



Pretty Girls in "The College Widow." Reading From Left to Right, They Are: Top Row—Patty Allison, Elizabeth Van Sell, Helen Torrey, Estelle Dale; Bottom Row—Rosalind Allin, Louise Rutter, Frances Chase.

SUIT OF CONFEDERATE GRAY. Light-hearted and daring and gay, I'm a Southern Rebel whenever I look at it on when my form all breathless and cold. In the dust of the grave you shall lay, For I want to rest till the Great Captain calls. In my suit of Confederate Gray.



Louise Rutter, as "Jane," in "The College Widow."

Soon will he bow to us as the creator of as clever a comedy as has been heard here in some time, when "Marrying Mary" comes to the Academy soon, and the music by Silvio Hein is just the excellent kind that might be expected from the brilliant young composer of "Molly Moonshine." In addition to this, there is the most of that expert lyricist, Benjamin Hangood Burt. One cannot help being entertained by Marie Cahill, for she is without a parallel in her line of comedy, but as if modestly underrating herself, she has brought with her such excellent players as George Backus and Eugene Cowles. The others of her company are all splendid artists, and then there is the much written about "long skirted" chorus, who really can sing.

Amusements

This Week. "The College Widow" Friday. "If I Were King" Saturday, matinee and night. "THE COLLEGE WIDOW." The climax of Henry W. Savage's success was reached last season in the tour of "The College Widow," which was generally conceded the palm as the jolliest, the most exhilarating and wholesome evening's amusement which the year afforded. Inherently delightful, this comedy de luxe of George Ade's was given all the accentuation that proper presentation can afford. Now the second tour brings this play to the Academy on Friday, and as Mr. Savage's promises have been made thoroughly good in the past, it is safe to count upon a production that will slight nothing which the judgment or the critical might covet.

"IF I WERE KING." Lester Loneragan, the young star of Justin Huntly McCarthy's romantic drama, "If I Were King," a recent pronounced success of E. H. Sothern, which will shortly be given in this city at the Academy, is the proud possessor of a suit of armor, which has long been the envy of many of America's greatest stars and producers. The suit of armor, which covers the body complete from head to foot, was the property of the late Edwin Forrest and was worn by him for a number of years, in his greatest performances of classical roles, one of which was Richard III. The armor was supposed to have been the property of the English royal family, and there is a tradition associated with the worn coat of steel that, secretly worn by the Duke of Gloucester it once protected the renowned warrior from assassination at the hands of a traitor. Mr. Loneragan wears the suit only in the last act of the play; and carries it from city to city in a specially built trunk, which the actor invariably has stored in his apartments at his hotel.

THE ILLUSION OF BEATRICE. Miss Maude Fealy, who is this season starring in Martha Morton's delightful new comedy, "The Illusion of Beatrice," tells a charming little story reminiscent of the late Sir Henry Irving, during her experience as the leading lady for Sir Henry at the famous Drury Lane Theatre, London, England. The story is perhaps best told in Miss Fealy's own words: "The first week passed most beautifully—I played all my roles; but the second week I had an accident which came near being serious. I thought the list of plays each week would be played in rotation, as they were the first, and, as I did not appear in one of the plays, the one which was played the corresponding day of the week previous. I sat slowly finishing my dinner and asking my mother where we would spend the evening, when the call boy rushed into the room saying: 'Miss Fealy, the prologue of 'Hocket' is over and the overture of your act is on.' To this day I do not recall my sensations. I believe I was deaf, dumb and blind. Finally the words, 'It is

SMALLER NEWSPAPERS. Reading Public Getting Tired of Immense Sunday Issues. Chicago Chronicle. Nobody can predict positively what the "newspaper of the future" will be, although some gentlemen who never were in the newspaper business are prepared to tell us all about it in the 10-cent magazines. One thing, however, may safely be predicted by anybody, and that is that the newspaper of the future will not be any bigger than the newspaper of the present. The limit of size in ratio to cost of white paper has been reached by some journals which even now are either losing money on every paper they sell or else keeping even by the narrowest of margins. Even with heavy advertising patronage it is clear that increasing size under such circumstances would be to commit financial suicide. Other considerations make for a reduction rather than an increase in the size of newspapers. The most important one is that the reading public is becoming tired of the great bulk of some daily editions and of most Sunday issues. It is impossible that such masses of printed matter should be read. They become wearisome and inspire the desire for less bulk and more cogency. The public pretty generally gets what it wants, and that will prove as true of newspapers as of political candidates. There is a growing sentiment for smaller and more compact newspapers, and when that demand culminates the publishers will comply.

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NOTICE. As trustee of Robert Knuckley, bankrupt, I hereby announce that I am in position to consider bids on the stock of goods belonging to said bankrupt estate, located at No. 205 East Trade street. Prospective purchasers desiring to inspect said stock will call upon the undersigned at his office, Piedmont building, room No. 17. F. MARION REDD, Trustee.



The Football Squad in "The College Widow."

ACADEMY OF MUSIC. FIRST TIME IN CHARLOTTE HENRY W. SAVAGE offers George Ade's Incomparable Comedy The College Widow THE PLAY UPON WHICH ALL AMERICA HAS WRITTEN INDELIBLY THE WORD "SUCCESS" Prices, 50c. to \$1.50 Friday, March 1

Southern Railway. N. B.—Following schedule figures published only as information and are not guaranteed. Effect February 1, 1907. 1:15 a. m. No. 1 daily, for Washington and points North. Pullman sleeper and day coaches to Washington. 2:30 a. m. No. 2 daily, for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Norfolk and Morehead city, at Danville for Norfolk. 4:30 a. m. No. 3, daily, for Atlanta, Pullman sleeper and day coaches, Washington to Atlanta. 5:25 a. m. No. 7, daily, for Rock Hill, Chester, Columbia and local stations. 6:30 a. m. No. 4, daily, for Washington and points North. Handles Pullman car and day coaches, Atlanta to Washington. 7:35 a. m. No. 15, daily, except Sunday, for Statesville, Taylorsville and local points. Connects at York for Moorehead and Winston-Salem, and at Statesville for Asheville and points west. 8:30 a. m. No. 5, daily, for Columbia, Augusta. Handles Pullman sleeper, New York to Augusta and day coaches, Washington to Augusta. Dining car service. 10:30 a. m. No. 33, daily, for Washington and points North. Pullman Drawing Room sleeper to New York and Richmond. Day coaches New Orleans to Washington. Dining car service. Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro. 10:35 a. m. No. 11, daily, for Atlanta, and local stations. Connects at Greensboro for Hendersonville and Asheville. 11:00 a. m. No. 30, daily, for Washington and points North. Pullman Drawing Room sleeper to New York, day coaches Jacksonville to Washington. Dining car service. 11:30 a. m. No. 23, daily, for Winston-Salem, Roanoke and local stations. 11:35 a. m. No. 2, daily, New York and New Orleans Limited. Pullman Drawing Room sleeping cars. Observation and Club cars to New York. Dining car service. Solid Pullman train. 1:30 p. m. No. 38, daily, for Atlanta, and points North. Pullman Drawing Room sleepers to New Orleans and Birmingham. Day coaches Washington to New Orleans. Dining car service. 10:45 p. m. No. 29, daily, for Columbia, Savannah and Jacksonville. Pullman Drawing Room sleeper, day coaches, Washington to Jacksonville. 11:35 p. m. No. 32, daily, except Sunday. Southern's 2nd daily, New York and New Orleans Limited. Pullman Drawing Room, Observation and Club cars to New York. Dining car service. Solid Pullman train. First trip northbound January 9th. 4:41 a. m. No. 1, daily, except Monday. Southern's Palm Limited for Jacksonville and St. Augustine. Pullman Drawing Room. Observation and Observation cars to St. Augustine. Day coaches to St. Augustine. Dining car service. Solid Pullman train. Tickets, sleeping car reservations, and detail information can be obtained at ticket office, No. 100 South Tryon street. C. A. ACKERT, Vice Pres. and Gen. Mgr., S. W. H. TAYLOR, P. T. M., R. L. VERNON, T. P. A., Charlotte, N. C.

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N. & W. Norfolk & Western. Through Trains Daily, Charlotte to Roanoke, Va. Schedule in effect Nov. 25, 1906. 6:15 am Lv Charlotte, Va. Ar 7:00 pm 1:30 pm Lv Winston, N. & W. Ar 2:00 pm 4:00 pm Lv Martinsville, Va. Ar 4:45 pm 6:15 pm Lv Rock Mountain, Va. Ar 7:00 pm 1:30 pm Ar Roanoke, Va. Ar 2:30 pm Daily. Connect at Roanoke via Shenandoah Valley Route for Natural Bridge, Luray, Massanutten, and all points in Pennsylvania and Virginia. Pullman sleeper, Roanoke and Philadelphia. Through coach, Charlotte and Roanoke. Additional train leaves Winston 1:15 a. m. daily, except Sunday, for Southwest Virginia and Shenandoah Valley points. JAMES R. BROWN, Gen. Agent, Roanoke, Va. S. B. REYLL, Gen. Pass Agent, Roanoke, Va.

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