leg and can't work. We went on a picnic and it rained and we all got wet. Many children here are sick with mumps. Mr. Higgins fell off the wagon and broke his ribs, but he can work a little. The man that is digging the deep whips used up boys with a heavy whip because we throw sand in his machine and made black and blue marks on us. Ernest cut his finger badly. We are all very happy."

RUSSIAN EXPORTS TO THE UNITED STATES.

From Consular Reports.] The increase of Russian exports to the United States was one of the surprises of 1912. The growth in this trade during the past two years has mainly resulted from a demand in America for Russian raw hides and for the cheaper grades of wool for the manufacture of carpets.

During the past five years, Russian exports to the United States have increased from \$9,445,131 to \$31,137,032. These figures indicate only the export trade. The great part of the direct business in Russia is controlled by German traders, who have strong connections in the United States, and many of their principal shipments are sent via Hamburg and Bremen, and consequently enter American ports as German goods. This is true especially of hides, wool, and caviar.

THE BEGINNING OF PHOTOGRAPHY.

From the Chicago Record-Herald.] It was a master achievement to produce a photograph; but a much greater achievement to make a photograph talk. Thomas A. Edison has succeeded in producing moving pictures in which everything that the characters say and every noise that is made is heard throughout the largest theatre; and yet the first photograph from life was taken only 84 years ago.

In the year 1797 the camera obscura was invented by Roger Bacon. In 1550 alchemists used the darkest of effects of light upon silver. In 1609 Baptista Porta perfected the camera obscura. Brougham in 1796 suggested the possibility of obtaining an impression on ivory sensitized with a solution of silver in the camera obscura. The real discoverer of photography was Joseph Nicéphore Niépce, who began in 1814

experiments to obtain permanent pictures. In 1829 he was joined by L. G. M. Daquerre, who had been experimenting since 1824. Daquerre received a pension of 6,000 francs from the French government and Niépce's son 4,000 francs on condition that their process should be published in detail and made free to the world. The following table indicates the progress of further discovery:

Table with 3 columns: Process, Date of Discovery, Exposure. Includes Daguerreotype (1839, 45 minutes), Calotype (1841, 3 minutes), Collodion (wet) (1851, 10 seconds), Collodion (dry) (1854, 15 seconds), Gelatin dry plates (1873, 1 second).

"I was a witness of the making of the portrait of Cardinal d'Ambrose. My father spread on a well-polished plate a Syriac alphabet mixed with Diop's oil. On this varnish he laid the engraving to be copied, which he had made transparent and placed in the light in his apparatus. After a longer or shorter time, according to the strength of the light, he laid the plate in the developing medium which caused the picture, which had till then been invisible to appear by degrees. He then washed the plate and let it dry. After this he laid it on a table, in water which was more or less acid. This picture I gave to the museum at Chalon."

The first photographic portrait from life, also reproduced, is that of Professor Draper's sister, Dorothy, taken in New York in 1839. The first full-length portrait was taken in Philadelphia in 1842. The year 1841 saw the birth of photographs on paper, thanks to Fox Talbot. The first instantaneous photograph was that of New York harbor taken in 1854.

CLEAN UP WEEK.

Chicago, April 21.—Today, declared official "clean-up week" by Mayor Carter Harrison, saw all of Chicago industriously engaged in scrubbing off the clinging soot and brushing up the pernicious microbes. In an official statement Mayor Harrison announced the week-long campaign of the Woman's City Club, and other organizations of women. The fire, police and health departments of the city co-operated with the women's organizations the Municipal Art League and the Chicago Association of Commerce to bring the plan into effect.

A vigorous preliminary campaign has been in progress for several days ago that flying is an almost certain remedy for "the great white plague." His reason was that exposure to the sun's rays at a very high altitude killed the germs of consumption in the lungs. Even before aeroplanes became as popular as they now are, there were not wanting medical men who believed in ballooning for certain ailments. As far back as 1806, Dr. George Bull, a famous oculist, advocated the balloon cure for eye troubles. People suffering from eye-strain would, according to this doctor, experience wonderful relief by going up into the air for about 3,000 feet and remaining there for some considerable time.

FLYING FOR HEALTH.

From Tit-Bits.] In spite of the grave risks run by aviators, the opinion is growing among doctors that flying is an excellent cure for many diseases. It is claimed that the purity of the air at high altitudes is extremely beneficial.

A noted German authority on consumption gave it as his belief not long ago that flying is an almost certain remedy for "the great white plague." His reason was that exposure to the sun's rays at a very high altitude killed the germs of consumption in the lungs.

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THE PURER AIR AT SUCH AN ALTITUDE.

The purer air at such an altitude," he said, "is the effect of watching the diminutive objects on the earth below would do the eye a great deal of good."

Many professional armen have stated that they feel in much better health after their flights. All "cobwebs" are brushed away from the brain by aviation, and headaches are often banished by magic.

Miss Truax, Davies, the noted woman aviator, stated a short time ago that flying was good for curing insomnia. When feeling very ill and "run down," it suddenly occurred to her that a trip in an aeroplane might effect a cure. Accordingly, she made an ascent with Mr. Valentine, and later on with another aviator, and to her great delight she found herself practically restored to health.

LETTER FROM THE UNIVERSITY.

Chapel Hill, April 22.—Many of the State's foremost educators, representing all sections, are on the program of the discussions of the high school topics at the three days session of the high school conference and the dedication of the new Peabody Education Building, which events come on the dates of May 1, 2, and 3, in Chapel Hill. The North Carolina High School Bulletin, in the April number, refers to the forthcoming three days' event as one of the most important educational meetings in the State in recent years. High school problems will be discussed and plans will be formulated for the continued growth of secondary education in North Carolina. The following educators who will make addresses at this meeting is an index to the import of the conference: Zebulon Judd, superintendent of Wake County schools; R. J. Tighe, superintendent Asheville city schools; W. T. Whitsett, principal of Whitsett Institute; E. C. Brooks, of Trinity College; J. E. Turlington, of Mt. Airy schools; H. H. Horne, of New York University; R. H. Latham, superintendent of Winston city schools; E. D. Pusey, principal of Goldsboro graded schools; Martin L.

Wright of Holly Springs high school; J. A. Matheson, of the State Normal and Industrial College; George W. Lay, president of St. Mary's College; F. P. Venable, president of the University; C. W. Massey, superintendent of Durham County schools; John J. Blair, superintendent of Wilmington city schools; J. H. Highsmith, of Wake Forest College; J. Y. Joiner, State superintendent of instruction; and M. C. S. Noble of the department of education of the University.

Professors E. K. Graham, C. L. Raper, N. W. Walker and M. C. S. Noble, represented the State University at the sessions of the conference for education in the South in Richmond the past week. Professor Graham delivered an address on Wednesday night before the Southern Association of College Women on the topic of "Some Factors in the Education of Women." Dr. C. L. Raper delivered two lectures before the Conference on Taxation in the South on the respective subjects of "Taxation and Efficiency in the Southern States" and "Effective Assessment System."

LAUNCHING OF THE CUNARD LINER AQUITANIA.

London, April 21.—Before a large gathering of public officials and officials of the Cunard Steamship Line the new trans-Atlantic liner Aquitania was launched at Clydebank today. The Aquitania despite her great weight and bulk took the water gracefully and without incident.

The new steamer is one of the most luxurious in the trans-Atlantic service. Accommodating 3,790 passengers, the big ship will have a theatre aboard for the amusement of the first and second cabins, carrying a theatrical company with a repertoire of plays. There will be Turkish and electric baths, according to Cunard officials, not only is the steamer up-to-date in all the latest improvements, but she is fully equipped with the latest safety devices as well as the number of life boats necessary to accommodate the large number of passengers in the event of accident.

The cost of constructing the Aquitania, which has a tonnage of 50,000 and measures 885 feet with a breadth of 55.5, reached the \$10,000,000 mark. She will have a maximum speed of 23 knots an hour in order to launch the steamer it was necessary to remove millions of cubic yards of material from the river bed. The rudder of the big vessel weighs 70 tons and is made of solid cast steel, built in three sections.

The name "Aquitania" is the Latin name of a part of Gaul, originally including the country between the Pyrenees and the Garonne, peopled by Liburnian tribes and settled in parts by Celts.

PUTTING IT FRANKLY.

From Tit-Bits.] The story is now being retold at Washington of an American patriot who once called at the White House to ask for a certain post. He gave his name and his business and was shown into what he supposed was a waiting room, says the Pathfinder. He picked up a newspaper from the table and began to read. In a few minutes another man came in, and he, too, after a glance at the other, picked up a newspaper and began to read.

After a little the first American remarked casually: "I suppose you're here on the same business as I am?" "I don't know," was the reply. "I've come to make the old dump give me a job. Have you?" "Well, no, not exactly," replied the second man, pleasantly. "I'm the old dump himself."

BUFFERS.

Dr. Frank Crane, in Atlanta Journal.] On each end of a railway coach are buffers. When, in coupling and switching, one car is thrust against another, it is the buffers that receive the shock. Without these useful devices freight trains would speedily be pounded to pieces, and passenger coaches would be jerked so as certainly to destroy the comfort and possibly imperil the lives of the occupants.

As if a man were simply a machine made of hard bones, his world would soon be broken; fortunately all his bone works are surrounded by cushions of flesh. Besides this the bones themselves never come in contact one with another; at the joint is the synovial fluid, and cartilages cushion the vertebrae.

When a man makes a machine he must be careful not to allow metal to play directly upon metal, else friction will be produced and the mechanism will be ruined.

"People, in their dealings with each other, need buffers, lubricants and shock absorbers."

It is well to have firm principles. Many without them of the soul. A man without them is very properly called a jellyfish, a wretched invertebrate. But all around the sides and ends of our firm, unyielding principles should be cushions of tact.

It is a good thing to have a belief that is like granite, but it is still better to have it wrapped in courtesy and self-control.

I have known Christians whose religion was iron, but it was bare iron, cutting and wounding, sharp cornered, and monstrous co-d to the touch.

How much more effect they would have had if the iron of their unyielding convictions were padded with the velvet of an agreeable manner!

Let us know Socialists, insurgents, and reformers of all types who seem to think this old world can be induced by an axe to change. They have a fierce scorn of all compromise, they fear to lower the standard, they want no nambypamby ways nor soft speeches.

I confess I like such folks. I enjoy a good biter and a deep talker. But how much more they would accomplish if they would learn the art of using buffers! How much less they would cut their own knuckles if they would wear at least the regulation prizefight gloves when they go slugging!

Let us say no apology for cowardice nor hypocrisy, for flinching nor outbursts, but let us nevertheless remember that human society needs oil as much as much as an automobile, needs springs as much as a buggy, and needs buffers as much as a pull-man sleeper.

There are certain shock-absorber souls, God bless 'em! They delicately

maneuver to prevent family jars, they sidetrack and cushion collisions in the church, lodge or union; they know the art of keeping neighbors from clashing, and altogether they arrange so that human society shall not get a hot box. They are the pneumatic tires of progress.

THE TWO CANALS.

Charlotte (Observer.)

In 1912, a little over 30 years after Dr. DeWitt beat France in a close race to the purchase of the Khedive's Suez Canal shares, the waterway over which the British Government thus obtained control had its most successful year. It handled 5,373 vessels of 28,008,945 tons and enjoyed a total gross revenue of about \$27,000,000. On her share purchased for \$19,326,188 Great Britain received a 30 per cent dividend of \$4,668,597, after having received sizable dividends from the first. The Suez Canal being a sea-level waterway, operating expenses are very low. Strict business system governs the management, and tolls are kept as high as the traffic can reasonably stand. At present there is practically no competition except around the Cape of Good Hope in one direction and to a very slight extent through the Straits of Magellan or around Cape Horn in the other. Before long, of course, it will encounter competition from the Panama Canal. Last year it lowered its tolls somewhat, and conjectures were freely made that this course was pursued with the approaching completion of the Panama waterway. It probably would be instructive to compare the operating prospects for Panama as prepared by Prof. Emory R. Johnson of the University of Pennsylvania, an expert in the science of transportation, and embodied in the new canal act. His estimate was that beginning with 10,500,000 tons of shipping in 1915 the business would probably reach 17,000,000 tons in 1925. At the rates fixed this would mean a 10-year deficiency of about \$26,000,000. It would account for interest on canal bonds and operating cost but not for maintenance. If we accept the official British interpretation of the Hay-Pauncefote treaty, as from various motives of either commercial or military interest among us contend that we should, we will have incurred this tremendous outlay without prospect either of any early return or any discriminating advantage even to our coastwise trade.

The Suez Canal report shows that 62.8 per cent of the tonnage passing through there flew the British flag. It is unfortunate that the American merchant vessels trading through Panama will for many years be few. Great Britain at Suez gets practically the benefit of fortification without the responsibility and expense; her control of Egypt and all the bases and coaling stations anywhere near the entrance, together with her naval predominance, give her the substance of technical neutrality at the canal. Any way we compare our investment at Panama with Great Britain's at Suez we need not expect such a bargain as John Bull got.

ORIGIN OF FAMOUS PHRASE.

The political term "dark horse" is thought to have had its origin in the following circumstances: In the last century there lived in Tennessee a "character" named Flynn, an elderly person who dealt in horses. Flynn generally contrived to bring a speedy nag or two for racing purposes, and he could arrange for a "good thing" during his peregrinations throughout the State.

The best of Flynn's flyers was a coal black stallion named Dusky Pete, almost a thoroughbred and able to go in the best of company.

One day Flynn visited a town where a race meeting was in progress. He came to the track with the intention of nothing of the horse's antecedents and not being over impressed by his appearance, backed the local favorite heavily against the stranger.

Just as the beasts were being saddled for the race, a certain Jud McMinamee, who was the "oracle" of that part of the State, arrived on the course and was made one of the race judges.

As he took his place on the stand he was told of the loss of the owner of the strange entry. Running his eye over the track the judge instantly recognized Pete "Gentleman," said McMinamee, "there's a dark horse in this race, as you'll find out."

He was right. Pete, "the dark horse," lay back until the third time he was well ahead, when he went to the front with a rush and won the race.

NAME YOUR COUNTRY HOME.

We wonder why it is more of our country homes are not named. Virginia names her homes, so does South Carolina, more than we. For miles and miles you may ride through our county and adjoining counties and never find a home with a name. There are nice homes plenty of them, but yet there is one thing lacking, they are without names.

Why should you name your home? For the same reason that you name your child to live it a means of distinction, an individuality, that something which causes it to stand out with a bearing and dignity all its own. A name gives a completeness that comes from nothing else; it invests your home with a pride, a purpose, and so enables it to better fill that place in society designated to the home.

Parents can hardly do their children a greater injustice when they are small than to fail to give them a name. Everyone can see to what disadvantage a child without a name is put. No one knows what to call him and when he is mentioned in such commonplace terms as "that Smith boy" or "that young one of Mr. Jones" all of his personality has been detracted, leaving him a blank.

What a strong, forceful name will do for a child, an appropriate attractive name will do for a home. Where it means strength, reputation, and character to the child, it means the same to the home.

First, make your home worthy of a name. There is no sadder sight than seeing a respectable good name bedraggled and splashed with disgrace. Make no pretensions in naming your home. Clean it up, beautify the surroundings and give it an appropriate name thereby making it more attractive to you and others.

IN SEARCH OF A LOST CONTINENT.

Many expeditions have been setting out lately in quest of lost treasure, but perhaps the most ambitious is that which sailed from London in search

not merely of sunken treasure, but of a sunken continent. For many years objects of gold and silver found by fishermen along the coast of Yucatan have excited the curiosity of scientists, and some have believed in the existence of a once rich and populous country long since swallowed up by the sea. The English explorer Meekham, who is at the head of the expedition, has already been over the ground, and his opinion is supported by the Budapest geologist, Professor Monoszy. That the region is highly volcanic is well known, and great earthquakes are frequent both in Mexico and in Central America. It is the belief of the adventurers that the Yucatan peninsula is what is left of an immense supercontinent that stretched as large as Europe, stretching along the twentieth parallel of latitude. Hopes of treasure may be fallacious, but the shallow waters of the Gulf of Campeachy, west of Yucatan, are worth a more careful exploration than they have yet had.

PLENTY OF ROOM ON EARTH.

Philadelphia (Public Ledger.) Pessimists—persons who see only the worst side of everything—often fault the stars in the Philippines and Malay archipelago among the earliest researchers many evidences of the "boob" that rocks the boat and drowns his sweetheart and friends.

Dr. Judson believes the stories now current and forming some of the ammunition of the after dinner speaker were told at the dawn of civilization. In fact the chant of the old Whitechapel club is true: "In the days of old Rameses (are you on?) they told the same tale, sang the same song."

WATCH YOUR STEP!

The Conductor Wants to See a Finshed City.

"Ain't they ever gonna get this town done? I been steppin' over cement sacks an' dodgin' 'em carriers ever since I was a kid. First it's one buildin' an' then it's another. Looks to me like people is awful poor guessers in puttin' up stores an' skyscrapers. They keep tearin' down one block an' startin' another, so's you can't go nowhere an' not see a donkey engine holstin' brick. This is gonna be a fine town some day, but it's a long time off. To hear some fellows talk, you'd think the minute all th' buildin's has been put up an' all th' railroads made, an' all the hammerin' an' sawin' is done, you'd have to chloroform workin' men an' stop raisin' men babies. That's all bunk. This world wasn't made to keep rippin' it to pieces an' doin' it over again, like a fool baby knocks down blocks an' sets 'em up again. They don't no more need a sixteen-story buildin' in this town 'n I need sixteen legs. Like as not, after me an' you's dead, an' a earthquake scrambles all these elevator houses th' fellows livin' th'ell get it into their heads that nobody ought to live upstairs at all, an' then them guys'll be tearin' down all th' skyscrapers an' buildin' houses spread out all over ten-acre lots, an' no stairs in 'em at all. I tell you, us people's gone daffy on brick and mortar. Time they get all th' cities done, they'll have all the streets supplied. Most workin' men can't stand straight up now. It takes a small boy to tell 'em how many stories a new buildin' has. We don't need any more new buildin's. If we'd spend th' money in helpin' old people live easy an' givin' young ones somethin' to think about 'sides gettin' a job we'd have a city worth livin' in. I'd like to wake up an' find this town finished, an' th' people's minds on somethin' 'cept rent. Maybe th' government could plan how to make folks happy, 'stead o' schemin' how to juggle dollars."

"Look where you're steppin'!" "Both doors, both doors; little lively, please!" "Watch your step!"

Atlanta Georgian.] The incumbent of an old church in Wales asked a party of Americans to visit his parochial school. After a recitation he invited them to question the pupils, and one of the party accepted the invitation.

"Little boy, he said to a rosyfaced lad, 'can you tell me who George Washington was?'" "Is, sir," was the smiling reply. "E was a 'Merican general."

"Quite right. And can you tell me what George Washington was remarkable for?" "Is, sir. He was remarkable 'cos 'e was a 'Merican and 'told the truth."

AUDITORIUM AND MARKET QUESTION. Mr. Editor:—I notice in Saturday afternoon's Observer that it was suggested at a meeting of the Board of Aldermen on Thursday night that the Auditorium Company could place a box in an adjoining room and ascertain the views of the people upon the sale of the market house to the city. I beg to say that it was a mere suggestion to the Board of Aldermen, if they desired to ascertain the sentiment of the people. Of course, the Auditorium Company has nothing to do with that, but simply made a proposition to the city that if it desired it could obtain this property at what it cost the present stockholders. Further than that the company has nothing to do or say.

By J. Vance McGougan, President.

Mrs. Elizabeth Lilly, of Mt. Gilead, N. C., is here visiting her son, Dr. J. M. Lilly, on Haymount.

DEAFNESS CANNOT BE CURED by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflated with a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces. We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars free.

F. J. CHENEY, & Co., Toledo, Ohio. Sold by Druggists, 75c. Take Hall's Family Pills for constipation. 2-24-lmo

MOTHER-IN-LAW GOAT IN NINE.

YAH, 3,500 B. C.

Dr. Harry Pratt Judson, president of the University of Chicago, told the Hamilton club that his specialists had discovered in their researches that most of the standard jokes now prevalent had been current 3500 B. C.

On bricks taken from the site of Nineveh the various "mother-in-law" jokes were inscribed. Even at that early date the mother-in-law was the "goat" for all domestic troubles. She chased her son-in-law from the domestic hearth, and the young husband is depicted as a frightened person. Babylon at a date several centuries later produced hieroglyphics showing the "ugly man" joke. If the ugly man met any man uglier, he had vowed to kill him. The man to be sacrificed was willing because he was the uglier.

Prof. J. H. Breasted, the noted Egyptologist, has discovered the variations of the joke of the bawful young man proposing to the grouchy father for his daughter as early as 3300 B. C. The Egyptians of the period had the jokes of the "goose" who cannot open the door of his dwelling.

Prof. Starr, the famous anthropologist, found in the Philippines and Malay archipelago among the earliest researchers many evidences of the "boob" that rocks the boat and drowns his sweetheart and friends.

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AUDITORIUM AND MARKET QUESTION. Mr. Editor:—I notice in Saturday afternoon's Observer that it was suggested at a meeting of the Board of Aldermen on Thursday night that the Auditorium Company could place a box in an adjoining room and ascertain the views of the people upon the sale of the market house to the city. I beg to say that it was a mere suggestion to the Board of Aldermen, if they desired to ascertain the sentiment of the people. Of course, the Auditorium Company has nothing to do with that, but simply made a proposition to the city that if it desired it could obtain this property at what it cost the present stockholders. Further than that the company has nothing to do or say.

By J. Vance McGougan, President.

Mrs. Elizabeth Lilly, of Mt. Gilead, N. C., is here visiting her son, Dr. J. M. Lilly, on Haymount.

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