Southern Mill News—FROM TEXTILE MANUFACTURER

Shelby, N. C.—There has been some trouble between the city of Shelby and the Lily Mills on account of water. The mills claim that the city is using more than their share of the limited supply and thereby necessitating their running on short time. While fully in sympathy with the mills the city has pointed out that it is not using more than a minimum supply.

Chester, S. C.—David Peden, a commercial traveler, and S. C. Carter, a merchant of Chester, are planning to organize an overall manufacturing plant in this place. It is proposed to capitalize the organization at $10,000. The new mill will manufacture a wide line of khaki goods in addition to the overall line. In canvassing in an endeavor to dispose of stock the organizers have met with gratifying success.

Greenville, S. C.—The Secretary of State gave the Parker Cotton Mills the right to increase its capital stock from $10,000,000 to $15,000,000, Monday night. The increase was made by the issue of $5,000,000 additional stock, which will be divided into guaranteed, preferred and common stock, as determined by the directors. The guaranteed stock is to be issued only for cash at par, for the acquirement of additional property. The preferred and common stocks are to be issued for such consideration as may be determined by the board of directors.

Columbia, S. C.—J. H. Means Beaty, vice president and general manager of the Parker mills in Columbia, has resigned his position on account of his health. His successor has not yet been selected.

The announcement of the retirement of Mr. Beaty from active charge of the Parker mills in Columbia was received with regret by those with whom he has been associated. Mr. Beaty has had active charge of the work for several years and has taken part in giving the various companies of which he was practically the local head, the financial standing they now have.

Albemarle, N. C.—The Wiscassett Mills Company has decided to enlarge its No. 2 mill's picker building and contract for the construction has been awarded to T. C. Thompson & Bros. of Birmingham, Ala., and Charlotte, N. C. This addition will be two stories high, of mill construction. The company is operating about 65,000 ring spindles, 16,000 twister spindles, dyeing and bleaching and finishing equipment, etc., on the production of white and colored hosiery and weaving yarns.

Concord, N. C.—Messrs. David Cannon, W. M. Smith, John Odell, George Lore, I. F. Patterson and many others of this place, among who were well-known cotton manufacturers, are planning the organization of a company to build a cotton mill. They are now receiving subscriptions to the capital stock, which will be $80,000 with privilege of increasing to $200,000, and the latter amount will probably be in the treasury whenoperations are begun. No details have been determined as to buildings, machinery, etc.

McColl, S. C.—The annual meeting of the stockholders of the Marlboro Cotton Mills was held last week on Wednesday. With the exception of D. C. Williams, new superintendents have recently been placed in charge of these mills. The general manager Robert Chapman, is an efficient and

Knoxville, Tenn.—The Knoxville Spinning Co., has been organized by L. D. Tyson, president of the Knoxville Cotton Mill Company. This new company is installing spindles and accompanying equipment for manufacturing knitting yarns in 60x450 foot building. All machinery has been purchased and the plant will be ready for operation by October, employing 150 operatives.

Dallas, N. C.—There is now grave apprehension that those cotton mills on the south fork of the Catawba, dependent upon the river for their power, in part or whole, will be compelled to shut down in the near future as the water is getting lower each day.

The river is the lowest that it has been since 1845, the year of that memorable drought, when corn was made only along the river banks.

Salisbury, N. C.—The Vance Cotton Mills are understood to be completing final arrangements for their proposed addition announced during February This addition is to consist of another mill for spinning fine yarns, details of which have not been determined. The company increased its capital stock from $100,000 to $130,000 some time ago in order to undertake this enlargement.

Newton, N. C.—The Lingerfelt damage suit against the Fidelity knitting mill was tried Wednesday, week. Plaintiff Lingerfelt was nearly killed by getting caught in a belt and being whirled around a shafting several months ago and the young man is still in a bad way, being unable to walk. The defense contend that he was wholly responsible, having been warned not to do the very thing he did, which is alleged to have brought on the accident.

Thomasville, N. C.—The Amazon Cotton Mills have awarded contract to T. C. Thompson & Bros., of Birmingham, Ala., and Charlotte, N. C., for erecting their addition announced this month. This addition will be one story high of brick mill construction, 107 feet wide by 110 feet long. It will enable the company to install about 6,000 spindles and accompanying machinery, thus doubling its present equipment. Contracts have been awarded for the machinery.

Lindale, Ga.—The Massachusetts Mills, which have been closed down, resumed operation on Monday morning.

Newton, N. C.—It is likely that the Clyde and the Newton cotton mills will suspend operations in August, for how long it is not known. In common with mills elsewhere, they have not been in clover for some years, although they have been running right along.

Newberry, S. C.—The Southern Power Co., connected up its power plant with the new addition of the Newberry mills on Sunday and the power was turned on Monday.

FOR HEARTBURN Sour Belching, Poor Appetite and Constipation, you need

SIMMONS RED Z LIVER REGULATOR

(THE POWDER FORM)

It sweetens the stomach and purifies the bowels. It is a fine tonic for a torpid liver. Helps digestion, makes you feel bright, vigorous and cheerful.

Sold by Dealers. Price, Large Package, $1.00.

Ask for the genuine with the Red Z on the label. If you cannot get it, remit to us, we will send it by mail postpaid. Simmons Liver Regulator is put up also in liquid form for those who prefer it. Price $1.00 per bottle. Look for the Red Z label.

J. H. ZEILIN & CO., Proprietors, St. Louis, Missouri

This portion of the mill has been running with electricity generated by the mill's own engine.

Columbia, S. C.—The hosiery mill at the State penitentiary will not be abolished.

The executive committee of the State Board of Health in session this week came to the conclusion that the board has no right to order the board of directors of the prison to abolish the mill, but that the board could act only in advisory capacity.

Rockwood, Tenn.—A 15 per cent dividend has been declared by the Rockwood Hosiery Mills. Beside $10,000 have been appropriated for the erection of a box factory addition to the mill. The Rockwood Mills will also install additional new knitting machinery. This was decided last week at a meeting of the stockholders.

Charlotte, N. C.—It will be a matter of general interest to the public to know that the trouble between Mrs. T. M. Costello and A. M. Guillett on the one hand and Messrs. W. H. Monty, W. H. Huchens and the Southern Spindle & Flyer Co., on the other has been adjusted. Recently Messrs. Monty and Hutchens secured a restraining order preventing Mrs. Costello and Mr. Guillett from voting certain stock and as a result of this controversy Mrs. Costello and Mr. Guillett disposed of their holdings in the company to Messrs. Monty and Hutchens. In the re-organization of the company Mr. Monty is re-elected president and treasurer and Mr. Hutchens secretary.

Cordova, Ala.—After a few weeks shut down, the Indian Head Mills have again resumed operation.

Monroe, Ga.—During a period in which overhauling and repairing will be done, the Walton Mills will be shut down.

Aiken, S. C.—All mills in the Horse Creek Valley section have resumed operation except the Warrenville Mill at Warrenville.

Wadesboro, N. C.—W. B. Rose has been elected secretary and treasurer of the Wadesboro Cotton Mills to fill the position made vacant by the death of J. W. Hathcock.

Columbia, S. C.—A complete equipment of Turbo humidifiers has been ordered from the G. M. Parks Co., of Fitchburg, Mass., by the Southern Antiseptic Laboratories.

Augusta, Ga.—Reports state that the Jno. P. King Mills have been shut down for about four weeks. These mills shut down on the 15th of this month.

Salisbury, N. C.—The Salisbury cotton mill is closed down for a short vacation. It is customary for the mill management to give the employes a rest for a week or two at this season of the year.

Carrollton, Ga.—The Mandeville Mills, at their recent stockholders meeting, declared a 5 per cent dividend on last year's business, Mill No. 2 is now being extended so that its capacity will be doubled.

Lumberton, N. C.—The usual quarterly dividend of 2 per cent was declared at the regular meeting of the directors of the National Cotton Mills on the 7th inst. All officers and directors were re-elected at the meeting of stockholders on the 12th.

Roanoke Rapids, N. C.—Three new water wheels are being installed in the Roanoke Mills; and for this purpose the mill has been shut down for a period of about ten days.

Warrenville, S. C.—The Warren Manufacturing Company, which has been shut down for some time, is cleaning up their machinery. This gives several hands work that have been idle.

Bessemer City, N. C.—The G. M. Parks Co., of Fitchburg, Mass., have received an order through the Southern representative, B. S. Cottrell, for an equipment of Turbo humidifiers. This equipment is for the weave room of the Harborough Co.

New Orleans, La.—The Lane Cotton Mills, formerly one of the mills in Textile Mills Corporation, is now the holder of five portions of land in the Sixth district of New Orleans. This property was purchased by the Lane Mills Co., from the Textile Mills Corporation for $65,000.

Biscoe, N. C.—The Francis Cotton Mill, which has been shut down for the last five weeks, began work Monday. The mills have been closed on account of lack of cotton. It is supposed now that the mill will run permanently, unless unforseen developments arise.

conscientious mill man, and is doing all in his power to cope with present conditions. The four mills are now working only four days of each week. Dr. J. C. Moore was elected to fill the position on the advisory board left vacant by the death of Capt. John R. Parker.

Jonesville, S. C.—As announced in the Textile Manufacturer week before last the Jonesville Manufacturing Company, its equipment and land are to be sold and the date set is August 9.

The sale will be before the court house door of Union at noon and will go to the highest bidder, who before hand must deposit with the trustees either a certified check for $100,000 or ten thousand dollars in cash. According to the official decree no upset price has been fixed.

The land includes 108 1-2 acres and all the plant of the Jonesville Manufacturing company, which consists of 15,000 spindles and 400 looms and the machinery in the knitting mill.

It is understood an effort was made to have the knitting mill and the yarn mill sold separately but as will be seen this will not be done.

Probe Sale Of Tennessee Coal Co.

By Associated Press.

New York, July 29.—L. C. Hanna, of Cleveland, O., a brother of the late Mark Hanna, yesterday told the house of representatives committee of inquiry into the United States Steel Corporation his version of events connected with the absorption of the Tennessee Coal & Iron Company by the Steel Corporation in 1907. Mr. Hanna was one of the managers of the Tennessee Company before the merger.

The inquiry into that transaction, initiated in Washington more than a month ago, will be pursued here for several days.

E. W. Oglebay, of Cleveland, who also was connected with the Tennessee Company, will follow Mr. Hanna on the witness stand. He is now a director of the Republic Iron & Steel Company.

When Democratic Leader Underwood asked that five thousand copies of the report on the cotton bill be printed, Republican Leader Mann declared this would be rather expensive, but the issue was authorized.

"In the organization of that syndicate," Mr. Stanley asked, "did you employ Mr. Morgan or any other financial syndicate to float your bonds?"

"The financing of the Tennessee Coal & Iron Company did not cost us the price of a postage stamp," Mr. Hanna said. "There were no bankers employed."

"Did you ever get an order for steel rails from Mr. Harriman?" asked the chairman.

"Yes," Mr. Hanna replied. "Mr. Harriman gave us one order for 157,000 tons of steel rails."

"How long was it after Harriman gave you this order," asked Mr. Stanley, 'till you learned that your company was in trouble in Wall Street?"

"I don't remember exactly, but I think it was several months."

In the transfer, it was admitted not a dollar changed hands, the transaction being executed by the change of stock. The effect of the transfer, he felt assured, saved the day and was the turning point for the better in the panic.

When Mr. Hanna took the stand he was questioned first as to his expert knowledge of raw material in the iron and steel business. He stated he had been connected with the firm of M. A. Hanna & Co., all his life, identified with the ore business in Lake Superior, and the coal business in Ohio and Pennsylvania, and later with the Tennessee Coal and Iron Company.

The Tennessee Coal and Iron Company was formed, he thought, about November, 1905. In the original purchase of its stock he had 10,000 shares. As to the value of the Tennessee property, Mr. Hanna said:

"It was a well known fact that the Tennessee company owned a large amount of mineral, iron and flux stone and the values of ore have greatly increased in the last 10 years."

That advance, the witness attributed to the greatly increased consumtpion of iron and steel, the growing export trade and the increase of transportation facilities.

The Boy and the Bike.

A fat man was complacently pursuing his way through an east end cross street. He carried an open umbrella and occasionally wiped his moist face on a large silk handkerchief.

Suddenly around the corner came a small boy on a bicycle. He turned so quickly that the fat man had no time to get out of the way. Nor had the boy any chance to sheer from his bulky obstacle.

The front wheel struck the fat man a glancing blow, shaking his dignity and scraping his leg.

As for the boy he and the bicycle went down with a crash. But the lad was up again in a moment, and, raising the bicycle, bent over it solicitously.

The fat man was mad. He was so mad that he sputtered incoherently, and then with a vicious swing of one of his tan shoes kicked a spoke out of the offending wheel.

"There," he roared, "I guess that will teach you not to ride n the sidewalk!"

The boy stared at the dangling spoke.

"What did you'se do that for?" he whined. "It took me all the year to save up fer that bike—an' now look at it!"

And he knuckled his eyes with a grimy fist.

The fat man was touched. His rage suddenly vanished. He fumbled in his pocket and drew out a dollar bill.

"There, kid," he said, "take this and get the wheel fixed."

The boy let go of the machine and grabbed the bill.

"Say, you'se can have th' bike," he yelled, and scooted around the corner as fast as his legs would carry him.—Cleveland Plain-Dealer.

The teacher had been reading to the class about the great forests of America.

"And now, boys," she announced, "which one of you can tell me the pine that has the longest and sharpest needles?"

Up went a hand in the front row.

"Well, Tommy?"

"The porcupine!"—Tit-Bits.

HON. E. C. DUNCAN BUYS FRANCHISE

Special to The News.

Greensboro, July 29.—The incorporators of the Raleigh, Charlotte and Southern Railway, in session here yesterday afternoon unanimously agreed to give to Hon. E. Carl Duncan, banker and former receiver of the Seaboard Air Line Railroad, of Raleigh, an option of purchase of the franchise, with satisfactory pledge that the road would be constructed, upon acquiring the charter.

Charlotte had a good representation of outside delegates, among them being Messrs. C. O. Kuester, N. S. Alexander and others. From Raleigh Was Mr. E. C. Duncan, evidently much interested.

Albemarle sent R. L. Smith, S. H. Hearne, A. L. Connell, W. L. Mann and others.

The sessions were executive, they being more in the nature of conferences looking to an ultimate arrangement whereby the project could be successfully financed. Mr. J. D. Ross, of Asheboro, was made chairman and W. L. Mann, of Albemarle, secretary, of the meeting.

Some of the incorporators, after the meeting, expressed themselves as dissatisfied with the granting on option to Duncan, although the resolution was adopted without dissent. This objection was based on the expressed opinion that Duncan's object was to block the building of the road either in the interest of the Southern or the Seaboard or both. This objection was promptly met by referring to the pledge that if the option was accepted the road should be built, and the other statement that Mr. Duncan was a man of too high business honor to thus trifle with a big enterprise backed by the best men of so large a territory.

The Greensboro News' Department

Special to The News.

Greensboro, July 29.—The Farmers' Institute under the direction of the state department of agriculture, working in conjunction with the county department, was held at the Battle Ground yesterday. The morning session opened at 10.30 and several interesting farm papers were read and discussed. Messrs. C. L. Newman, T. F. Parker and J. S. Jeffreys had charge of the morning program. For the afternoon session beginning at 1:30 a general discussion of "Special Crops" was scheduled.

At a hearing in the bankruptcy case of the Eureka Trouser Company of Lexington, before Major J. E. Alexander, referee in bankruptcy, at Winston-Salem, a dividend of ten per cent was declared. The concern failed in 1909 and one of the creditors took over all the assets, it is alleged, resulting in a suit being instituted.

Nannie Mines, the negress who was fearfully wounded last Tuesday night when she was shot by another negro, Sol Pritchard, died last night. She never regained consciousness from the effects of the terrible wound.

A fatal runaway accident occurred yesterday afternoon near Brick church, when two horses owned and driven to a wagon by Mr. Lacy Hoffman, a well known farmer and citizen of that community, became frightened at a bicycle ridden by Mr. Hoffman's eldest son and ran away. Mr. Hoffman's other children were riding in the wagon with him. Realizing that the vehicle was going to strike a tree, Mr. Hoffman tossed two or three of the children out, and clasping the two or three remaining one in his arms, jumped to the ground. One of the children he held in his arms was so seriously injured in the fall that it died before medical aid could be secured. All of the other children were more or less painfully injured, and it is feared that one of them is fatally wounded.

Liberal Leaders Excited.

By Associated Press.

Washington, July 28.—The liberal including a nephew of former President Zelaya, have been exiled from Nicaragua, the state department was advised today. There have been rumors recently that eZlaya contemplates returning from Europe to his native country.

Wrong Kind of a Letter.

"Good morning," said the young woman as she stepped to the window at the Stowe post office. "Is there a letter for me today?"

"I'll look," answered the clerk.

The young woman blushed a little and added: "It's a business letter."

The man inside of the window took up a handful of letters and looked them over hastily. Then he informed the lady that there was nothing for her; and with great disappointment depicted on her lovely features she went away from there. In five minutes she was back again—this time blushing more furiously than before.

"I—I deceived you," she stammered. "It—it wasn't a business letter I was expecting. Will you please see if there is something for me among the love letters?—Boston Traveller.

HAY FEVER AND SUMMER COLDS

Must be relieved quickly and Foley's Honey and Tar Compound will do it. E. M. Stewart, 1034 Wolfram St., Chicago, writes: "I have been greatly troubled during the hot summer months with Hay Fever and find that by using Foley's Honey and Tar Compound I get great relief." Many others who suffer similarly will be glad to benefit by Mr. Stewart's experience. Foley's Honey and Tar Compound is effective for coughs and colds in either children or grown persons. No opiates, no harmful drugs. In a yellow package. Refuse substitutes. Bowen Drug Store on North Square.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

S.S.S. A BLOOD MEDICINE FOR YOUNG OR OLD

The majority of human ailments are caused by impure blood, because weak, polluted blood deprives the system of its necessary strength and disease-resisting powers. Children do not develop perfectly, nor are they strong and robust unless the blood is pure and strong, while old people are afflicted with Rheumatism and other chronic troubles because of a weakened circulation. *S. S. S.* cures every ailment which comes from impure or diseased blood, it tones up and regulates every portion of the system and creates an abundant supply of nourishing properties with which to build up the blood. *S. S. S.* is absolutely free from harmful drugs and minerals, and is therefore the purest and safest blood medicine for young or old. *S. S. S.* cures Rheumatism, Catarrh, Sores and Ulcers, Scrofula, Malaria, Blood Poison, and all other blood disorders. Book on the blood and any medical advice free. *S. S. S.* is sold at drug stores. *THE SWIFT SPECIFIC CO., ATLANTA, GA.*

Scientific Miscellany

Physical exhaustion is now believed to have much to do with accidents to aviators who fly high. In their investigation of flying sickness, Drs. Cruchet and Moulinier, French physicians, find that aviators are exposed to the same physiological disturbances as mountain climbers, and at the same time are in an exalted state of nervous tension, putting forth physical and mental effort that cannot be relaxed for an instant, and must endure the change of conditions so rapid that the body cannot adjust itself. In the high flights, 7,000 to 10,000 feet is reached in 30 to 40 minutes, the descent being made often in 5 to 7 minutes. At 5,000 feet or less, the respiration and heart-beats are noticeably quicker, and there is nausea, headache, and buzzing in the ears, and the cold becomes painful. To such symptoms is added the overpowering misery of the solitude. The rapid descent gives a peculiar sensation of emptiness, and the face flushes, the eyes smart, the head throbs and aches, and there is overwhelming fatigue, with drowsiness and stupor. The headache, lethargy and disturbance of circulation may last for hours.

A stimulation of home industries by cheap electric power is noted in a British consular report. Large central steam generating stations in the Saxon Erzgebirge have not only furnished light but supply power in any quantity from that needed to run a sewing machine, and this has greatly advanced small and domestic workshops as well as agriculture. One plant, with a capacity of about 22,000 horse-power, serves 180 different parishes.

Special advantages are claimed for a new alloy of about 87 per cent of aluminum, 8 of copper and 5 of tin. It can be easily cast, and without pressure yields a solid and homogeneous product, that can be finished without a lubricating agent, and has a beautiful and enduring luster.

The effects of working in compressed air have been carefully noted in the building of the Boulac bridge, near Cairo, which has made necessary the sinking of piers and abutments where the low Nile is in places more than 66 feet deep. As many as 493 men were actually employed in compressed air without the medical air-lock commonly provided for recompressing victims of too rapid decompression. Under these conditions, as reported by A. J. Knowles to the Cairo Scientific Society, there were 115 cases of illness serious enough to require a physician, one man being attacked three times, and 13 others needing treatment a second time. There were 4 fatal cases. Of the deaths, two were due to the heart and circulatory system, one to the lungs, and one to hemorrhage of the spinal marrow. In one of the non-flated cases total deafness resulted. In all other cases recovery was complete, treatment being chiefly applied for various pains, cramps, slight palsy, and temporary paralysis of limbs and joints. The laborers were all natives of Egypt, supervised by Europeans whose periods in the compressed air were shorter.

It appears that the short tropical twilight, like the open polar sea, is a myth of our early gropings for knowledge. Twilight is due to reflection of sunlight from the upper air, and Young and other authorities state that in latitude 40 deg. it continues from about 90 minutes to more than two hours, that during the longest days above latitude 50 deg. it does not disappear even at midnight, but that in the mountains of Peru it never lasts more than half an hour. From observations at Arequipa (8,000 feet) and Vincocaya (14,000 feet), Prof. S. I. Bailey pronounces the last statement incorrect. The tropical twilight is somewhat shorter than that elsewhere, and is further lessened by great altitude and purity of air, but is never less and generally much more, than an hour.

Natural log nesting boxes for birds have been tried this year by the Selborne Society in England, with remarkable success. Many persons have participated in the experiment, and the new nests have proven so attractive that in some localities bird tenants have come to every one provided.

Seeking to develop sound-proof construction for dwellings, so that noises in one room will not be audible in the next, Nussbaum in Germany has shown that the quickness and loudness with which sound is conveyed are in direct ratio to the solidity, toughness and strength of the building material. Striking with a piece of metal is a test, the tone becoming higher with increase in conductivity. In many trials of partition walls, tiles and cement were the most undesirable materials on account of their ready transmission of sound, ordinary hard-burned bricks were somewhat more impervious, soft-burned bricks still more resistant, and solid clay passed least sound of all. Better than clay mortar, however, is a quick hardening lime mortar. A sanded floor covered with cork mats almost completely prevented noises from reaching the room below, but joining the under sides of the mats together with any material at once cause the sounds to be heard. It was suggested that the notes of a piano or violin could be stopped by lining ceilings with zinc or lead.

Electrified and ozonized houses are likely to be an improvement of the near future. On the recommendation of Prof. Svante Arrhenius, twenty-five children in a Stockholm school are placed in a class-room that is kept charged with electricity, and twenty-five other children of the same health, height, weight, etc., are placed in another room of identical size and conditions. Although complete results have not yet been reached, it has been already affirmed that physical and mental development have been greater among the electrified pupils than among the others.

With the familiar sand-blast, the ordinary wear of years can be produced in a few moments, and a German institute has adopted the plan of testing in this way materials for buildings, furnishings, roads, etc. Exposure is given for about two minutes to a blast of five quartz send driven by a pressure of two atmospheres. Granite, pine, linoleum, etc., have been thus tested, and the results give a good idea of the resistance to wear and the durability of the various substances.

REFUSE PAROLE OF JOHN R. WALSH.

By Associated Press.

Washington, July 29.—The federal board of parole has decided not to consider the case of John R. Walsh, the convicted banker, to whom President Taft recently refused executive clemency, unless the remaining indictments against him are in some way disposed of.

According to the law Walsh would be eligible to apply for parole when the prison board meets at Leavenworth penitentiary in September, but the rules forbid the consideration of any prisoner who is still under indictment.

TAWNEY WILL NOT APPEAR AS WITNESS.

By Associated Press.

Winona, Mich., July 21.—According to a telegram received by Jas. A. Tawney from Senator W. H. Dillingham, chairman of the Lorimer investigating committee, at Washington, the committee does not deem it necessary for him to go to Washington and appear beofre it to deny under oath the statements made by Mr. Keeley, of Chicago, connecting him with an alleged lobby in the interest of securing mail privileges for Fire Proof Magazine, of Chicago.

Mr. Tawney had requested by telegrph the opportunity of appearing before the committee.

..ell—"Did she marry well?" Belle —"No; she says she had a raging headache all during the ceremony."

Hoax—"My wife says she has met another man of me." Joax—"How does she like being another man's wife?"

SPEAK TO ME

I don't care who you are—what you do—where you live—nor what's your family history—I love to speak to people, and love for people to speak to me. There is nothing "biggety" or "stuck-up" about me—I would rather be known as the busiest young man in Charlotte on speaking terms with everybody, than to be the richest "old grouch" in the city—for I know I can make all the money I will ever need if people will "SPEAK TO ME." Furthermore, I am no candidate for any public office, and never expect to be—and if I ever own an automobile, or a "flying machine"—I never expect to ride too fast to "speak to people" I know.

Give me your business—My time is my own—have horse and buggy and will go anywhere—anytime—day or night—to act as Notary.

Office 'phone 243—residence 'phone 1270-J.

FRANK F. JONES—The Public Notary.

Let Us Remount

Your Diadmonds in latest style platinum lined Tiffany's Mountings, gives the stones additional brilliancy and does not turn dark under stones. All sizes, and remounted by expert workman.

Garabaldi, Bruns & Dixon

SEABOARD AIR LINE SCHEDULE

JAMES KER, JR., T. P. A., Selwyn Hotel, Charlotte, N. C.

J. B. WYLIE, T. A., Selwyn Hotel, Charlotte, N. C.

Trains Leave Charlotte—Effective April 9 1911.

NO. 40—5.00 A. M.—Connects at Monroes with No. 38 with through coach, picking up parlor car at Hamlet, to Portsmouth-Norfolk; Wilmington, Baltimore, Philadelphia and New York, dining car service and vestibule coaches to Washington; Pullman sleeping cars to Jersey City.

NO. 48—7:30 A. M.—Local for Monroe and points south.

NO. 133—10:00 A. M.—Local for Lincolton, Shelby and Rutherfordton.

NO. 44.—5 P. M.—Local for Wilmington; cannects at Hamlet with No. 42 for Columbia, Savannah, Jacksonville, through coaches and sleeping cads arrives at Wilmington at 12:30 a. m.

NO. 47—4:45 P. M.—Local for Lincolnton, Shelby and Rutherfordton.

NO. 1323—7:25 P. M.—Handles local sleeper for Portsmouth, Norfolk; connects at Monroe with No. 41 for Atlanta and Southwest with through sleeper to Birmingham; at Monroe with No. 31 fast train with sleeper to Portsmouth and Norfolk and Jersey City, connects at Hamlet with No. 92 with through vestibule coaches to Washington. Dining car, Richmond to New York. Pullman sleepers to New York.

Trains Arrive at Charlotte.

NO. 133—9:55 A. M., from the East.

NO. 45—12.01 Noon, from the East.

NO. 46—10:00 A. M., fro mthe West.

NO. 132—7:05 P. M., from the West.

NO. 49—7:25 P. M., from the East.

Southern Railway

N. B.—The following schedule figures published only as information, and are not guaranteed.

8.20 a. m., No. 25, daily, Birmingham Special for Atlanta and Birmingham. Pullman drawing room sleeping cars, Observation cars and day coaches to Birmingham. Dining car service

8.10 a. m., No. 31, daily, The Southern's Southeastern Limited, for Columbia, Savannah, Aiken, Augusta and Jacksonville. Pullman drawing room sleeping cars for Aiken.

8.30 a. m., No. 6, daily, local for Danville, Richmond and all intermediate points.

Augusta and Jacksonville. Day coaches to Jacksonville. Dining car service.

6.00 a. m., No. 44, daily, local for Washington D. C.

6.40 a. m., No. 36, daily, local train for Columbia and intermediate points.

7.15 a. m., No. 39, daily, local train for Atlanta and intermediate points.

7.50 a. m., No. 16, daily, except Sunday, local for Statesville and Taylorsville, connecting at Mooresville for Winston-Salem.

ville for Winston-Salem, at Statesville for Asheville and beyond.

10.05 a. m., No. 37, daily, New York, Atlanta and New Orleans Limited. Pullman drawing room sleeping cars and Observation cars, New York to New Orleans, Atlanta and Macon. Dining car service. Solid Pullman train.

10.15 a. m., No. 36, daily, United States fast mail, for Washington and points North. Pullman drawing room sleeping cars, New Orleans and Birmingham to New York. Day coaches to Washington. Dining car service.

10.20 a. m., No. 28, daily for Winston-Salem, Roanoke, and local points.

11.10 a. m., No. 11, daily, local for Atlanta and intermediate points.

3.00 p. m., No. 46, daily, local for Greensboro and intermediate points.

4.35 p. m., No. 27, daily, local for Columbia and intermediate points.

4.50 p. m., No. 41, daily except Sunday, local for Seneca and intermediate points.

6.00 p. m., No. 12, daily, for Richmond and Norfolk. Handles Pullman cars Charlotte to Richmond, Charlotte to New York and Salisbury to Norfolk.

6.30 p. m., No. 24, daily except Sunday, local for Mooresville, Statesville and Taylorsville.

7:30 p. m., No. 38, daily, New York, Atlanta and New Orleans Limited, for Washington and points North. Drawing room sleeping cars, observation cars to New York. Dining car service. Solid Pullman train.

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10.00 p. m., No. 32, Daily, The Southern's Southeastern Limited for Washington, New York and points North. Pullman drawing room sleeping cars for New York. Day coaches to Washington. Dining car service.

10.30 p. m., No. 43, daily, for Atlanta and points South. Handles Pullman sleeping car Raleigh to Atlanta. Day coaches Washington to Atlanta.

11.20 p. m., No. 30, daily, Birmingham Special, for Washington and New York. Pullman drawing room sleeping cars, Observation cars to New York. Day coaches to Washington. Dining car service.

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