



SCENE FROM OVER NIGHT, ACADEMY OF MUSIC TONIGHT.

AMUSEMENTS

ATTRactions AT THE ACADEMY OF MUSIC.

Tonight at 8:30... "Over Night."
Tomorrow, Matinee and Night... "The Dawn of a Tomorrow."
Saturday, Matinee and Night... "The Top O' the World."

"Over Night." Here Tonight.

What will no doubt prove to be the most entertaining comedy of the season, will be presented at the Academy of Music tonight, when William A. Brady (Ind.) will present Mr. Philip Bartholomae's great comedy "Over Night."

Coming almost direct from its long run in New York, and with a cast of players that are seldom seen in the metropolis, local theatre goers will be afforded an unusual treat at the local playhouse tonight.

"Over Night" was presented in Richmond Monday night and the Virginia under date of Tuesday, Dec. 26th, had the following account of the play:

"From the moment that Caroline Powers, or rather, Inez Buck, looks over the audience from the setting representing the deck of the steamer Hendrick Hudson, and begins to describe the beautiful view, 'Over Night' begins to come into its own. At this precise moment the audience in the Academy last night began to chuckle. Perhaps they, or Miss Buck, were dimly conscious of the mood of the priest, just returned from his vacation.

"My dear people," said he, as I gaze upon this sea of upturned faces I'm reminded of the words of the poet: 'Ye craves and peaks I'm with you once again!'

"Anyway, from that moment, 'Over Night' is a long-drawn laugh that gambols from a gurgie to a roar. The situations are natural, the characters are human even when caricatured, the plot is a plausible and a reality to the most ridiculous situations.

"To start with there is a strapping, strong-minded woman married to a nice little man with a hip. There is a great husky fellow, doomed to the name of Percy Darling, who is just married to a sweet young thing. And at the start of the double honeymoon trip up the Hudson the strong-minded alternate pair get left behind, leaving their poor helpless partners on the boat. What with the pursuer, the stevedore, the hotel clerk and the endeavor to get back each to his or her own, their adventures are many and wonderful.

"Tom Emory as the little husband was simply great. The hotel clerk had a part that would make almost any actor famous, and Robert Bingham did the role full justice. Emile Nelson who was the steward to the life—well, for what matter that phrase would describe the entire company almost. As for Gwendolyn Piers and Ada Stillring, the two brides, they were sufficiently convincing to win the sympathy of the audience for all it lauded.

"Over Night" is a capital entertainment and most excellently presented. Many were pleased to see the name of E. L. Duane in the cast. Mr. Duane is well known to Richmond theatre goers, having staged the plays produced by the Giffen Stock Company at the Academy. The faultless production of 'Over Night' is due in no small measure to Mr. Duane."

"The Dawn of a Tomorrow." Frances Hodgson Burnette is a familiar name to nearly every household and her latest dramatic work, "The Dawn of a Tomorrow" keeps to the high standard established by all her previous work. The play had a long run in New York and achieved a re-

Washington Elite Enjoy Sweet Function

Washington, Dec. 28.—Three hundred men and women of wealth and culture, the socially elite of Washington and New York, were guests last night at the palatial home of Mrs. William F. Draper, widow of Gen. William F. Draper, late officer of the United States army, and former United States ambassador to Italy. At a fancy dress ball, they welcomed Mrs. Draper and Miss Margaret Preston Draper, on their return to social activities which had been abandoned by mother and daughter since the general's death, two years ago.

The ball was one of the events of the Washington season. The ball room in the Draper home at 1,705 K street, adjoining the home of M. Bakmetieff, the Russian minister, was tastefully and lavishly decorated, and to music rendered by the United States Marine Band, the guests in every conceivable costume concited, danced until the wee sma' hours.

While the event is regarded by the Drapers as merely a holiday fancy dress ball, it is really the completion of Miss Draper's debut. The young woman was gowned in the magnificent creation which she wore when presented at the court of St. James in London last year, and around her neck were the famous Draper pearls.

For many years, during their long social life in Washington, General and Mrs. Draper each December gave a cotillion or fancy dress ball in honor of their little daughter. On December 23, 1909, an exclusive cotillion was arranged, led by Miss Draper's cousin, J. C. Gilmore, which was the climax to the long series of wonderfully "baby parties" that had become so famous among social sets. Most of the younger set in Washington and New York, who really amounted to anything, were among the guests, and Miss Draper's parents planned that this cotillion should be the first of a round of gayeties with which the young woman would make her bow to society.

A few days after this event, however, and while invitations were out for a second social extravaganza, at which the matrons of society and elder men were to meet Miss Draper, General Draper was taken ill. He died within a short time.

Soon after the general's death, the Drapers went abroad, spending the last two seasons in retirement in London, except the time when the mother and daughter were present at court.

They returned to their K street home here but a short time ago, and the announcement that they would return to society and that they would be hosts at a fancy dress ball, provoked intense interest. Many of the socially elite, who had been on the guest list at the last function, recalled that the favors at that time were unique and unusual, including spangled parasols, gaily scarfs, expensive opera bags and fans for the women, and silver cigar cases and cutters for the men. It was then that a report gained circulation that Mrs. Draper had collected through agents thousands of humming birds, and butterflies which would flit through bowers of expensive flowers while the dance went on.

But, although no such extreme of lavishness was apparent at the ball this season, it was counted a triumph of entertainment in Washington, where some of the most unusual functions are held.

ACADEMY

Tonight at 8:30. The Comedy Event of the Season. WEA BRADY (Ind.) presents ONE LONG LINGERING LAUGH OVER NIGHT BY PHILIP BARTHOLOMAE

ACADEMY

Friday, December 29. Matinee and Night. First time in this city. Liebler & Co.'s production of the greatest of all modern dramas by Mrs. Francis Hodgson Burnette. THE DAWN OF A TOMORROW With Miss Isabelle Lowe as Glad. 200 Nights in New York. 300 Nights in London. Seats on sale today at Hawley's.

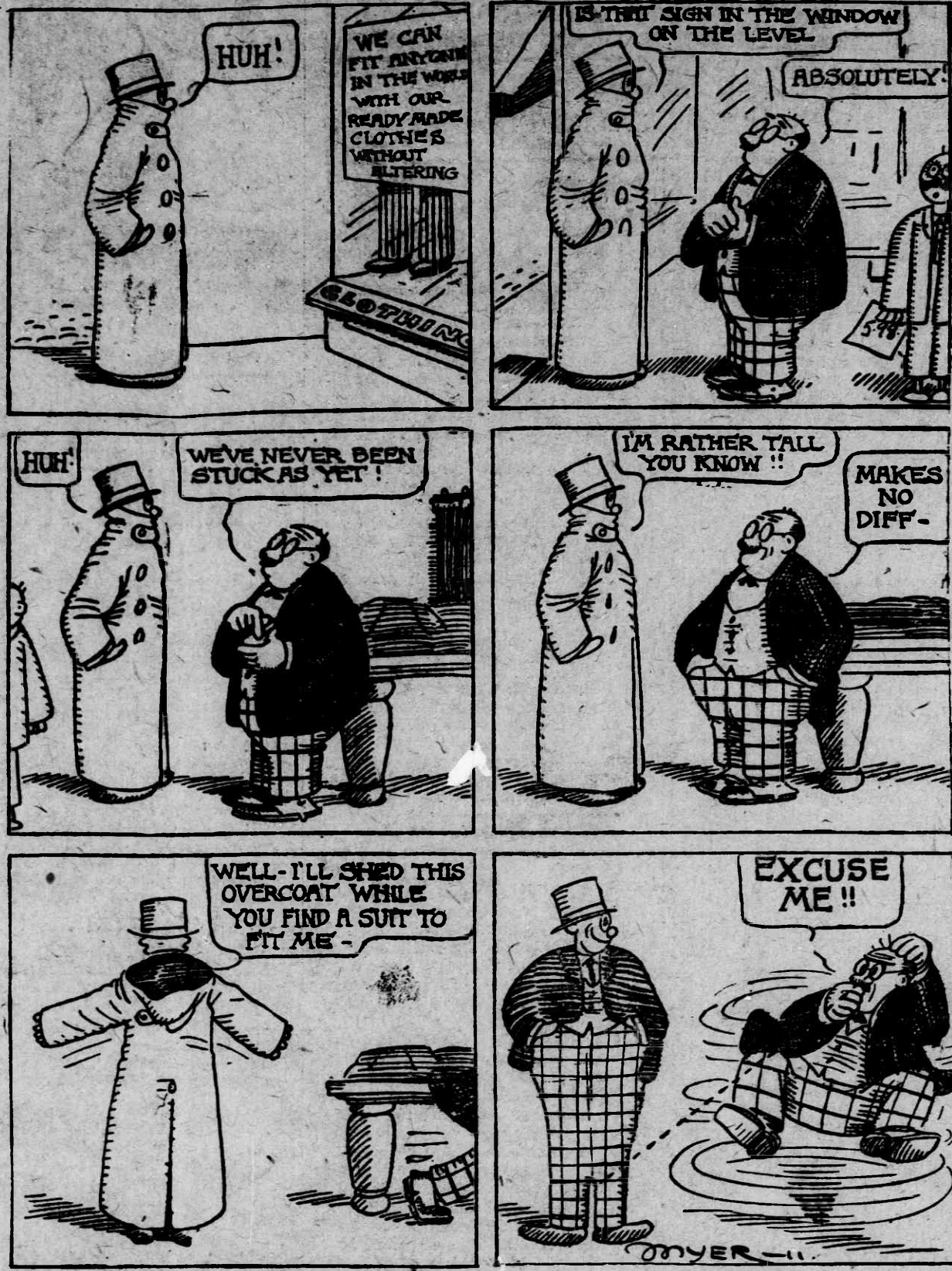
ACADEMY

SATURDAY, DEC. 30. Matinee and Night. Seats on sale at Hawley's today. Prices—Matinee, \$1.00, 75c, 50c, 25c. Night, \$1.50, \$1.00, 75c, 50c, 25c.

BAILEY & AUSTIN THE REAL FUNNY FELLOWS
WHICH IS THE TOP OF THE WORLD
75 PEOPLE 75
THE SHOW OF SURPRISES
THE ALL-YEAR ROUND
NEW YORK & CHICAGO SUCCESS

Seats on sale at Hawley's today. Prices—Matinee, \$1.00, 75c, 50c, 25c. Night, \$1.50, \$1.00, 75c, 50c, 25c.

EXCUSE ME!



Drawn By M. MYER

For Rent

- 1 brick store on Graham St. Extension.
- 1 seven-room house on South A. St.
- 1 six-room house on East Liberty St.
- 1 six-room house on East Stone wall St.
- 1 five-room house on West 12th St. with all modern conveniences.

C. Mc Nelis
No. 33 East 4th St.
Phone No. 604-J.

N. & W. Railway

Schedule in Effect June 11, 1911.
10:20 am Lv. Charlotte So. Ry. 8:45 pm. 2:00 pm Lv. Winston & W. 2:05 pm. 4:05 pm Lv. Martville N.W. 11:45 am. 6:25 pm Ar. Roanoke N.W. Lv. 11:45 am. Additional trains leave Winston-Salem 2 a. m. daily.
Connects at Roanoke for the East and West. Pullman sleepers. Dining cars.
If you are considering taking a trip to California or the Coast, get one of our special Round-Trip Fare. The most favorable Round-Trip Fare. The information is yours for the asking. Write for our circular. May be had from W. E. BEVILL, M. F. BEAGON, Gen. Pass. Agt., Trav. Pass. Agt., Winston-Salem, N. C.

SOUTHERN RY

"Premier Carrier of the South."
No. 1.—The following schedule figures published only as information and are not guaranteed.
6:20 a. m.—No. 23, daily, Birmingham special for Atlanta and Birmingham. Pullman drawing room sleeping car, New Orleans and Birmingham. Day coaches to Birmingham. Dining car service.
6:30 a. m.—No. 8, daily, local for Danville, Richmond and all intermediate points.
6:40 a. m.—No. 31, daily, the Southern Southeastern Limited for Columbia, Savannah, Alben, Augusta and Jacksonville. Pullman drawing room sleeping car, New Orleans and Jacksonville. Dining car service.
6:45 a. m.—No. 44, daily, local for Winston-Salem.
6:50 a. m.—No. 25, daily, local train for Columbia and intermediate points.
7:15 a. m.—No. 39, local for Atlanta.
7:50 a. m.—No. 15, daily, except Saturdays, about 10:30, daily, local for Winston-Salem, connecting at Mooreville for Winston-Salem.
8:00 a. m.—No. 37, daily, New York, Atlanta and New Orleans Limited. Pullman drawing room sleeping car, New Orleans and Atlanta. Dining car service. Solid Pullman train.
8:15 a. m.—No. 38, daily, local for New Orleans, Atlanta and Macon. Dining car service. Solid Pullman train.
8:30 a. m.—No. 11, daily, local for Atlanta and intermediate points.
8:30 a. m.—No. 46, daily, local for Greensboro and intermediate points.
8:55 a. m.—No. 41, daily, except Saturdays, local for Seneca and intermediate points.
9 p. m.—No. 12, daily for Richmond and all intermediate points. Charlotte to Richmond. Charlotte to New York and Salisbury to Norfolk.
6:30 p. m.—No. 30, daily, except Saturdays, local for Mooreville, Statesville and Taylorsville.
7:30 p. m.—No. 35, daily, New York, Atlanta and New Orleans Limited for Washington and points North. Drawing room sleeping car, observation cars, Pullman train.
8:30 p. m.—No. 35, daily, United States fast mail for Atlanta, Birmingham and New Orleans. Pullman drawing room sleeping car, Birmingham to New Orleans. Day coaches Washington to New Orleans. Dining car service.
10:00 p. m.—No. 32, daily, the Southern Southeastern Limited, for Washington, New York, Philadelphia and New York 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, observation cars, Day coaches to Washington. Dining car service.
11:20 p. m.—No. 20, daily, Birmingham Special for Washington and New York. Pullman drawing room sleeping car, observation cars to New York. Day coaches to Washington, Dining car service.

CASTORIA

For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Fitcher*

THE SELWYN HOTEL

EUROPEAN
Only fire-proof hotel in Charlotte; supplied entirely with water from its own deep well.
CAFÉ OPEN ALL NIGHT.
Water analyzed July 6, 1911, by Director State Laboratory of Hygiene and pronounced pure.
Pure Water from our Artesian Well, 303 1-2 feet deep, for sale.
5c gallon at Hotel.
10c gallon in 5-gallon lots.
Delivered in Charlotte or at R. R. Station.
EDGAR B. MOORE, Proprietor.

S. A. L. Ry.

SCHEDULE
JAMES KER, Jr., T. P. A., Selwyn Hotel, Charlotte, N. C.
J. E. WYLIE, T. A., Selwyn Hotel, Charlotte, N. C.
Trains Leave Charlotte—Effective Nov. 26, 1911.
NO. 40—5:00 a. m. through train for Wilmington with parlor car attached. Connects at Hamlet with No. 33 for Portsmouth and Norfolk. 6:15 for Raleigh, Washington, Baltimore, Philadelphia and New York. Dining car service and vestibule coaches to Washington. Pullman sleeping cars to Jersey City.
NO. 42—7:30 a. m. for Monroe, connecting at 10:15 points south to 11:15.
NO. 33—10:10 a. m.—Local for Lenoir, Shelly and Rutherfordton.
NO. 44—4:45 p. m.—For Lincoln, Shelly, Rutherfordton and points North.
NO. 44—5 p. m.—For Wilmington and all local stations. Handles local sleeper to Portsmouth, Norfolk, for Atlanta and Southwest with through sleeper to Birmingham; at Monroe with No. 32, fast train through sleeper to Portsmouth and Norfolk and Jersey City. Connects at Hamlet with No. 34, which through vestibule coaches to Washington. Dining car Richmond to New York. Pullman sleepers to New York.
Trains Arrive at Charlotte:
NO. 123—10:10 A. M. from the East.
NO. 43—12:10 P. M. from the East.
NO. 46—9:55 A. M. from the East and all local stations. West.
NO. 132—7:05 P. M. from the East.
NO. 49—7:25 P. M. from the East.
NO. 39—10:50 P. M. from the East.
C. B. RYAN, G. P. A., Portsmouth, Va.
JAMES KER, T. P. A., Charlotte, N. C.
H. S. LEARD, D. P. A., Raleigh, N. C.

COAL PRODUCTION DURING THE YEAR 1911

Although the production of coal in the United States for 1911 was probably second only to that of the record year 1910, when the half billion ton mark was passed, there have nevertheless been few more unsatisfactory years in the coal-mining industry, in the opinion of Edward W. Parker, coal statistician of the United States Geological Survey. For the most part the year was one of over production and of a struggle for trade which depressed prices to such an extent that when the total returns for the year are footed up the balance will probably be on the wrong side of the ledger. There were, of course, exceptions, and notable among them was the record made in the anthracite region of Pennsylvania. The shipments of anthracite reported by A. H. Armstrong, chief of the bureau of anthracite statistics, for the eleven months ended November 30, amounted to 68,838,872 long tons, estimating the shipments during December at 6,250,000 tons, the total for the year was 75,088,872 long tons, which exceeded the previous high record of 1907 by approximately 3,000,000 tons. The local trade in 1911 amounted to about 2,000,000 long tons, and the colliery consumption amounted to about 8,000,000 tons, so that the total production was very close to 100,000,000 long tons, or about 4,700,000 tons over the output of 1910. But for a number of years the use of anthracite has been, with the exception of the small sizes used for steam raising in hotels, apartments, and office buildings, confined to purely domestic purposes and increases or decreases in its production can not be considered as factors in the study of industrial conditions. The anthracite industry in 1911 was probably as firm as any other in the country. A part of the increase in production is probably due to the stocking of fuel in anticipation of April 1, 1912, when the wage agreements terminate, but the market has been absorbing an unusually large tonnage and the increase in production has not been chiefly artificial.

Soft Coal Mining at a Loss.
On the whole the bituminous trade has been demoralized and discouraging, and much of the business was conducted at a loss. The principal cause for this, particularly in the eastern states, has been the depression in the iron trade which was more seriously reflected in the coking-coal regions. From correspondence with many of the principal coal-mining and coke-making companies Mr. Parker estimates that the production of coke in 1911 will show a decrease of 20 to 30 per cent compared with 1910. About 24 per cent of the coal used in the manufacture of coke is "slack," as the fine coal produced in the mining operations is called. It is not a desirable fuel for other purposes, and the shutting down of hundreds of coke ovens has added the burden of disposing of this product to the other troubles of the bituminous operators. The demands of the railroads and of other manufacturers than iron were scarcely up to normal, and bituminous coal was a drug on the market. A coal mine can not, like a factory, be shut down and allowed to remain idle without expense. Ventilation, pumping, and repairs must be kept up, and it may be cheaper in the end to mine and sell coal at a loss than to shut down the mine.

A generally expressed opinion among those interested in bituminous coal mining is that legislation must be secured which will enable the producers to effect a better control of the industry, under Federal supervision, if need be, in order that life and property may be adequately safeguarded, an impossibility when operations are conducted at a loss or with a too narrow margin of profit. Such control seems essential, too, if real conservation—maximum recovery with minimum waste—is to be accomplished.

Hoax—"Do you prefer a dark or a light cigar?" Hoax—"Well, I like it light at one end."
A CHARMING WOMAN
Is one who is lovely in face, form, mind and temper. But its hard for a woman to be charming without health. A weak, sickly woman will be nervous and irritable. Constipation and kidney poisons show in pimples, blotches, skin eruptions and a wrecked complexion. But Electric Bitters always prove a godsend to women who want health, beauty and friends. The regulate Stomach, Liver and Kidney, purify the blood; give strong nerves, bright eyes, pure breath, smooth, velvety skin, lovely complexion, and perfect health. Try them. 50c at W. L. Hand & Co's.

Lubin Furniture Co.

14
SPECIALS. For a few days we will allow a sweeping reduction in China Closets. Our stock is entirely too large on these and we would rather have the room before our annual inventory.
You will save at least 20 per cent by buying now, and in some cases more. We have quartered oak cabinets as low as \$16.00 and up to \$45.00; Mahogany from \$40.00 to \$95.00, and Early English \$16.00 to \$42.50. These values are good at prices named, but when you deduct three to fifteen dollars per cabinet you get an exceptional value.

SCENE FROM OVER NIGHT, ACADEMY OF MUSIC TONIGHT.