HOT ON OIL TRUST'S TRAIL tinged from First Page.)

es is employed on the New York ral Railroad, as well as on many r railroads, in such a fashion as

amount to thwarting the purpose the law, although the forms of the w may be complied with.

It is unfortunately not true that estandard Oil Company is the only eat corporation which in the immeats past has benefited, and is at this onent benefiting, in wholly improper fashion by an elaborate series rate discriminations which permit it to profit both at the expense of its rivals and of the general public. The Attorney General reports to me that the investigation now going on as to the shipments by the sugar trust over the trunk lines running out of New York city tends to show that the sugar trust rarely if ever pays the prominent features.

The manufacture thus improperly, and probably un-lawfully, favored at the expense of its

ompetitors and the general public. The argument is sometimes advanced against conferring upon some governmental body the power of supervision and control over inter-State mmerce, that do not tend to weaken individual initiative. Investigaprove any such allegation. On contrary the proper play for individ-ual initiative can only be secured by those monopolies which crush individual initiative. raffroad itself cannot without government aid protect the interests oil fields. The refined produtes are of its own stockholders as against one of these great corporations loosely

known as trusts.

In the effort to prevent the railroads from uniting for improper purones we have very unwisely prohibuniting that is, proper purposes; of protection to themselves and to the general pub-lic as against the power of the great orporations. They should certainly proval of the inter-State commerce emmission of any agreement which the railroads may come. In addition to this the government must interfere through its agents to deprive the railroad of the ability to make to the big corporations the concessions

RECOMMENDS POWER EXAMIN-ATION.

which otherwise it is powerless to re-

The government should have pow er by its agents to examine into the conduct of the railways—that is, the examiners under the direction of the Inter-State commerce commission should be able to examine as thoroughly into the affairs of the railroads as bank examiners now examine into the affairs of banks. It is impossible to work a material

improvement in conditions such as

above described merely through instrumentality of a law suit. A law suit is often a necessary method; but by itself it is an utterly inadequate method. What is needed is the conferring upon the com-mission of ample affirmative power, so conferred as to make its decisions take effect at once, sub-Sect only to such action by the court as is demanded by the constitution. The courts have the power to, and will undoubtedly, interfere if the action of the commission should come in effect confiscatory of the property of an individual or corporation, or if the commission should undertake to do anything beyond the authority conferred upon it by the law under which it is acting. I am well aware that within the limits thus guilty of injustice; but far grosser and far more frequent injustice, and injustice of a much more serious kind, now result and must always result from the failure to give the commission ample power to act promptly and effectively within these broad

Though not bearing upon the question of railroad rates, there are two measures consideration of which is imperatively suggested by the sub-mission of this report. The Standard Oil Company has, largely by unfair or unlawful methods, crushed out home competition. It is highly de-strable that an element of completion should be introduced by the pass age of some such law as that which has already passed the House, putting alcohol used in the arts and manufactures upon the free list. Furthermore, the time has come when no oil or cost lands held by the government, either upon the public do-main proper or in territory owned by the Indian tribes, should be alienated. The fee to such lands should be kept in the United States government whether or not the profits arising from it are to be given to any Indian tribe, and the lands should be leased only on such terms and for such periods as will enable the govern-ment to keep entire control thereof. THEODORE ROOSEVELT.

The White House, May 4, 1906. MR. GARFIELD'S REPORT.

Department of Commerce and Labor, Bureau, of Corporations.

Washington, May 2, 1906.
Sir: I have the honor to submit
the part of the report on the oil industry which has to do with the subject of transportation and freight rates.

House resolution No. 499, passed

February 15, 1905, directed particular attention to the condition of the Kansas oil field. The study of the oil industry which had theretefore been made by the Bureau showed that a special report upon the con-dition in the Kansas field would not be advisable. A report on any spe-cial field would of necessity be un-fair to both the producers and the refiners, for the reason that the purely local conditions do not by any means determine the price of either crude oil or its products or afford a proper basis for understanding the sdition of the industry. Therefore, a general and very extensive investi-gation has been conducted, covering the following subjects:

1. Crude oil production in the United State and its relation to the world's supply; the prices and methods of purchase.

2. The use, development and con-rol of pipe lines.
2. Refining of oil; the control of refineries; the cost of refining and mar-keting; the prices of petroleum pro-

4. The organization, ownership, and relation of the companies engaged in the production, manufacture and distribution of oil.

5. The competitive methods used is the production and sale of oil.

5. Transportation and freight

7. Foreign trade and conditions and their relation to the domestic in-

I have personally visited nearly all of the great fields and have been in communication, either personally or through the agents of the Bureau with many hundred producers and practically all the resiners and transportsticin agencies engaged in the distribution of oil. A special agent of the Bureau was sent to Europe to study at first hand the condition in foreign producing fields and distributions of the first hand the condition in foreign producing fields and distributions of the Boston and Maine road, on all but a few divisions, to protect the few divisions, to protect a few divisions, to p

By far the greater part of the ma necessary for the completion

of the entire report has been col-ected. The preliminary study of this material showed that the most important subject was transportation, because the cost of transportation is a very large percentage of the total cost to the consumer of the finished product, and hence a most important factor in competition.

The control of the Standard Oil Company over the entire oil induktry is so great as to require a special study of its relations to transportation I therefore first submit the accom-

paying report upon the subject of railway transportation and freight rates. As it necessarily covers many details. I beg to invite your attention to the following summary of its more

The manufacture of refined off. commonly known as kerosene, is about 26,000,600 barrels annually, of which the Standard Oil Company directly and indirectly controls 23,000,-000. It also controls approximately the same proportion of the other finished products of petroleum.

The refineries owned or controlled by the Standard Oil Company are located near New York, Philadelphia, Baltimore, Chicago, Kansas City, in western New York and Pennsylvania, in West Virginia, Ohio, Kansas, Colsuch governmental supervision as will orado, California and Texas. Its largest refineries are located at the great centers of distribution, which are connected by pipe lines with the crudecarried by rail and water. The independent refineries-that is, those not owned or controlled by the Standard Oil Company-are located, with very few exceptions, at or near the crude-off fields. This difference of location, as will be seen later, is of importance.

The Standard claims that the location of its refineries and the use of pipe lines are natural advantages to which it is justly entitled by reason be given power thus to unite on con-ditions laid down by Congress, such conditions to include the specific ap-is true, it must not be forgotten that these advantages were in part obtain-er by means of unfair competitive methods after years of fierce industrial strife

SPECIAL AGREEMENTS.

The development of the pipe-line system by the Standard Oil Company vas the result of special agreements with railroad companies. Further-more, those so-called natural advantages have been and are being great ly increased by discriminations in treight rates, both published and setret, inter-State and State, which give the Standard monopolistic control in the greater portion of the country, and which so limit competition as to practically prevent the extension of the business of any independent to a point which even remotely endangers the supremancy of the Standard.

An immediate result of this delimitation of the competitive area is shown by the prices of ordinary illuminating oil throughout the country. After deducting the freight rate the price of such oil is usually from 2 cents to 5 cents a gallon higher in the noncompetitive than in the competitive fields. A reasonable profit upon refined oil is about one-half a cent per gallon. It is clear that exorbitant profits are obtained in the noncompetitive fields. This monopolistic control extends from the well of the producer to the door step of the consumer.

The facts regarding freight rates have been obtained by the examination of thousands of entries upon railwell aware that within the limits thus set the commission may at times be portant exception, railroad companies have, upon application of the Bureau of Corporations, given access to records of both State and inter-State The New York Central refused for itself and its business. affiliated lines to give access to records of State rates. At the beginning of this investigation the officials of the Standard Oil Company stated that that company had not obtained in recent years and was not now obtaining any rebate or other transportation discrimination as against its competitors. They invited the most

careful investigation of the subjejct. Upon the request of its attorney, all the essential facts discovered by this Bureau were presented to the company at the close of the investi-gation, and an exhaustive statement relating thereto was made by its chief officer. There was no denial of the facts found, but explanations of particular situations were offered, and it was urged that the facts did not show any violation by the Stan-dard of the letter or spirit of the inter-State commerce law. A most careful review of the facts and the explanations leads to the following conclusion:

The Standard Oil Company has habitually received from the railroads, and is now receiving, secret rates and other unjust and illegal discriminations.

During 1904 the Standard saved about three-quarters of a million.dol-lars through the secret rates discov-ered by the Bureau, and of course there may be other secret rates which the Bureau has not discovered. This amount represents the difference between the open rates and the rates actually paid, Many of these discriminations were clearly in viola-tion of the inter-State commerce law, and others, whether technically 'llegal or not, had the same effect upon competitors. On some State business secret rates were applied by

means of rebates. These discriminations have been so long continued, so secret, so ingeni-ously applied to new conditions of trade, and so large in amount as to make it certain that they were due to concerted action by the Standard

and the railroads.

The Standard Oil Company is receiving unjust discriminations in open

The published rates from the leading Standard shipping points are relatively much lower than rates from the shipping points of its competitors. The advantage to the Stand-ard over its competitors from such open discriminations is enormous, probably as important as that ob-

tained through the secret rates.

If an unfair discrimination be obtained by one shipper through a de-vice which in itself is seemingly not prohibited by law, that fact shows that the law is defective and should be strengthened; it does not show that the discrimination is proper or

The following are a few of the most important discriminations and the methods by which they were ob-

(1) For about ten years the New England territory has been in control of the Standard Oil Company by reason of the refusal of the New York, New Haven and Hurstord road and of the Boston and Maine road, on all but a few divisions, to prorate—i. e., to join in through rate—on oil shipped from west of the Hud-

ified by examination of the original son river, and by means of the adstment of published rates.
The Standard is entitled to the ad-The Standard is entitled to the advantage of its water shipping points in reaching New England, but that advantage was greatly and unfairly increased when the railroads, by refusing to prorate, virtually kept indenpendent refiners from using all rail routes. The refusal to prorate mcreased the rail rates from the West from 8 to 10 cents per hundred pounds. These railroads do prorate on all other commodities; their re-fusal to do so in the case of oil amounted to imposing a substantial tax on all consumers in the region they

over, and is also a heavy discrimnation against the smaller refiners. (2) The Standard Oil Company been able to absolutely control for many years the sale of oil in the northeastern part of New York and in a portion of Vermont by means of secret rates from its refineries

Olean and Rochester. PENNSYLVANIA'S RATE.

The Pennsylvania Railroad has given the Standard a rate of 9 cents barrel from Olean, N. Y., to Rochester, while the independent refineries situated in territory adjacent to Olean were given a rate of 38 cents a barrel. By means of this 9-cent rate, in combination with a rate fron Rochester to Norwood, N. Y., virtually secret and very low rate from Norwood, N. Y., to Burlington, and secret local rates therefrom the Standard has been able to supply cen-tral and northern Vermont with oil at a rate of from 15 to 21 cents per hundred pounds, whereas no independent refiner could reach that territory from western Pennsylvania save by a rate verying from 33 to 50 cents per hundred

The saving to the Standard during 1904 by the secret rate from Olean to Rochester alone was \$115,-This and other less important rates from Olean were unknown to the independent refiners, and were not published on the ground that they were wholly State rates; yet in they were used for oil consigned to points beyond the State boundary of New York. Furthermore, all the shipments from Olean on these se cret rates were blind-billed-i. e., the rates were not shown on the way

(3) The Standard Oil Company has maintained absolute control most the whole section of the country south of the Ohio river and east of the Mississippi by means of secret rates and open discriminations in rates from Whiting, Ind.

For example, the published tariff western refinery of the Standard, to Birmingham, Ala., was 44 cents per hundred pounds. For at least ten years the Standard, by means of a cret combination of rates by way of Grand Junction, Tenn., over the ines of the Chicago and Eastern Illinois, the Illinois Central, and the Southern Railway, has shipped oil to Birmingham for 29 1/2 cents. ledo competitor, no farther distant, had to pay 47 1/2 cents.

A great area in the South has been reached by this same secret compination at rates averaging one-fourth less than the published rates. The otal saving to the Standard on these rates has been about \$70,000

Again, the open rate from Whiting to Evansville, Ind., has been for many years 11 cents. The Standard has for about ten years shipped oil Evansville for local use and for many points beyond in the Southeast at so-called State rates of 6 cents and The freight paid by the 14 cents. Standard in this case has been about \$10,000 per year less than the open

from the independent refining points 8 to 28 cents per hundred pounds. from 1/2 to 1 1/2 cents a gallon higher than the rate received by the Stands

The records of the Chicago and Eastern Illinois Railroad Company show plainly that these Grand Junction and Evansville rates were in-tended to be secret, were given for the sole benefit of the Standard, and were handled as secret rates with the knowledge of Standard officials. (4) The Standard Oil Company has for at least ten years shipped oil from Whiting to East St. Louis, Ill., at a rate of 6 or 6 4 cents on three of the five railroads running between those

places, while the only duly published rate on all roads has been 18 cents during all that period. The saving to the Standard amounted to about \$240,000 in 1904. For many years East St. Louis has been the gateway for oil shipments by the Standard into the Southwest. The rates from the independent re-

fining points of Ohio to East St. Louis have been about 12 cents higher than the rate from Whiting, whereas on other commodities of similar grade these points pay only about 5 cents more than Whiting. Whiting is located in Indiana, about two miles from the Illinois line. East

Louis is in Illinois, just across the river from St. Louis. The secret low rates were given by the Chicago. Burlington and Quincy and Alton, and Chicago and Eastern Illinois railroads. They were not published, on the ground that they were State rates. in dealing with these rates, one of the roads—the Chicago and Alton falsely waybilled the freight at 18 cents, and collected from the Standard 6 cents. The Chicago and Eastern Illinois blind-billed at the 6-cent rate, but it was none the less secret.

Working

Girls

Who

Suffer

WRITE US FREELY

and frankly, in strictest confidence, telling all your troubles, and stating your age. We will send you FREE ADVICE, in plain sealed envelope, and a valuable book on "Home Treatment for Women,"

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crude oil, especially low gravity, advantageously in competition with the fuel oil produced by the Standard and the small local refiners.

and the small local refiners.

Crude oil is charged on the basis of 7.4 pounds per gallon; its actual weight is about 7.2 pounds. Fuel oil produced by the refineries is charged at 6.4 pounds; it actually weighs about 7.6 pounds. A barrel of crude oil shipped from Kansas to St. Louis is charged nearly 10 cents more than a barrel of fuel oil; this difference in freight charges is equal to more than one-third of the price of low-grade Kansas crude.

This discrimination has existed for about four years. It does not exist in any other field. The legislation of Kansas in 1905 put an end to it only

Kansas in 1965 put an end to it only so far as shipments within the State (6) In California direct rebates, as well as discriminations by the use of secret rates, have been given on

RAKE-OFF IN 1904. These rebates and discriminations benefited the Standard to the ex-tent of about \$100,000 in 1904. The Associated Oil Company, the Union Oil Company, and some consumers of oil also received rebates and se-cret rates, but the Standard appar-ently received as much as all other interests combined. On shipments to Arizons, rebates on State rates were received by the Standard in connec tion with inter-State shipments; this virtually was a rebate on inter-State business. Owing to the fact that fuel oil is extensively sold under contract on the Pacific coast, rate criminations obtained by a few fav-ored shippers have enabled them to monopolize markets for long periods. Great injury has been inflicted by railroads upon independent shippe brough discriminations in the distribution of tank cars, (7) Open published rates from

Testaments

All styles and many other valuable Books at lowest prices.

W. C. HOOD, 8 West 5th Street., Trustee's Sale.

Under and by virtue of a deed of and wife, Ella Butt, bearing date September 10th, 1903, and recorded in Book 175, at page 638, in the of-fice of Register of Deeds for Meck-lenburg County, North Carolina, and because of default in the payment of the debt therein secured, I will sell for cash to the highest bidder at public auction, at the County Court House Door, in the City of Charlotte, N. C., MONDAY, JUNE 11TH, 1906, at 12 o'clock m., all the following described land, lying and being in Charlotte Township, Mecklenburg County, North Carolina, and bounded Charlotte

and described as follows: In the City of Charlotte, in Square No. 32, Ward No. 2, adjoining the lands of W. S. Liddell and others, bounded by lines as follows: Beginning at a post on the East side South Brevard Street, Liddell's N. W. corner, and running with said Street Fifty (50) feet in a Northwardly direction to a post; thence in an Easterly direction, parallel with Trade Street or "East Avenue" 98 feet to a The rates to this same territory post in McDowell's old line; thence with said line and parallel with Bre-vard Street Fifty (50) feet to a stake or post, Liddell's corner, and thence with Liddell's line Ninety-Eight (98) feet to the beginning. Same being the premises conveyed to Mrs. Mary A. Butt by J. L. Chambers and wife by deed dated July 6th, 1891, and registered in book 82, page 123, in the office of the register of deeds for Mecklenburg County. N. C., and by said Mrs. Mary A. Butt devised to said John F. Butt.

R. E. COCHRANE, This 3rd day of May, 1906.



THE MOON IS MADE OF GREEN CHEESE many people would lead her to believe, when the housewife goes to
purchase flour for her baking day—
but if she has once used the Pride of
Charlotte flour she will take nothing
else. It is made of the choicest selected wheat and ground at our mills.
MECKLENBURG FLOUR MILLS
J. Lee Roines, Proprietor. J. Lee Roiner, Propriet

kets, and shute them out completely from other markets. It is accom-plished by the use of commidity rates —that is, rates which apply only to petroleum and its produts—and by re-

fusal to prorate.

The true principle of commodity rate making is to more nearly equalize competitive conditions, but the general effect of its use in the case of oil has been to give the Standard relatively much lower rates to common markets than those given to its commentary.

Orleans and other points on the lower Mississippi river and the Gulf, the or-dinary class rates on similar low-

The Princess Olga

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"A happy combination of the Zenda and modern 'business' story."-N. Y. Globe.

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Y. Times Saturday Periots.

Y. Times Saturday Review.

"As a romantic, imaginative story the reader will go far before he finds a tale which will give him as much genuine pleasure and satisfaction as "The Princess Olga."

Brooklyn Eagle.

the cost were increased tenfold.

Sold on an Absolute Guarantee, as are all of the products of the Wilbur Stock Food Company. This company, with their guarantee, which is as good as gold, offers to the trade the following products, to wit:

Wilbur's Stock Food for Horses.

This is a food—not a medicine—composed of vegetable ingredients. It builds up run down horses and keeps them in a healthy condition at a cost of less than one cent per day. Wilbur's Food for Cows and Calves.

It invigorates the cow, increasing and sustaining the flow of milk. It prevents "sours" in calves and keeps

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Those who have read "Men and Things" know what perfection of fun this successful volume of Mark Twain's Library of Humor must contain. All the world's greatest humorists have contributed to it. It is illustrated by the the best artists - Newell, Frost, Kemble, etc. and is undoubtedly the most notable work of humor ever published. Mark Twain has made two laughs grow grew before.

BROTHERS

Genuine Mad Stone.

A genuine Mad Stone. Will cure bites of rabid dogs; will cure hydra-phobia; will cure bites of poisonous snakes; will cure lock jaw; will draw any poison from the system. I have treated hundreds of cases and every one has been cured.
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Try Cardui

for misery in the back, irregular catamenial periods, falling feelings, headache, cold hands and feet, dizziness, cramps, nervousness, irritability, and all disorders of the womanly organs or functions. Working girls, in stores, offices and factories, school teachers, houseworkers, etc., who overtax their strength, by standing, lifting, sewing, sweeping, etc., suffer very commonly from diseases peculiar to their sex, and should treat themselves, before their condition becomes dangerous, with that well-known and successful medicine for sick women

"Live or die" writes Sarah G. Butts, the popular school teacher of White Plains, Va., "I feel sure death is no worse than the pains I suffered periodically. My trouble was a female disorder of the severest kind. I had taken so many medicines without relief that I was almost sunk in despair. Four bottles of Cardui gave me relief, and I am stronger now than in fifteen years. Cardui is certainly a panacea for female troubles. May God bless your every effort and broaden your territory ontil you have reached every suffering woman.

At all Drug Stores in \$1.00 Bottles

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ever has been discovered. City horses wear out in a few years because their feet are neglected, as we keep their feet bound with the fron shoe without any relief. Obviously, the shoes cannot be taken each night from their feet to give them nature's rest; but with

Wilbur's White Rock Hoof Packing this were not necessary, even if it were practicable. After plodding all day upon rock pavements and streets, how restful at night is a pair of slippers to a weary footman!
Wilbur's White Rock Hoof Packing is to a tired or lame horse what a pair of cool slippers. Is to a weary pair of cool slippers is to a weary and foot-sore traveler.

There are three reasons why own-ers of horses should use

Wilbur's White Rock Hoof Packing 1st. Because the outlay is small. 2nd. Because it would be economy

prevents "sours" in calves and keeps them sleek and fat, and is the cheapest food ever fed to calves. Wilbur's Food for Hoga. Which has proved to be a sure preventative of hog cholera and other

pidemics, which make raising of hogs an uncertain business.
Wilbur's Food for Poultry,
Which is indispensable when raising young chickens, to falten chickens

for market; to keep poultry healthy and to make hens lay. Besides being an egg producer, it is a positive cure for chicken choiers, gapes; pip and all poultry diseases.

Wilbur's X Ray Liniment. For sprains, swellings, partial paralysis, lame backs. It is the most

potent medical compound yet dis-covered for external application, and has no equal.

Wilbur's Cough, Cold and Distemper

Care.

This is warranted to cure quickly and effectively coughs, colds and all

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Wilbur's Sure Heave Cure.

The heaves are considered by many as an incurable disease of the horse, but if this pure vegetable remedy does not give an effective cure after a fair trial, we will refund your

money. Wilbur's Gall Cure. For burns, cuts and all open sores. If you have money invested in horses, cows, sheep, hogs or chickens, it will pay you to use
Wilbur's Stock Foods and Stock
Remedies.

Remedies.

I am after your business, and I will appreciate it if you will throw some of it into my hands. Every statement in this advertisement is genuine and will be made good. Write me at Charlotte, N. C., if interested, and your interest will be in proportion to the value you put upon your stock.

R. A. FOARD, State Agent for Wilbur's Stock Food and Stock Remedies.

Positing Charlotte to Paris, Texas, and return, account of Woman's Board of Missions, Cumberland Presbyterian Church Meeting. Tickets on sale May 18th, 18th

TWENTIETH OF MAY CELEBRA-TION: CHARLOTTE, N. C., MAY SOTH, 1906. Ticket Agents in North Carolina, Ticket Agents Hamlet to Columbia,

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Account of the above occasion, you are hereby authorized to sell round-trip tickets to Charlotte, N. C., at rates and under conditions named below:

RATES—One first-class fare plus tATES—One first-class fare twenty-five (25) cents for

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DATES OF SALE-May 19th to 24th inclusive. LIMITS—Continuous passage in each

rs—Continuous passage in sach setion, final limit May 26, 1906. JAS. KER, JR., C. P. A., Charlotte, N. C. C. H. GATTIS, T. P. A., Raieigh, N. C. C. B. RYAN, G. P. A., Portsmouth, Va.

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ing is so easy with electric appliances, and withal so very pleasant and material ing that the husband wants to do the cooking.

The electric flat-iron is as convenient and useful as the electric coffee percolator or the electric challing dish.

To a very large extent, electric appliances may be made to solve the cook and servant question.

We carry a full line of these are We carry a full line of these ap-liances, and of electric supplies

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pecial Rates via S. A. L.

CHATTANOOGA, TENN. Southern tint Convention, May 10th-18th, first-class fare plus 25c. round

NASHVILLE, TENN.—Penbody College Summer Schools for Teachers, Van-derbilt Biblical Institute, June 18th-August 19th, one first-class fare plus 35c, for round trip TUSCALOOSA. ALA.—Summer School for Teachers, June 18th-July 8th, rate one first-class fare plus 5c. round trip.

rate one first-class fare plus Scround trip.

ATHENS, GA.—University Summer School, June 28th-July 27th, one first-class fare plus 28th for round trip.

SAN FRANCISCO, CAL.: LOSs ANGELES, CAL.—National Educational Association, July Sth-18th, from Raisign 8758, Wilmington 8750, Charlotte 8750, Corresponding 16w rates from other politic.

MONTRAGLE, TENN.—Sonteas.e Subday School Institute, July 18th-August 5th, one first-class fare plus 25th for round trip.

MONTEAGLE, TENN.—Monteasts Bible Training School July 22nd-31st, one first-class fare plus 25th for round trip.

Training School July 2nd-alist, one first-class fare plus 26c. for round trip.

MONTEAGLE, TENN,—Weman's Cangress, July 30th-August 26th one first-class fare plus 26c. round trip.

BIRMINGHAM, ALA—General Conterence M. E. Church, South, Birmingham, Als., May 3rd-June 1st. Rates to be announced later.

HAMPTON, VA.—Department Encampment of Va. and North Carolina Grand Army of the Republic, April 19th-29th, certificate plan rates.

RICHMOND, VA.—Virginia Funeral Directors Association, May 15th-18th, certificate plan rates.

WARHEN PLAINS, N. C.—North Carolina Conference Women's Foreign Missionary Society, Warrenton, N. C., May 2sd-7th.

WRIGHTSVILLE, N. C.—Summer School, June 15th-23st, rate one first-class fare plus 25c. round trip.

For further information 2s to rates from your city, time tables, so hedules, etc., call on your nearest agent or address, JAS, KER, JR, C. P. C. H. GATTIE

Charlotte, N. C. Traveling Pa

C. F. RYAN, Portsmouth, Va.

SPECIAL LOW RATES VIA SOUTH-ERN RAILWAY.

\$12.15—Charlotte to Chattanooga, Tenn., and return, account of Southern Baptist Convention and Auxiliary Bocisties. Tickets on sale May Sth. 9th and 10th with final limit ten days from date of sale. Extension of final limit may be obtained until June 15th by personally depositing ticket with Special Agent at Chattanooga and paying fee of fity cents.

W. H. TAYLOE G. Phariotte, N. C. Washington, D. C.

CELEBRATION MECKLENBURG DECLARATION OF INDEPENDENCY.
CHARLOTTE, N. C., MAY 26-24, 1904.
On account of the above occasion the Southern Railway will sell round trip the telests to Charlotte at rate of one first-class fare plus 25 cents for the round trip. (Minimum rate 50 cents.) Tickets will be sold from all points in North Carolina, also from Seneca, S. C., Anderson, Greenwood, Columbia, and fatermediate points in South Carolina. Dates of sale May 19th to 24th inclusive, with final, limit May 28th, 1905.
For further information call of your ticket agent, or write

R. L. VERNON, T. P. A., Asheville, N. C.
BROOKS MORGAN, A. G. P. A., Asheville, N. C.
BROOKS MORGAN, A. G. P. A., Washington, D. C.

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NOTICE

North Carolina,
Mecklenburg County.

Having qualified as the administrator c. t. a. of the estate of Mrs.
Julia S. Smith, late of said County and State, this is to notify all persons having claims against the said estate to exhibit them to the undersigned on or before the 15th day of April, 1907, or this notice will be plead in bar of their recovery. All persons indebted to said estate are requested to make settlement.

THOS. W. ALEXANDER. North Carolina,

Piedmont Bidg., Charlotte, N. C. This the 6th day of April, 1906.

as purchased by Royalty and the world's greatest musicians. Its makers posess the genius that originates and invents: THE WORLD'S BEST Cabinet and Interior Pine

Call in to see and hear then

Charlotte Piano Co.

253 N. Tryon Phon