

In The Local Play House



CHORUS GIRLS TELLING THEIR SECRETS

THE WEEK'S ATTRACTIONS.

Thursday, 25th, "Little Johnny Jones."
Friday, 26th, Sousa's Band.

NEXT WEEK.

Monday, 25th "The School Girl"
Tuesday, 30th "Sign of the Cross"
Wednesday, 31st "The Tenderfoot"
Thursday, Feb. 1 "Rajah of Bhong"

Patrons of the Academy of Music will have a chance to witness a number of unusually good offerings this and next week. Sousa and his Band will be here Thursday evening and the evening following the musical extravaganza "Little Johnny Jones" will be the attraction. Chief among the offerings of next week are "The Tenderfoot" and the new musical comedy, "The Rajah of Bhong," which promises to be among the most satisfactory of the season's offerings.

When "Little Johnny Jones" was first presented in New York last season it made such an emphatic and instantaneous success that the country was soon singing its praises, and its author and composer, George M. Cohan, awoke to the fact that he was famous. Mr. Cohan previous to this had given to the stage two very acceptable musical plays, "The Governor's Son" and "Running for Office," both of which had attained great popularity, but his latest product, "Little Johnny Jones," proved so original and such a gorgeous entertainment that his reputation as an author and composer was assured after the first night. "Little Johnny Jones" caught the fancy and liking of the metropolitan to such an extent that it scored a run of twenty-two weeks in New York, several weeks in Boston, four weeks in Philadelphia and over three months in Chicago. No musical production was made last season that attained such a record, and the fact that the theatre-going public are to witness "Little Johnny Jones" in this city at the Academy of Music, Jan. 25, Thursday, conveys with the announcement much pleasurable anticipation, and can easily be considered one of the most notable bookings of the season. "Little Johnny Jones" differs greatly from any other musical comedy of recent times inasmuch as it contains a dramatic story which at times almost borders on the sensational, and for this reason perhaps it has been called a musical melo-drama. The story tells



every morning several composers, two or three singers, and instrumentalists, and at least one bandmaster and two conductors. Sousa seemed to give the critic an appetite, but he made his meal on other unfortunates that day, and spared the composer-conductor. At the Academy Friday next.

SAFETY IN COLOR.

Nature's Endowment of the Lower Animals With Safeguards—A Wonderful Defense in Adaptation to Surroundings.

Much has been written about protective coloration, and the subject is a familiar one, yet almost every man in his daily life abroad, has seen examples of it which astonished him. What is more common than to see a dog stop in such fashion that we know the quail is close under his nose, and then, falling to start it or to find it, it suddenly bursts out from a place that we had carefully looked at. Many a country dweller has searched up and down a tree trunk or along a limb in search of the

tree-frog whose note he had traced to the very spot and had his eye pass again and again over a little gray knot which at last he discovered to be the animal he was in search of. Almost every country boy has at some time known where an old ruffed grouse had her nest and has frequently gone to look at her. Those who have done this know well how difficult it is to see the bird, even though the precise spot where she sits is known. The watcher stares and stares at the place, but cannot make out the outline of the bird, so perfectly do they and the stripes and bars of dark and light color with which her feathers are marked blend with the surrounding herbage. We recall such a nest where the bird always had to be carefully looked for before she could be seen; then it always happened that suddenly her form sprang into the eye's view and it seemed extraordinary that it had not been seen before. In front of this nest there were certain cross-

ed weed stems which were well recognized and behind which it was known that the bird's head must be, yet it took always a long time to see her. With big game the same thing happens constantly. Many a man who has hunted much has crept up to a ridge, looked over and studied the landscape with care, and then, having satisfied himself that no game was in sight, has stepped out into plain view, seen deer rise from its bed or slip out of some little thicket and put itself in a position of safety without offering opportunity for a shot. This seeming invisibility, even when they are in plain sight, makes the photographing of wild animals a matter of great difficulty. We recall as vividly as if it were yesterday carefully climbing a ridge in Wyoming and studying a sagebrush basin which lay before us. Glasses and good eyes were used, but absolutely nothing was seen, and finally we stepped over the hill, went partly down the open and then stopped and sat down to smoke. We had had time to light the pipes and to talk for a while, and as we sat and smoked, with our faces directly toward the basin, slowly there grew out of nothing, feeding quietly there where he had been feeding all along, a mountain sheep, which was the game we were seeking. To most of her wild creature's nature has given a wonderful defence in their adaptation to their surroundings, and whether it be a stately elk bang or a timorous deer, or a little chief hare sitting on the top of a rock near his burrow, they are all alike.

You Can't Beat 'Em.

Philadelphia Record. An attractive and altogether "bony" young business woman of this city came here with a large stock of property and a small amount of practical knowledge of the world to carve out her fortune, after passing her girlhood days in Edinburgh and London. Although without any undue amount of self-consciousness or egotism, she is sometimes annoyed by the very evident admiration she attracts in public places. The other day, while dining in a restaurant, she fancied that the man opposite was preparing to speak to her, as he glanced her way, and seemed to be making up his mind to open a



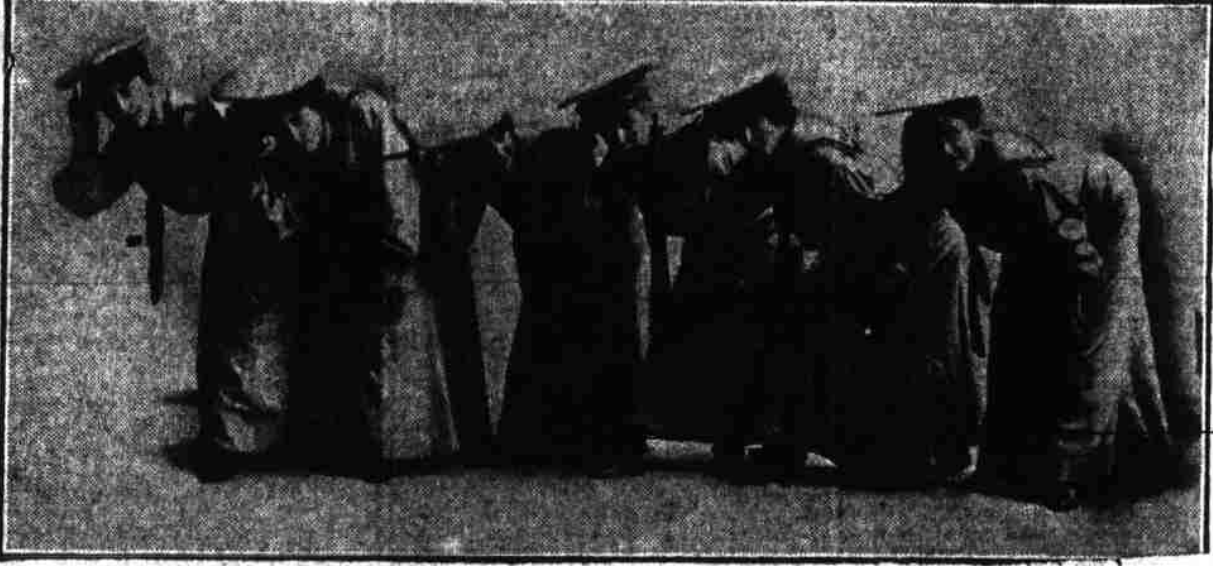
Some Snapshots at the Chorus in "Little Johnny Jones."

conversation. The young woman assumed a most frigid air and looked as unapproachable as the Arctic pole. The man, as he left the table, made one more half-hearted attempt to speak, blushed red to his ears, then hurried away. When the young woman finished her luncheon and called for her check, the waitress amazed her by exclaiming: "Why, I thought you were with that gentleman, I put your check and his together." The bill had been manfully settled.

On the Ice.

Detroit News. City Clerk Thorpe, of Pontiac, while airing himself on skates at Sylvan Lake, was apprised by his dog, which was tumbling at his heels, that there was game in sight, and Joseph saw a redhead duck on the frozen surface. The dog was ordered to go after it, and did. The duck, though a quack, is no fool, and it was not long before the redhead perceived that the dog was without skates, since he advanced, sometimes nose, and at other times tail first. The duck gibbered his glee at the ridiculous performance and kept just a little out of reach. It made Joe mad to see the duck having fun with his dog and took it up as the latter's behalf. He would try for the duck himself. It was a merry race of a quarter of a mile with the bird skimming barely above the ice, when Joe, reaching out, grabbed the bird in his arms. It is reported, but not generally credited, that the Pontiac city clerk, who never speeded faster or better in a campaign, cleared airholes twelve feet across; but he did catch the duck, the face of which was never known before, "no, not in Israel."

A newly married man gets back to his lodge by degrees.



A Chorus Ensemble in "Little Johnny Jones."

of the fortunes and adventures of an American jockey who goes to England to ride the races, meets with all kinds of adventures, is finally ruled off the English turf, is accused of theft of valuable papers and meets with all kinds of harrowing experiences. All, however, is made right in true melodramatic fashion, the villain is punished, and the hero and heroine made happy before the final curtain. The story has given Mr. Cohan an opportunity to introduce in a logical and sane manner over twenty musical numbers, all of which have obtained an immense vogue that their delightful melody is now familiar to almost every home in America. The production as it will be seen here is promised to be on a scale of massive completeness, the same in every detail, as it was seen last season in New York, Boston, Chicago and all the principal cities. The chorus is composed of over forty attractive girls whose singing qualities are highly spoken of, while the cast is composed of many notable favorites. The company in all numbers over sixty people, one of the largest on tour this season.

The English are many things, but more than anything else they are thorough. This is the scientific way in which The London Times explains John Sousa's manner of conducting that manager which has been imitated by so many, but accomplishes the desired effects only when practiced by Sousa himself. "And then it is a sheer delight simply to watch Sousa. There are those to whom his histrionic methods are an offense, just as there are a good many people who cannot abide the nods and becks and wreathed smiles of M. de Pachmann at the piano. But in both cases, I fancy, they are mannerisms of temperament. Sousa is filled with the joie de vivre, and his bizarre gestures—which are mostly employed in conducting his own pieces—indicate the reflex action of the music upon him, his personal conviction by its rhythmic swing. The hundreds of thousands of people who heard Sousa in England, were not quite as analytical, but no less enthusiastic than The London Times man, who is one of the feared critics of the empire. One of his victims once said: "He sets up before breakfast



The "Fandangos Girls" in "The Rajah of Bhong."

Southern Railway

This condensed schedule is published as information and is subject to change without notice to the public.
7:30 a. m. No. 8 daily for Richmond and local points; connects at Greensboro for Winston-Salem, Goldsboro, Newbern and Morehead City; at Danville for Norfolk.
8:30 a. m. No. 7 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, at Statesville for Hickory, Lenoir, Blowing Rock, Asheville and other points west.
7:15 a. m. No. 25 daily New York and Atlanta Express. Pullman sleeper to Columbus, Ga., and day coaches to Atlanta. Close connection at Spartanburg for Hendersonville and Asheville.
7:30 a. m. No. 24 daily New York and Florida Express for Rock Hill, Chester, Winnsboro, Columbia, Savannah, Jacksonville and Augusta. Pullman sleeper New York to Jacksonville and Augusta. First class day coach Washington to Jacksonville. Dining car service.
7:35 a. m. No. 22 daily. Fast Mail for Washington and all points North. Pullman drawing room sleepers to New York and Richmond. Day coaches New Orleans to Washington. Dining car service.
8:30 a. m. No. 27 daily Washington and Southwestern Limited. Pullman drawing room sleepers, New York to Mobile and Memphis. Pullman observation car New York to Macon. Dining car service. Pullman train.
8:35 a. m. No. 23 daily Washington and Florida Limited. Pullman drawing room sleepers, New York to Jacksonville. Dining car service.
8:30 a. m. No. 21 daily for Davidson, Greensville, Barber Junction, Coolemans, Mocksville, Winston-Salem, and Roanoke Va., and local points.
8:35 p. m. No. 11 daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville.
7:30 p. m. No. 12 daily, for Richmond and local stations; connects at Greensboro for Raleigh and Goldsboro. Pullman sleepers. Greensboro to Raleigh. Salisbury to Norfolk. Jacksonville to Washington.
7:35 p. m. No. 28 daily, except Sunday, freight and passenger for Chester, S. C. and local points.
7:15 p. m. No. 24, daily, except Sunday, for Statesville and local stations; connects at Statesville for Asheville, Knoxville, Chattanooga and Memphis.
8:15 p. m. No. 8, daily, Washington and Southern Limited. Pullman sleepers and Pullman observation cars to New York. Dining car service. Solid Pullman train.
8:50 p. m. No. 23 daily Washington and Florida Limited, for Columbia, Augusta, Charleston, Savannah, Jacksonville, Pullman drawing room sleeping car to Jacksonville. First class day coaches Washington to Jacksonville.
10:35 p. m. No. 24, daily, New York and Florida Express for Washington and Atlanta. Pullman sleepers from Jacksonville and Augusta to New York, and from Charlotte to Richmond. First class day coach, Jacksonville to Washington.
10:10 p. m. No. 40, daily, for Washington and local points. First class day coach, Atlanta to Washington.
10:20 p. m. No. 24, daily, United States Fast Mail for Atlanta and points South and Southwest. Pullman drawing room sleepers to Mobile and Birmingham, day coaches Washington to Jacksonville. Dining car service.
Baggage called for and checked from hotel and residence by Wadsworth Transfer Company, on orders left at City Ticket office.
H. B. SPENCER, General Manager.
S. H. HARDWICK, Passenger Agent.
W. H. TAYLOR, Passenger Agent, Washington, D. C.

SEABOARD AIR LINE RAILWAY

Direct line to principal cities North, East, South and Southwest. Schedule effective January 2, 1906.
Trains leave Charlotte as follows:
No. 40, daily, at 5:45 a. m., for Monroe, Hamlet, Richmond, Washington, New York and all points North and East; for Columbia, Savannah and Florida points.
No. 122, daily, at 10:10 a. m., for Lincolnton, Shelby and Rutherfordton. Connects at Lincolnton with C. & N. V.
No. 123, daily, at 1:15 p. m., for Monroe, Hamlet, Richmond, Washington, New York and all points North and East; for Columbia, Savannah and Florida points. Pullman sleeping car Charlotte to Rutherfordton.
No. 1, local freight, daily except Sunday with coach attached, at 8:45 a. m., for Monroe.
Trains arrive at Charlotte as follows:
No. 123, at 10 a. m., from points North and South.
No. 122, at 7:35 p. m. from Rutherfordton, Shelby and Lincolnton.
No. 20, at 10:45 p. m. from Wilmington, Hamlet and Monroe; also from points North and South.
Connections are made at Monroe with all through trains for points North and South which are composed of vestibule day coaches, Pullman drawing room sleeping cars and dining cars between Atlanta, through Richmond and Washington to New York.
For rates, time tables, reservations, apply to ticket agent or
JAMES KER, JR., C. P. A., Charlotte, N. C.
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C. B. RYAN, G. P. A., Portsmouth, Va.

N. & W. Norfolk & Western

Through Train Daily, Charlotte to Roanoke, Va., schedule in effect Dec. 3, 1905.
11:00 am Lv Charlotte, So. Ry. Ar 6:00 pm
2:15 am Ar Winston, So. Ry. Lv 2:30 pm
2:30 pm Lv Winston, N. N. W. Ar 3:00 pm
4:00 pm Lv Martinsville, Lv 11:45 am
8:30 pm Lv Rocky Mount, Lv 10:30 am
7:15 pm Ar Roanoke,Lv 9:30 am
Daily.
Connect at Roanoke via Shenandoah Valley House for Natural Bridge, Luray, Alexander, and all points in Pennsylvania and New York. Pullman sleeper Roanoke and Philadelphia.
Through coach, Charlotte and Roanoke. Additional information from Southern Railway. M. F. BRAGO, W. B. BEVILL, Gen. Pass. Agent, ROANOKE, VA.



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