

NEW ROAD TO NORTHWEST

TO CONNECT WITH CHARLOTTE

The Seaboard and North & Western roads to be one and the same—Charleston through 100 Miles—Near the Coal and Iron Fields via Rutherfordton and the New Line—Many Improvements to be Made.

Much has been said lately of the new South & Western Railway, which is to be run from the coal and iron fields of east Tennessee, Kentucky and West Virginia, to the Atlantic seaboard. Railroad men have thought that the Seaboard Air Line was backing the new road, financially. Recent developments, however, show that the current reports are true. There is but little doubt that the men who are furnishing the money for the construction of the new road are holders of big blocks of Seaboard Air Line stock. It is believed that the two roads are, to all intents and purposes, one.

The South & Western road extends from Elkhorn, Ky., via Erwin, Tenn., to Spruce Pine, this State. The line from Spruce Pine to Marion is now being built, several thousand laborers being employed in the work. When the road is finished, it will be about 100 miles long, a distance of about 21 miles. At Rutherfordton, the new line, will intersect the Seaboard road, which connects with Charlotte, Monroe, Wilmington and the coast at Southport. From Rutherfordton, the new road will be extended to Spartanburg, S. C., where it will connect with the Charleston & Western Carolina, running to Augusta, Ga., and on to the Atlantic seaboard at Port Royal, S. C. Should one take the trouble to examine the map of this section, it will be seen that the new road will be a direct route from the coal and iron fields of eastern Tennessee, Kentucky and West Virginia to the sea coast.

This means much for Charlotte. It will give the city direct connection with the coal fields, and thus the heavy freight charges which have been such a burden in the past will be materially lowered. The fact that the two roads will be under the same management will assure better service as well as cheaper rates. At present, the coal fields are approximately 375 miles from Charlotte. Should a manufacturer order a car of coal direct from Pocahontas, which is practically the center of the coal district, it would come via Lynchburg, Va., traveling the distance named above. By the new route, via Rutherfordton, Marion, Johnson City and the coal fields of East Tennessee or Kentucky, the distance is only approximately 275 miles, which is 100 miles shorter than the present route. This will mean a saving of at least 60 cents on the ton, with the possibility of a further reduction if the two lines compete.

In this connection, it may be stated that one of the prominent traffic agents of the South & Western road was in Charlotte a short time ago for the specific purpose of finding out the amount of coal used by the local manufacturing enterprises. He was on a tour of the Seaboard and Seaboard Air Line, and he reported as having stated to a prominent citizen of Charlotte that the freight rates on coal and iron from Tennessee and the territory traversed by the South & Western road would be 25 per cent less than they are at present.

The new road will connect with the Chesapeake & Ohio at Elkhorn, Ky., which gives it a direct line into Cincinnati and points in the Middle West. In this way, the great grain and provision centers of the country will be brought into closer relationship with Charlotte. The building of the Panama Canal will give influence and prestige to the Southern seaports. The construction of this new railroad connecting the seaport with the Middle West will increase the trade of the shipping centers and all intervening points on the connecting road.

In anticipation of the heavy traffic that will have to be handled over the line running from Charlotte to Rutherfordton when the new line is finished already a survey has been made of the track from Monroe to Rutherfordton and during the next few months the heavy grades will be cut down, the line will be straightened and other improvements made.

ROOSEVELT CHANGED HIS MIND.

His Theory About the Negro May Be Right, but It Cannot be Put Into Practice.

"I heard a Congressman tell an interesting story of the Booker Washington dinner incident at Washington a few years ago," said a Charlotte man who has recently been North on a trip.

"This Congressman said that President Roosevelt had told a friend that his theory about the negro was good, he thought but that it would not do to put in practice. He invited Washington to dinner with him, believing that it was his own affair and that it was all right as a college training had taught him that."

"But ten days after the incident, as President Roosevelt was on his way back from a little tour of the new white train line, he was told by a white boat porter down for putting his hand on his shoulder. Roosevelt saw that the man who struck the blow was a brakeman on his train, and after leaving the station he went for the man, and he was asked him if he was from the South. The fellow said that he was from Pennsylvania. When questioned about striking the negro, he said that it was in his mind for any of his people would have done it. He would not permit a negro to put his hands on him. That and other incidents convinced Roosevelt that, if his theory about the negro was right, it was not practical, and could not be lived up to in this country."

"Then," the Congressman added, "the President heard of a negro catching a little white girl by the hand and holding on to her, saying that he was as good as she was for being black. Roosevelt said so when he dined Booker Washington."

"In other words, the Roosevelt theory would bring to an end of trouble and bloodshed for the reason that the negro was not prepared, if in any way qualified, for such treatment. The President has realized this."

Railway Machine Shops for Rock Hill, S. C.

It is rumored that the shops for the old S. C. division of the Southern Railway may be moved to Rock Hill, S. C. The idea seems to be to put them at a central point between Charlotte and Marion, in order that the repairs of the entire line may be most conveniently done.

Mr. J. A. Maxwell, agent of the Southern, has been in Rock Hill lately and it is thought he is looking up this machine shop subject. It is also said that some of the mechanics of the Southern Railway have already moved to Rock Hill.

AS TO COL. J. R. WINCHESTER.

He is Hefty on His Feet and Smokes a Cigar Without Firing It.

The most energetic citizen of his age in the county, is Col. J. R. Winchester, who is to be the city meat and milk inspector after April 1st. He is on the go from morning till night and if a rat dies anywhere that he ought not to be killed, Col. Winchester ferrets him out and sees that he gets a good warm place in the crematory, along by the side of his ancient enemy, the cat. The colonel is here, there and everywhere doing deeds of kindness. If he does not like a man he is brave enough to say so if occasion seems to demand it. Once upon a time he had a boss that he loved, not and he made no secret of the fact that, if it became necessary for him to serve another term under that head he would fold his tents and return to Sweet Union, where he could just as he pleased. As a soldier of the Confederacy Long-Nosed Bob Winchester, as his comrades called him, was courageous and true. Charlotte will have in him an industrious, painstaking meat and milk inspector.

Those who know the genial old soldier-like to see him getting about, for he is so nimble, so spry and so watchful. The only thing that his best friends cannot understand is the reason why he takes a dry smoke. As he goes from place to place, dipping in here and there to see if there is anything rotten in Denmark, he smokes away at a dry, unlit cigar. He keeps cutting down on the mouth-end of it but never puts any fire to the other end. Then, too, Col. Winchester wears a mangle on his cigar, keeping the free end wrapped about with small rubber bands.

"Why do you harness your cigar, Col. Winchester?" asked an Observer man of the officer.

"I do that to keep him from falling apart. I can use him a long time just for a dry smoke if he does not break in pieces."

That spoke he as he took out his smoker and looked at it affectionately.

A FINE FAMILY OF CHILDREN.

Dr. and Mrs. Paul Barringer Have Ten Splendid Boys and Girls, Who Are Much Admired by Dr. Graham.

"I have just returned from Charlottesville, Va., where I saw Dr. Paul Barringer and his family," said Dr. George W. Graham, yesterday.

"I do not recall the day when I saw such a fine family of children as that of Dr. and Mrs. Barringer. They have ten healthy, hearty, good looking boys and girls, all of whom are exceptionally bright. It reminded me of another family, when parents boasted of a goodly number of fine sons and daughters. When I went to the Barringer table I had to stop and view the sight, for I had never seen a more pleasant one. There stood Dr. and Mrs. Barringer and eight of their children, two of the older ones being absent, all in perfect health and sound in mind and body."

Dr. Graham was very enthusiastic in his compliments to Dr. Barringer and his family.

Mr. Harry P. Shaw Accepts New Position.

Mr. Harry P. Shaw, who has been connected with the Shaw Harness Company for several years, has resigned his position to accept a traveling position with the Bookley-Harwood Shoe Company, of Lynchburg, Va. Mr. Shaw will continue to live in Charlotte, making this city headquarters. Mr. Shaw is a clever and capable young business man and his friends will be glad to know that his new position will not necessitate his leaving the city.

A SCIENTIFIC WONDER.

The cures that stand to its credit make Riker's Anker Salve a scientific wonder. It cured E. R. Mulford, lecturer for the Patrons of Husbandry, Waynesboro, Va., of a most peculiar skin disease, which he had contracted in the West. It cured Burns, Sores, Boils, Clebs, Cuts, Wounds, Chilblains and Salt Rheum. Only 5c at R. H. Jordan & Co. Drug Store.

NEGOTIABLE BILL OF LADING.

Bill to Have Railroads Issue More Satisfactory Shipping Papers Movement Being Pushed by Bankers' Association.

The North Carolina Bankers' Association has been for some time endeavoring to have the railroads issue a negotiable bill of lading. The bill of lading as ordinarily issued is not considered to be sufficient protection in commercial and financial circles. A circular letter has just been issued by Mr. William A. Hunt, secretary of the association, on this subject, which reads as follows:

"The bill of lading committee of the American Bankers' Association, who are trying to secure the adoption of a negotiable bill of lading, has come to the conclusion that, owing to the many legal difficulties caused by the varying laws of the different States covering this subject, the only course left to pursue is to thoroughly safeguard the interests of the members of the association is to recommend the enactment by Congress of a law regulating the use of 'order' bills of lading in inter-State commerce that will thoroughly cover the subject and which will secure uniformity in all the States. An enactment of this measure will relieve the banks of the large and heavy losses they have incurred in the past upon bills of lading not properly safeguarded."

"In the House of Representatives a bill embracing the ideas of the bankers as to a negotiable bill of lading has been introduced by Hon. Charles E. Townsend, and a similar bill in the Senate by Senator Burrows. These bills have the unqualified approval of the American Bankers' Association and you are urged to write your Representatives and Senators in Congress, asking their assistance in the matter. This is important and your prompt attention is earnestly requested."

Will Intersect Three Large Roads.

The railway which is being constructed by the Southern Power Company from the point where the new power plant is being developed at the Great Falls of the Catawba, is now completed to a point on the Lancaster & Chester Railway. The company intended to extend it at once northward to a point on the Seaboard Air Line. An extension north of the Seaboard Air Line to Rock Hill is being considered, and rights of way are being procured for this extension. At Rock Hill the road will connect with the Southern. The distance from the Great Falls of the Catawba to Rock Hill is probably 20 miles. In this distance the road connects with the Lancaster & Chester, the Seaboard and the Southern Railways. It is possible that the road may be extended still farther northward from Rock Hill, and the most probable route will be up the Catawba valley.

Old Scotch.

"When one refers to Old English," said Dr. G. T. Winston, standing with his back to the lobby stove, "every body knows the reference is to the ancient form of the English language. So of Old French and Old Irish. But nobody thinks of language when one says 'Old Scotch.'"

SOUTHERN MEN FOR DIRECTORS.

Governor Hayward and Col. Leroy Springs of South Carolina, Nominated for the New York Life and the Mutual of New York.

"The South is coming for her share of the good things nowadays," said a Charlotte business man yesterday. "The South Atlantic States should be represented by at least one member of the board of directors of each one of the big insurance companies of New York."

"The friends of Governor D. C. Hayward are pressing his name as the proper person to represent this section on the board of the New York Life and the friends of Col. Leroy Springs, of Lancaster, S. C., are taking active steps to have him added to the board of the Mutual of New York. The stockholders of these companies could not do better than to send proxies to these two gentlemen."

There is considerable talk of this sort in this section of the country at this time. Messrs. Joseph Bryan, of Richmond, Va., and Mr. D. A. Tompkins, of Charlotte, are already members of the Equitable board.

Careful Housewives always use Burnett's Vanilla because no state pure food commission has ever questioned its absolute purity. Use it and take no risks.

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CURED MRS. JOE PERSON'S BLOOD AND SKIN DISEASES. CURES BLOOD AND SKIN DISEASES. A TRIAL CONVINCES FOR SALE BY LEADING DRUGGISTS.

OUR HATS ALWAYS PLEASE. Our Spring Hats are Getting Scattered All Over Town. Derbys and Soft Hats. We find that, while lots of men are willing to pay \$5 for a hat, there are other men who want to pay \$1.50 and \$2 less. They can do it by buying hats here and without sacrificing style. We have blocks of leading makes to choose from; your fancy as well as your head can be quickly fitted. Knox Hats \$3.50 and \$5. Stetson Hats, \$3.50. Longley Hats \$3.00. Yorke Bros. & Rogers. Sole Agents for Knox Hats.

OLDEST LARGEST BEST. We Clean Carpets. Our modern Carpet Wheel cleans your carpets without injuring the goods—takes out all the dirt, raises the nap and brightens up the colors wonderfully. All this at a cost of five cents per yard—you'll say it's money well spent. CHARLOTTE STEAM LAUNDRY. Launderers, Dyers and Cleaners, 219 S. Tryon Street.

A Solid Carload Crushed Fruits and Fountain Flavors. This car is in and being rapidly distributed. We offer Manufacturers' Prices on All Fountain Goods. Apparatus and Outfits from \$50.00 to \$2500.00. Ice Shavers, Steel Founts, Glasses, Holders, Spoons, Rock Candy Syrup, Extracts, Coca Cola, Nerve Coca, Root Beer, Straws, Bowls. Burwell & Dunn Company, WHOLESALE ONLY, 295 South College Street.

GO-CARTS. We have just received a large shipment of THE CELEBRATED "BLOCH" GO-CARTS and we are now prepared to supply all your wants in this line. This make is strictly in a class by itself, and you must have a "BLOCH" if you want the most PERFECT cart made. Sold only by LUBIN FURNITURE CO. Authorities on Quality and Price.

Office Furniture. WE HAVE JUST RECEIVED A LARGE SHIPMENT OF Office Desks, Office Chairs, Office Tables, Sectional Book Cases, Filing Cabinets. We Are Offering Special Bargains In This Line. It Will Pay You To See Our Stock At Once. Parker-Gardner Co.

Spring Hats. OUR line of Felt Hats has proved exceedingly popular this season. The Styles are very pretty indeed. The arguments in favor of purchasing a Spring Hat are numerous; they give an air that is identical with the season. The hat alone almost takes the place of a new outfit. To be properly dressed for the spring season demands a New Spring Hat. Our assortment was never more complete than this season, and the effects in Soft Hats are particularly good. In addition we carry a full line of STIFF HATS in all the popular Shapes. Prices: \$3.00, \$3.50, \$5.00. THE LONG-TATE CLOTHING CO., Oldest Clothing Store in Charlotte. Goods sent on Approval returnable at our expense.

Spring Neckwear. AT the approach of spring, custom demands it, and appearances are so improved by such acquisitions that it is not a matter of wonderment at the popularity of fresh Spring Ties. We have just received and have on display certainly the prettiest and probably the largest lot of Spring Ties we have ever handled. The assortment is varied and includes almost every conceivable shape and design of Neck Piece that is worn—Four-in-Hands that tie large or small knots, in narrow and broad widths; Long Four-in-Hands, narrow widths, made especially for people with large necks; String Ties with large ends (mighty popular this season) both for business and dress suits; our Black and White Bows for evening wear are very pretty; Ready-Tied Ties in bows and four-in-hands—all these and more are represented in this shipment. On account of the many patterns of the different style ties, it is purely a matter of selection. We feel fully confident of satisfying the most particular buyer. We have Ties in this lot ranging in price from 25c to \$2.50. ED. MELLON CO., Leading Clothiers. Mail Orders Have Prompt Attention.

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