brings this picture into reality. ...l systems of education that deal ...t in any way that does not ...e into consideration the supernatur... man is nothing more than a false ... Any man is bigger than his ... bigger than his nation, and big... than the whole earth. If you would ...t man aright you must take him ... his God plane, upon his capacity ... with his supernatural power. ...lover of God ever comes into this ...ld must come through human con... and whatever of this world ... up to God must go through human ...ousness.

When you let men lie down with ...ymus, no open gate through which ... can come into men, you are not ...tting men, but you are cheating ... for human consciousness is the ... channel through which God can ... into the earth.

I declare to you God has a right to ... a chance in this world, and His ...nce lies only in man.

Your schools are not insignificant ...ings. The true mission of a teacher ... to make it possible for more of God ... come this way, and we s much need ...re of Him. And so it is with the ...achers, his chief duty is to make it ...ssible for God to come into this world ...rough the only means by which it ...possible for Him to come. This is ...hristian education when we do this, ...d this alone is Christian education."

YESTERDAY'S SESSION.

Conference convened at 9:30 o'clock, ...shop Duncan in the chair. Rev. T. A. ... conducted the devotional exer... The minutes of the previous ... session were read and approved. ...v. J. R. Howerton, D. D., pastor ... First Presbyterian church of ... city, was introduced to the Con... e; also Rev. D. L. Reed, of the ...more Conference.

Rev. W. L. Sherrill, secretary of the ...ference, announced that Rev. T. F. ... requested him to state that, ...rough the courtesy of Mr. E. D. ...tta, president of the 4C.'s, the Con... will be tendered a ride over the ...ity on the street cars. The Confer... tendered a vote of thanks to Mr. ...tta and instructed the secretary to ...y that the Conference would accept ...e invitation.

REV. H. L. ATKINS SUPERANNUATED.

Rev. R. M. Hoyle requested the su...nnuated relation for H. L. Atkins, ...siding elder of the Shelby district, ...ose health has recently failed. Mr. ...kins is physically unable to attend ...is session of the Conference and has ...ne to the far West in search of re...ration to health.

Bishop Duncan spoke in the highest ...ms of Mr. Atkins, and asked that ... Conference show its interest in ... and its appreciation of his service ... the Church by giving him financial ...d in this time of need. He asked for ...scriptions of liberal amount for this ...rpose and headed the list with his ...wn name for fifty dollars. R. M. ...yle stated that Mr. Atkins desired ...send a message to the Conference ...en he last saw him, but that he ...as overcome by emotion and could ...t no more than to express his great ...sire to be at this Conference, and ...at he would be glad to hear from ...ch of the members of the Confer...ce, all of whom he loves.

Miss Mamie Baya, who has been in...imately acquainted with Mr. Atkins ...d his wife for a number of years, ...oke to the Conference in behalf of ...e financial need of the family, refer...g to the sacrifice made by Mr. and ...rs. Atkins, and urged the Confer... to subscribe liberally to their ...ed. The Conference responded and ... amount subscribed was $468.

LOCATED.

Rev. Dr. G. H. Detwiler announced ...at Rev. T. W. Smith desired a loca...on by this Conference. Mr. Smith ...s for several years sustained the su...nnerary relations in the Confer..., his health not being good. His ...quest for location was granted.

ADMITTED ON TRIAL.

Question 1: "Who are admitted on ...ial?" was called and F. B. Noblitt and ... H. Neal, of the Asheville district; ... T. Albright, of the Charlotte dis...ct; C. M. Short, R. L. Fruit and J. ... Sharp, of the Greensboro district, ... B. Clegg, of the Shelby district; and ... Williamson, C. R. Cunpe, V. E. Ed...rds and J. H. Robertson, of the Win...n district, were admitted on trial ...to the Conference. These young men ...d passed the committees of examina...on and were favorably represented by ...eir presiding elders.

Under the call of this question A. E. ...arrison and H. H. Robbins, of the ...ethodist Episcopal Church, P. C. Bat..., of the Methodist Protestant Church, ...d R. P. Eubanks, of the Protestant ...iscopal Church, were received into ...e traveling connection of this Con...rence, this becoming members of the ...ethodist Episcopal Church, South. In ...ceiving these ministers from these ...her churches, Bishop Duncan re...arked that it seemed they were com...g to this Conference from the North, ...outh, East and West, and that he ...oped they would find rest.

Revs. G. W. Belk, J. H. Pressly and ... J. McKelway, of the Presbyterian ...hurch, were introduced to the Confer...ce. Rev. James Atkins, D. D., pleas...tly remarked that these gentlemen ...re not present for admission into the ...nference, and Bishop Duncan an...wered that when they reached the ...int where they would be among the ...ast they would ask admission.

RECEIVED INTO FULL CONNECTION.

J. F. Armstrong, H. C. Byrum, W. ... Hutchins, J. F. Kirk, J. W. Long, ... Moore, J. M. Rowland, J. F. Tot...n and T. R. Wolfe were called to the ...and of the church, and Bishop Dun... received them into full connection, ...ading to them in this connection some ...ry helpful remarks. In part he said:

"Don't follow the example of some ...f your older brethren in the matter of ...ttendance upon an Annual Confer...ce. It is your duty to be in your ...lace. When I was your age I would ...ave been guilty of being ab...nt from my place in an Annual Con...rence than I would have been guilty ...f disrespect to the presiding officer.

"Do you realize that you are called ...d to be a Son of God; do you real...e what it is to be called of God to ...each the Gospel; do you realize what ...t means to be a representative of ...d and what it means to be recognized ... a man of God? If you do not real...e these things, I would have you stop ...ere and not go forward in this import...nt matter.

"I ask you these questions because ...e so many things in men who are ...eaching, as I go up and down this ...and of ours who are guilty of doing ...things wholly out of keeping with what ...e life of a minister of the gospel ...ould be.

"You can't do like other men in many ...ings. There are things other men ...n do that are not only questionable ...a minister of the gospel, but are ab...lutely damnable.

"It is a great thing to be a minis...r, but it means more to be known as ...Christian gentleman.

"When you go into a community to ...each Jesus Christ, try to realize the ...ness of your calling. In decency ...d propriety, there is no small thing, ...en when it concerns a minis...r. Whatever a minister does, let him ...ow that he is a minister. Brethren, ...ay never the standard of the ...ospel be set before the ...ople."

...er thing to be a man than a preacher.

TWENTIETH QUESTION RESUMED.

The call of the twentieth question was resumed and Bishop Duncan followed the alphabetical roll and completed the call of the names of the preachers beginning with A. and B.

DR. IVEY PRESENT.

Rev. T. N. Ivey, D. D., of the North Carolina Conference, was introduced and spoke with reference to the Methodist Hand Book which he edits and issues each year.

NO TRIAL NECESSARY.

S. B. Turrentine, chairman of the committee of investigation in the case of T. E. Weaver, against whom complaints were entered, announced to the Conference that after careful investigation the committee found no trial necessary in Mr. Weaver's case, and recommended the passage of his character, and it was passed.

LEAVE OF ABSENCE.

J. H. Weaver requested leave of absence of D. H. Coman after yesterday's session of the Conference, which request was granted. Mr. Coman is devoting his time to evangelistic work in which he is meeting with success.

Conference adjourned at 1 o'clock, Rev. F. H. Wood pronouncing the benediction.

GASTON'S MAJORITY LARGE.

All the Democratic Candidates Elected —A Business Change—Invitations to a Wedding—Personals.

Correspondence of The Obser.

Gastonia, Nov. 11.—The official vote of Gastan county is as follows: Parker 1,958; Roosevelt 896; Glenn 2,029; Harris 816; Congress, Webb 2,063; Newell 830; Senate, Mason 2,026; Lewis, Independent, 191; House, White, Democrat, 2,037, Hutchison, Democrat, 2,067; Rhyne, Republican, Republican, 773. McKee, Republican, 781. All the Democratic county officers were elected by large majorities.

Mr. J. White Ware, for the past several years head book-keeper for the Gastonia Banking Company and its allied interests, has acquired an interest in the the Craig-Flannigan Harness Company of Statesville, of which concern he becomes treasurer, succeeding Mr. J. Robert Craig in that capacity. He will leave for Statesville about the 20th inst. Mr. Ware is one of Gastonia's best business men and will be missed from Gastonia business circles. The best wishes of a host of friends will follow him to his new home. Mr. Ware was also secretary and treasurer of the Gaston Division of the People's Mutual Benevolent Insurance Association.

The board of county commissioners in session Wednesday ordered county surveyor Jacob Kiser to locate and establish the line between Gaston and Lincoln counties. It seems that the line between Gaston and Lincoln, extending from Cleveland county to High Shoals, is indefinitely determined and it has been brought to the attention of the board that parties, whose residence was believed to be in this county, are paying taxes and voting in Lincoln county.

Invitations were issued this morning by Mr. and Mrs. Henry H. Spencer to the marriage of their daughter, Miss Cora Spencer, to Mr. William Foil Michael, Wednesday evening, November twenty-third, at 8 o'clock in the Presbyterian church. The bride-to-be and the groom-elect are both very popular young people and this announcement is received with interest by their many friends. The groom-elect is a pharmacist with Messrs. Frost Torrence & Co., and has been a resident of Gastonia a little more than a year. The bride to-be is a native of Gastonia and was formerly in the central office here of the Piedmont Telephone and Telegraph Co.

Mr. and Mrs. T. L. Craig and Mrs. E. W. Mellon, of Charlotte, left yesterday for St. Louis to visit the Exposition.—Rev. George W. Hanna, pastor of the A. R. P. church at Little Rock, Ark., has arrived here. Next Tuesday morning in the Associate Reformed Presbyterian church Mr. Hanna and Miss Janie Whitesides will be married. They will reside at Little Rock.

A number of Gastonians are attending the session of the Western North Carolina Conference at Charlotte this week.

THE OLDEST LIVING THING.

Said to be a Huge Cypress Tree 6,260 Years Old.

St. Globe-Democrat.

"The statement recently made that there are yews in England which are the oldest living things on earth," Mr. Thomas C. Ireland said, "is not correct.

"These yews are old very, very old; there is no doubt about that; some of them were stalwart trees even before Caesar landed on these shores. There is one now standing in the churchyard at Fortingal, in Perthshire, which Decandole, nearly a century ago, proved to the satisfaction of botanists to be over 25 centuries old, and another at Hedsor, in Bucias, which is 3,240 years old. How Decandole arrived at an apparently correct estimate is a simple thing, and the principle is doubtless known to-day to all.

"The yew, like most trees, adds one line, about the tenth of an inch, to its circumference each year. He proved this after an investigation extending over several years, and we know now, a hundred years later, that his deductions were correct. The old yew at Hedsor has a trunk 27 feet in diameter, proving its great age, and it is in a flourishing, healthy condition now, like its brother at Fortingal.

"Their years are few, though, compared with those of the trees I had in mind when I made my first assertion that the statement printed about them in a scientific journal was incorrect. In one chapter of his writings Humboldt refers to a gigantic boabab tree in central Africa as the oldest organic monument in the world. This tree has a trunk 29 feet in diameter, and Adamson, by a series of careful measurements, demonstrated conclusively that it had lived for not less than 5,150 years.

Still it is not the oldest organic monument in the world, as Humboldt declared, for now Mexican scientists have proved that a hugh cypress tree, standing in Chepultepec, with a trunk 118 feet and 10 inches in circumference, is older than it—older, too, by more than a 1,000 years—for it had been shown that its age is about 6,260 years. To become impressed with wonder over this one has only to dwell on that duration for a little while in thought.

"Yet it is not so remarkable when one stops for a moment to remember that, given favorable conditions for its growth and sustenance, the average tree will never die of old age—its death is merely an accident. Other younger and more vigorous trees may spring up near it, and perhaps rob its roots of their proper nourishment; insects may kill it, floods or winds may sweep it away, or its roots may come in contact with rock and become so gnarled and twisted, because they have not room to expand in their growth, that they mysteriously decay. But they are avitous. If its tenure is not these are accidents. If such things do not happen a tree may live on for century after century, still robust, still flourishing, sheltering, with ... and branches, the men and

BUILDING PEARY'S VESSEL.

OLD SHIPPING TOWN WAKES UP.

Specially Designed Craft in Which the American Explorer Will Make Another Attempt to Reach the North Pole Now Under Construction in a Decadent Maine Coast Town—Era of the Cryolite Trade Recalled.

Correspondence of The Observer.

Bucksport, Me., Nov. 11.—To the people of this village there is a reminder of old times in the merry clangor of saw and hammer echoing from the shipyard on the river bank, but while this renewal of activity recalls the days when Bucksport ships sailed all the seas known to merchant captains, the vessel which is being built in the old yard upon Verona Island is not destined for purposes of trade. She is to force her way as far as possible into the ice-covered seas of the far North, carrying Lieutenant Commander Peary in order that he may make another dash for the Pole. Nothing is to be allowed to delay the work of construction, if human foresight and ingenuity can prevent it. A house has been erected over the stocks and work upon the vessel will go steadily on during the coming winter, no matter how severe may be the storm sweeping down the valley of the Penobscot.

When a naval architect designs a ship for Arctic exploration his first care is to so model the hull that when caught in the ice floes the craft will be forced upward, but the mere form of the hull is not enough to ensure safety. It must be made as strong as material and skill permit. To secure this result only the toughest of wood is used. In the Peary ship the stern, stern-post, keels, keelson and frames are of carefully selected white oak. The massive frames will be only two feet apart from centre to centre, and they will be enclosed in a cage of steel made of diagonal straps and covering the whole fabric of the ship from stem to stern. Over the straps will be a double course of five-inch planking of yellow pine and white oak, and between these two courses will be tarred hemp or tarred canvas. A guard strake of white oak surrounds the vessel at the level of the main dock, projecting outward for such a distance that when the ice presses against her sides and is forced upward by the resistance, the ship will actually rest upon the guard strake. More than that, should she be frozen in, it would be possible to break the grip of the ice by the use of hydraulic jacks placed under the strake. Naturally, so important a part of the vessel's protection is securely fastened to the hull and in addition it is strengthened by an angle bar of steel on its under side.

Equally foreign to the method of constructing a vessel of ordinary model is the system by which the hull is to be further strengthened. The interior of the ship will be almost coupled is filled with heavy timbers. Starting at the centre of the decks, these braces will extend diagonally downwards and outwards, the lower ends resting against the frames and helping them to withstand the pressure of the ice. With a hull thus filled with timbers, provision must be made for living quarters above decks and here there will be two houses so constructed that they may be removed and set up on shore. For the rest, the vessel will be rigged as a three-masted schooner with an exceptionally large spread of canvas and will also be provided with steam power. She will be of about 250 tons and will be ready for active service next summer. If Lieutenant Peary's plan to go up the vessel's ice northern shores of Grant Land next winter and make his dash for the Pole during the following summer.

In Bucksport and all the region round about live families whose history is closely connected with shipping. When American vessels carried the flag to all parts of the world, this town was the site of many shipyards and the sons of the men who built and sailed those vessels are taking great interest in the progress of the Peary ships. It is talked about in the stores and the ancient fun which has been made familiar to playgoers as "Ted Geary's Raven." That the sons have inherited the skill of the fathers is shown by the fact that they can readily build ships equal to all in the northern seas. But the ancient glories of the place have departed and now vessels are built here only occasionally for the coastwise trade or for adventurers engaged in northern waters.

All along the northern Atlantic coast are ports of which Bucksport is typical and the story of their vanished industry is interwoven with that of the decline of the American merchant marine. Comparatively few of the old-time shipyards are in operation and these are entirely given over to the building of coasters and warships. At Bath, on the other great Maine river, the Kennebec, it was demonstrated that new methods of construction did not present obstacles which American shipbuilders could not overcome, for in the Swan yard long famous for the construction of modern vessels, a number of steel ships were launched. The enterprise was mainly abandoned not because the ships could not be built here as well as anywhere in the world, but because they could not compete with the subsidies, bounties and cheap wages of foreign nations. It is a matter of interest to the whole country that an attempt to revive this once great industry is likely to be made. Congress was approached the matter at the session of last winter, but the short session, composed of members representing both political parties, will receive a large share of attention.

Peary's ship is being built near the point where the first ship ever launched upon the Penobscot river was put together. Old residents of the town tell of the days when a dozen shipyards gave employment to a hundred, or more, engaged in the construction of vessels. Buckstport was settled in 1764 and in 1770 Colonel Jonathan Buck was building ships there and for the next hundred years ship-building was the leading industry of the place. A large portion of the wealth of the village was invested in navigation, and at one time, besides the vessels by the coasting and trading trade, about 2,000 tons of shipping were employed in the Bank fisheries. To build these vessels a host of young men were educated to make intelligent, active seamen, and many of them rose to the quarter-deck of the best ships. After the civil war, with the decline of the American marine in the foreign trade, Bucksport's ship-building industry languished and finally seemed to have disappeared altogether. It might have been supposed that the shipwrights would have lost their cunning and forgotten the trade which had made their fathers prosperous, but the manner in which activity has been restored is the only shipyard now in operation here is a striking illustration of what American enterprise and skill can accomplish when afforded the opportunity.

The building of the Peary ship suggests the thought that all the romance of the sea and voyages to unknown parts does not belong to the past. Even the construction of merchant vessels is still sometimes suggestive of adventure to almost unknown fields. Here in Bucksport, for instance, vessels have been launched to engage in a hazardous trade of which the great world has little knowledge. At Ivigut, on the Greenland coast, are mines of cryolite, a substance described in the dictionary as a double fluoride of aluminum and sodium. It is a transluscent metal, white or yellowish in color, and somewhat resembling ice in appearance. In fact the name is derived from the Greek words for ice and stone. Cryolite is extensively used in the manufacture of soap, soda, aluminum sulphate, alum and crystlite glass. Until superseded by bauxite it was the chief source from which aluminum was obtained.

The cryolite industry in this country centers in Philadelphia, and in its prosecution an American shipmaster has played an important part. Captain Charles H. Dix went into the business years ago, making trips to the inhospitable Greenland shores to return with cargoes of the precious "stone-ice." Later the firm of McKay & Dix, which is now constructing the Peary ship, was formed and built a fleet of vessels for this perilous trade. Captain Dix, a native of Maine, was of course familiar with the ship-building resources of the State and when in 1903 he first started in location for a new yard he selected Bucksport as the site of the enterprise. Two vessels for the cryolite trade were at once built there.

Familiar with the perils of navigation in Greenland waters, Captain Dix constructed these vessels especially staunch and sturdy that they might the better withstand the pressure of the ice. Even in the Thallium, a four-masted schooner of 756 tons net, became a prey to the great force of the white fields and was lost, although the ship's company escaped. Captain Dix, in building his cryolite carriers, adopted means of strengthening them somewhat similar to those employed in Peary's vessel. He used steel to re-enforce the keel and heavy timbers in the bow to help the ship resist the ice. His experience as captain and builder makes him exceptionally well qualified for the task of constructing a ship for a Pole-seeker.

LYCEUM COURSE LECTURES.

A Pleasant Evening at Burlington—True Bills Returned in Two Capital Cases—The Official Vote in Tuesday's Election.

Special to The Observer.

Burlington, Nov. 12.—D. L. Leftwich gave the first number of the graded school lyceum course in the school auditorium here last night to a delighted audience. His subject was: "An Evening with the Old Time Darkey," and he handled it in a delightful and entertaining manner. No one can spend an evening with Mr. Leftwich without enjoying him and feeling more in sympathy with the world in general.

Mr. Leftwich has a magnificent baritone voice and his songs were greatly enjoyed. His dialect stories were delightfully told and convulsed his audience.

Taken all in all, he gave one of the best entertainments ever given in our lyceum course. His closing song, "Say Au Revoir," was especially fine and was greatly enjoyed. For an hour and a half he held his audience at will and when he closed the time seemed all too short. Long may he live to shorten and broaden with each song and story the long faces of busy, care-ridden humanity.

This morning Mr. Leftwich entertained, for a half-hour, nearly eight hundred students of the graded school and if thunderous applause means any thing, every student appreciated his effort.

The monthly music recital was held in the school auditorium this afternoon. The programme consisted of instrumental music, readings and recitations and was excellently rendered. These recitals are always greatly enjoyed and are eagerly looked forward to by the school.

Superior Court is in session this week at at Graham with Judge Bryan presiding. The docket is quite a large one. The grand jury brought in true bills in the two capital cases of Faucett and Ruffin. Faucett was indicted for burning the Burlington Inn on the 25th of last May. The jury found a verdict of guilty and Judge Bryan sentenced him to be hung December 23. The other capital case is that of Ruffin, a negro, indicted for killing another negro at a livery stable in Graham by striking him on the head with the butt end of a whip. This case has not yet been reached, but it is understood that Ruffin will submit and plead guilty to manslaughter.

The following are the majorities of the officers of Alamance county as shown by the official count: State Senators, H. A. Foushee, Democrat, 86; James A. Turrentine, Democrat, 73; House of Representatives, W. J. Graham, Democrat, 43; treasurer, R. A. Freeman, Democrat, 41; register of deeds, C. D. Johnston, Democrat, 42; surveyor, L. H. Holt, Democrat, 74; coroner, Dr. G. W. Long, Democrat, 68; sheriff, R. T. Kernodle, Republican, 126; county commissioners, John Warner, Democrat, 62; Geo. T. Williamson, Democrat, 62; J. G. Clark, Democrat, 52; T. B. Barker, Democrat, 45; W. E. Vincent, Republican, 80.

The entire county ticket, with the exception of sheriff and one commissioner went Democratic.

Supt. F. H. Curtiss, of the city schools, will represent the First Presbyterian church of this place as commissioner at synod to be held in Durham next week. While in Durham he will be the guest of Mr. and Mrs. A. G. Elliot, of 316 McManner street.

The large auditorium and the offices of the superintendent of city schools were recently been lighted by electricity. This is a gracious and highly appreciated act of the mayor and city council who unanimously voted not only to wire the building free of charge but to furnish the lights free of charge. The electric lights are a great convenience and improvement and are another evidence of the interest the city fathers take in the welfare and success of our schools. Few schools in the State are as fortunate in having the hearty suport of the municipal authorities.

A FLOATING THEATRE.

It Performs at the Towns on Three Big Rivers.

Scientific American.

Perhaps the most interesting of new vessels plying the Ohio, Illinois and Mississippi rivers is one built upon an extensive scale for use as a floating theatre. The seating capacity is for a thousand people, and there are boxes for the elite and a pit for the orchestra. In addition, the vessel is sufficiently large to admit of numerous sleeping rooms for the actors, the deck hands and all those connected with either the show or the boat. The entire force numbers 40. On the steamer which tows the floating theatre, besides the boilers and engines, there is a complete electric light plant, besides a kitchen and dining room.

In view of the fact that the long water route of the floating theatre carries it into the warmer portions of the South, the season for the show does not close until late in the Southern winter. The entire route comprises 2,500 miles. The boat starts at Pittsburg and visits the towns of the coal miners and steel workers along the Monongahela river. Next it returns, and goes down the Ohio to the Kanawha, thence to Cairo, and later up the Illinois river to La Salle. Then, after going back to the Mississippi, the boat slowly makes its way in the direction of New Orleans. The idea of a floating theatre is not exactly new, but the extensive scale upon which it is being conducted and the fact that it is the drama instead of the vaudeville programme that is being presented attract unusual attention. "Faust" is the production which has been presented this season.

Along the route of the floating theatre the towns are often but ten or fifteen miles apart. Therefore, the jumps of the boat and its company are not long ones. On the upper deck of the steamer is a calliope. Long before the theatre reached the town in which it is to show the sounds of this instrument may be heard. The idle population of the river towns at once begins to assemble on the wharf. As the steamer comes within a few hundred feet of the dock, the calliope is silenced and a brass band strikes up a familiar air. The crowd on the wharf then grows larger. Many are there awaiting the first opportunity to secure reserved seats. When the boat touches the wharf the sailors, some of whom are later transformed into actors, make the vessel fast and put the gang-plank in place. The scenery is arranged and the orchestra rehearses while the cook is preparing the next meal in the kitchen. The people come aboard and select their seats, instead of doing so from a diagram on shore. At night the theatre is brilliantly lighted by electricity, and a searchlight flashes over the surrounding territory. The entertainment lasts about three hours.

THOUSANDS HAVE KIDNEY TROUBLE AND DON'T KNOW IT

To Prove What Swamp-Root, the Great Kidney Remedy will do for YOU, Every reader of "The Observer," May Have a Sample Bottle Sent Free By Mail.

Weak and unhealthy kidneys are Responsible for More Sickness and Suffering Than Any Other Disease, Therefore, when through neglect or Other Causes, Kidney Trouble is Permitted to Continue, Fatal Results are Sure to Follow.

Your Other Organs May Need Attention—but Your Kidneys Most, Because they do Most and Need Attention First.

If You are Sick or "Feel Badly," Begin Taking Dr. Kilmer's Swamp-Root, the Great Kidney, Liver and Bladder Remedy, Because as Soon as Your Kidneys Begin to Get Better They will Help All the Other organs to Health. A Trial Will Convince Anyone.

The mild and immediate effect of Swamp-Root, the great kidney and bladder remedy, is soon realized. It stands the highest for its wonderful cures of the most distressing case. Swamp-Root will set your whole system right, and the best proof of this is a trial.

53 Cottage street,
Melrose, Mass.,
January 11, 1904.

Dear Sir: "Ever since I was in the army, I had more or less kidney trouble, and within the past year it became so severe and complicated that I suffered everything and was much alarmed—my strength and power was fast leaving me. I saw an advertisement of Swamp-Root and wrote asking for advice. I began the use of the medicine and noticed a decided improvement after taking Swamp-Root only a short time.

I continued its use and am thankful to say that I am entirely cured and strong. In order to be very sure about this, I had a doctor examine some of my water to-day and he pronounced it all right and in splendid condition.

I know that your Swamp-Root is purely vegetable and does not contain any harmful drugs. Thanking you for my complete recovery and recommending Swamp-Root to all sufferers, I am," Very truly yours,

I. C. RICHARDSON.

Swamp-Root is not recommended for everything, but it promptly cures kidney, liver and bladder troubles, the symptoms of which are—obliged to pass your water frequently night and day, smarting or irritation in passing, brick-dust or sediment in the urine, headache, backache, lame back, poor digestion, dizziness, sleeplessness, nervousness, heart disturbance due to bad kidney trouble, skin eruptions from bad blood, penralgia, rheumatism, diabetes, bloating irritability, wornout feeling, lack of ambition, loss of flesh, sallow complexion, or Bright's disease.

If your water, when allowed to remain undisturbed in a glass or bottle for twenty-four hours, forms a sediment or settling or has a cloudy appearance, it is evidence that your kidneys and bladder need immediate attention.

Swamp-Root is pleasant to take and is for sale at drug stores the world over in bottles of two sizes and two prices—fifty cents and one dollar. Remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghampton, N. Y., on every bottle.

EDITORIAL NOTE.—In order to prove the wonderful merits of Swamp-Root you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimonial letters received from men and women cured. The value and success of Swamp-Root are so well known that our readers are advised to send for a sample bottle. In sending your address to Dr. Kilmer & Co., Binghampton, N. Y., be sure to say you read this generous offer in The Charlotte Morning Observer. The genuineness of this offer is guarrantee d.

December Smart Set.

The feature of the December Smart Set is undoubtedly the novelette, "Clavering and His Daughter," a story of Washington life, by a new author, Foxcroft Davis, whose meteoric entrance into the field of fiction is likely to be the sensation of the season. Totally unknown, this writer's first manuscript was only accepted on sight by one of the most conservative publishing houses in America, but two new books were contracted for to form a series of three, all on the national politics and society centering at Washington. Meanwhile The Smart Set has secured the first work to be published under the name of Foxcroft Davis—a story of a remarkable man and a remarkable woman in the interesting setting of life at the nation's capital which no author is as yet known so intimately and vividly. The appearance of this story is an event. It is a supreme test of the rest of the December number that even such a novel as "Clavering and His Daughter" cannot overshadow the merit of the excellent short stories which follow it. Particularly does "The End of the Story," by Emma Wolf, stand out from the mass of midwinter fiction—an unusual story of a unique situation, tragic in its intensity, with a climax whose strength is equaled only by the subtlety which leaves the reader with the book in his hands, living it over again and wondering.

The two words which epitomize the whole number are Merit and Variety. The poems have the excellence and range always to be found in The Smart Set, and in the stories are humor, pathos, romance, tragedy, comedy.

If You are Troubled.

With Dyspepsia, Indigestion, Heart Burn, Sick Stomach, Rheumatism or Lumbago, come in and deposit 50 cents with us and try a bottle of the world famous SEVEN BARKS, and if you don't find it the best medicine you ever used, come and get the 50 cents—it is yours. We don't want it. This great remedy has been old in this way for more than thirty-five years and never disappoints the sufferer. It is the one unfailing cure for the above troubles, and it cures many others, too numerous to mention. B. H. Jordan & Co.

World's Mail Service.

The aggregate annual letter and newspaper mail of the world amounts to thirty-two billion, five hundred million pieces, of which eight billion, five hundred million go through the United States mails. We have seventy-five thousand postoffices and five hundred thousand miles of postal routes, with a yearly travel over them amounting to five hundred million miles. The service costs over one hundred and fifty million dollars a year. The receipts now almost equal the expenditures, and have doubled in the last ten years. In 1880, the total receipts were eight million dollars, which was considered an extraordinary sum. But for twenty-two million dollars spent in establishing the rural free delivery, which now serves one-seventh of the population of the United States, the postoffice would be self-sustaining.

Always Remember the Full Name **Laxative Bromo Quinine**
Cures a Cold in One Day, Grip in 2 Days

E. W. Grove on every box. 25c

SPECIAL ROUND TRIP RATE to Richmond, account football, via Seaboard Air Line—The Seaboard Air Line will sell round trip ticket to Richmond, Va., and return on November 23rd, good to return until 26th, account North Carolina-Virginia football game, at $8.75. For details of trip call on or address.

JAMES KER, Jr.,
City Passenger Agent S. A. L.,
25 South Tryon St., Charlotte, N. C.

SOUTH FLORIDA FAIR and Mid-Winter Exposition, Tampa, Fla., Nov. 14th-26th.

On account of the above occasion, Southern Railway will sell round trip tickets to Tampa, Fla., on Nov. 15th, good to return until Nov. 30th, 1904, at rate of one first-class fare plus 50 cents for the round trip. For further information call on any Agent or write.

R. L. VERNON, T. P. A.,
Charlotte, N. C.
W. H. TAYLOE, G. P. A.,
Washington.

Southern Railway

In effect November 6, 1904.

This condensed schedule is published as information and is subject to change without notice to the public.

4:00 a. m., No. 8, daily, for Richmond and local points; connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead City, at Danville for Norfolk.

6:05 a. m., No. 27, daily, for Rock Hill, Chester, Columbia and local stations.

7:10 a. m., No. 16, daily, except Sunday, for Statesville, Taylorsville and local points; connects at Mooresville for Winston-Salem, and at Statesville for Hickory, Lenoir, Blowing Rock, Asheville and points west.

7:15 a. m., No. 29, daily, New York and Atlanta Express. Pullman sleeper to Columbus, Ga., and day coaches to Atlanta. Close connection at Spartanburg for Hendersonville and Asheville.

8:35 a. m., No. 33, daily, New York and Florida Express for Rock Hill, Chester, Winnsboro, Columbia, Savannah, Jacksonville and Augusta. Pullman sleepers, New York to Jacksonville and Augusta. First-class day coach Washington to Jacksonville. Dining car service.

9:25 a. m., No. 36, daily, U. S. Fast Mail for Washington and all points North. Pullman drawing rooms, sleepers to New York and Richmond; day coaches New Orleans to Washington; dining car service Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

9:30 a. m., No. 37, daily, Washington and Southwestern Limited. Pullman drawing room sleepers, New York to New Orleans and Memphis. Pullman observation car New York to Macon; dining car service; solid Pullman train.

No. 30, Washington and Florida Limited, leaves at 10:05 a. m., daily; Pullman drawing room sleepers to New York; first-class coach to Washington; dining car service.

11:00 a. m., No. 28, daily for Davidson, Mooresville, Barber Junction, Cooleemee, Mocksville, Winston-Salem and Roanoke, Va., and local points.

12:25 p. m., No. 11, daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville.

7:10 p. m., No. 12, daily for Richmond and local stations; connects at Greensboro for Raleigh and Goldsboro; Pullman sleepers, Greensboro to Raleigh, Charlotte to Norfolk.

6:00 p. m., No. 25, daily except Sunday, freight and passenger for Chester, S. C., and local points.

7:15 p. m., No. 34, daily, except Sunday, for Statesville and local stations; connects at Statesville for Asheville, Knoxville, Chattanooga and Memphis.

8:18 p. m., No. 38, daily, Washington and Southwestern Limited, for Washington and all points North Pullman sleepers and Pullman observation car to New York. Dining car service. Solid Pullman train.

9:45 p. m., No. 34, daily, New York and Florida Express, for Washington and points North. Pullman sleepers from Jacksonville and Augusta to New York, and from Charlotte to Richmond. First-class day coach, Jacksonville to Washington.

9:50 p. m., No. 29, daily, Washington and Florida Limited, for Columbia, Augusta, Charleston, Savannah and Jacksonville. Pullman drawing room sleeping car to Jacksonville. First-class day coaches Washington to Jacksonville.

10:10 p. m., No. 10, daily, for Washington and points North. Pullman sleeper to Washington. First-class day coach, Atlanta to Washington.

10:30 p. m., No. 35, daily, United States Fast Mail, for Atlanta and points South and Southwest. Pullman drawing room sleepers to New Orleans and Birmingham. Day coaches Washington to New Orleans. Dining car service.

Baggage called for and checked from hotels and residences by Wadsworth Transfer Co., on offers left at City Ticket Office.

C. H. ACKERT,
Gen. Manager.

S. H. HARDWICK, Passenger Traffic Manager.
W. H. TAYLOE, Gen. Pass. Ag't., Washington, D. C.
R. L. VERNON, Traveling Pass. Ag't.
T. J. WITHERSPOON, City Ticket Agent.
113 S. Tryon Street, Charlotte, N. C.

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