

CONDITIONS IN EUROPE

RAILWAY FACILITIES ABROAD

Speed of Trains in England and Europe—Great Provisional Taken For Prevention of Accidents—Special System of Carriage Booking—European Hotels Freely Satisfactory—Especially Those in Switzerland—Substantial Character of Large Buildings and Small Fire Losses—Absence of Any American Abomination Very Noticeable.

Winston Sentinel.

Dr. H. T. Bahnon, who returned last week from an extended trip to Europe, is not only a widely known physician and surgeon but a student of public affairs as well and a close observer of current tendencies in the economic and political world. Consequently it is only natural that he should have brought back with him from his trip interesting impressions of the things he saw and the tendencies he noted. A Sentinel representative had the pleasure of talking with Dr. Bahnon on the subject a few days since and gained some striking facts about conditions in Great Britain and on the continent along various lines.

While Dr. Bahnon is a native American and a loyal Southerner and while to him the best part of his trip was getting home, he realizes that in some things the old countries are far ahead of us. Of course in a great many particulars the United States leads, but this trip and his previous ones have convinced him that we can learn good lessons and get some good ideas from the example of the countries visited. Dr. Bahnon says these countries are going ahead rapidly and that the great progress so noticeable in the United States is not confined to this nation, by any means.

"What do you think of the railroads and railroad facilities in the countries you have visited?" a Sentinel man inquired of Dr. Bahnon. "In some respects the railroads are ahead of ours and in others they are behind. There are some modern improvements our railroads have adopted that they have not. The idea, however, of a great many people that these countries are far inferior to us in railroading I have not found to be justified by the facts. As to the matter of speed of railway trains I have not noticed much difference. I rode on some very fast trains in Great Britain and Europe and their best trains, I noticed, run about as fast as the best trains in this country. On one part of our trip we went over 400 miles in three days and made the trip in exactly eight hours.

"I was very much impressed in England, France and Germany, with the great precautions taken to prevent accidents. Grade crossings are unknown, the public roads either go above or under the railroad tracks. In the cuts retaining walls are used. Dirt ballast is unknown. A person not connected with the railroad walking on the railroad tracks is fined. In England all passengers get off the train on the left hand side. However, if your destination at any station is a right side one you are not allowed to walk across the track, but must go above or under. There are arrangements for this so that walking across the track is not necessary.

"In those countries there are generally three classes of accommodations. The third-class tickets are sold at the rate of from 2 to 3-1/2 cents a mile, while the first-class fare is from 5 to 6 cents a mile.

"The arrangements for carrying baggage are different from ours. In England the baggage compartment is in the center of the passenger-coaches. The baggage is marked with only the name of the place to which it is going. There is no check given and the passenger has to superintend its loading and unloading. Our system is simpler but there is a limit to the trouble there about losing baggage.

"The coaches in those countries generally are different from ours. The passenger coaches are divided into compartments. A few passengers occupy each compartment and are thus separated from other passengers. The best trains in Great Britain and Europe are not as luxurious as our best trains but they are up-to-date and comfortable and the dining car arrangements are very good indeed.

"I was struck in Germany with the way the problem of relieving the congestion of passengers in the trains is handled and yet in such a way that those who have reason for meeting the trains can do so. The person who wants to meet the train goes up to a slot machine, puts in a nominal sum, about two cents, and gets a ticket admitting him to the platform. This does away with the pushing and shoving caused by the presence on the platform of people who have no occasion for meeting the train.

"What about the government ownership of railroads?" Dr. Bahnon was asked. "The idea one gets about government ownership in Europe depends largely on where he studies it. In Italy it is a distinct failure, while in Germany it has proven quite successful, as far as the comfort and convenience of passengers are concerned but not as regards compensation to the railroad department.

"The trains in England and Europe run so easily that you hardly know you are moving, in many cases. The coaches are joined to each other so firmly that it is as if they were a single unit and does away, of course, with much of the unpleasant shaking and jerking.

"How did you like the hotels you saw on your trip abroad?" Dr. Bahnon was asked. "Very well indeed," was his reply. "In some particulars their way of doing things seems a little peculiar but their best hotels are as luxurious as ours and the rates reasonable. I was especially impressed with the courtesy and attention we received at the hotels in Switzerland. The Swiss are hotel-keepers. There is a feeling of security in the big buildings of England and Europe," continued Dr. Bahnon, "that is not noticed in anything like the same degree in this country. Their large structures are built with a view to securing strength and permanency and the precautions against fire are very noticeable. In London there are not more than a fifth as many fires as in New York, a much smaller city.

GOMER MAKES CONFESSION.

It is a long story that the public has been waiting to hear. It is the story of a man who has been in the public eye for many years. It is the story of a man who has been in the public eye for many years. It is the story of a man who has been in the public eye for many years.

Mr. Gomer is a remarkable old man. He is a man of many years. He is a man of many years. He is a man of many years. He is a man of many years.

There is a long story about the public which interests the public. It is a long story about the public which interests the public. It is a long story about the public which interests the public.

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THE DEATH RECORD.

A MOORE LANDMARK GONE.

Mr. L. P. Tyson, of Carthage, S. C., merchant and Carthage, S. C., died at his home in Carthage, S. C., on Saturday evening at 4 o'clock. His health had been declining for a couple of years. He was a ruling elder in the Presbyterian church here and had held that church office for many years. Previous to his election as an elder he held the office of deacon. He was about 85 years of age. Funeral services were held this evening at 8 o'clock at the residence of the deceased and interment was at the Presbyterian cemetery.

The death of Mr. Tyson removes a landmark from Carthage and Moore county. The firm of T. B. Tyson & Son, Tyson, Branson and Tyson & McNeill have been known to the people of Moore county for the past three generations. Thomas B. Tyson was the originator of this firm and the pioneer merchant of Carthage. In due course of time his son, Lucian P., the subject of this obituary, became a member of the firm and after the death of his father had the whole supervision of the business and handled the same with success till the failure of his health compelled him to retire to private life about two years ago, since which time he has not participated in business affairs.

Lucian P. Tyson was a volunteer soldier in the army of the rebellion, serving as private in the Twenty-sixth Regiment of North Carolina Volunteers, the company which made so much fame for "self." He never boasted of his war record, but surviving members of his company will tell you of his gallant service during the days of "the great war." After he was mustered out of war service he returned home and took up the business reins of life and has added to the family name, which was already a household word in this section of the State. He was always a careful and conservative man. In business he was prudent—some people called him slow—but he had the confidence of his customers. In politics he was a Democrat, but not a Populist. In religion he was a Christian, adhering to the Presbyterian faith. He gave liberally from his wealth of worldly goods to the church of his choice and to all other Christian purposes. He was a faithful attendant upon all the church services and had a regular place to hang his hat in his church, and all the congregation knew well the nail in the post where L. P. Tyson's hat hung. He was an enthusiastic Sunday school worker until he got too feeble to attend a short time ago. He had a Sunday school class and manifested a deep interest in the study and teaching of the lessons. Mr. Tyson was twice married. By his first marriage he leaves one son, Thomas B. Tyson, who is secretary and treasurer of the Tyson Baggy Company, of this place. His second wife survives him and by this union two sons also survive, Ralph L. Tyson and Lucian P. Tyson, Jr. Several years ago Mr. Tyson's wife's sister died, leaving several orphan children, and Mr. Tyson assumed the care and support of two of them, W. S. Cagle and Miss Mattie L. Cagle, and has been faithful and kind to them.

N. J. Speers, of Jonesville. Correspondence of The Observer. Elkin, Oct. 5.—Mr. N. J. Speers died at his home in Jonesville Wednesday night after a long illness with dropsy. He was 82 years old and the greater part of his life was spent in Yadkin county. His remains were laid to rest in the Jonesville Cemetery Thursday afternoon, attended by the members of Jonesville Lodge No. 227, A. F. M., of which he had long been an honored and useful member. One son survives him, Mr. Julius Speers, of Marion, Va., who was with him during his last sickness and death.

Mrs. McCormick, of Rowland. Special to The Observer. Lumberton, Oct. 6.—Mrs. McCormick, an aged lady of Rowland vicinity, died Friday after an illness of several days. She was over 80 years of age, and had been in feeble health for a long while.

MONEY FROM DRIED APPLES. Mount Airy a Big Market For Pie Material—New Machinery at Power House of Electric Plant—Furniture Company Does Big September Business. Special to The Observer. Mount Airy, Oct. 6.—No less than 450,000 pounds of dried apples have already been marketed at this place. It is thought that 20,000 pounds more will be sold here this season bringing the total up to 470,000. This source of income is a great deal of help to those who dry apples. The price paid for fruit is low, 6 to 8 cents on an average, but it helps to pay lots of the bills.

Supt. I. W. Barber has posted notices all over the city notifying the citizens that lights would be off several days and nights. This is necessary in order to put in some additional machinery down at the power house. When this rush is over the little incandescent will be brighter than of recent weeks and months, for more power will be added. The granolithic sidewalk builders are at work near the old hosiery mills. In a few weeks granolithic sidewalks will extend from Main street to the Southern depot. They will be worth something to uptown people who have to foot it to the station sometimes in muddy weather.

It is learned that the Mount Airy Furniture Company last month beat all former records, the output being considerably larger than any month since the business was established. This is one of the South's largest furniture factories and it is gratifying to note the rapid growth and wonderful prosperity of this enterprising concern.

Durham County Teachers Hold Important Meeting. Special to The Observer. Durham, Oct. 6.—There was an important meeting of the Durham county rural teachers yesterday morning. All were present with the exception of one teacher, who is now suffering from a severe attack of typhoid fever. His condition is considered serious. Prof. E. C. Brooks, of the Trinity faculty, conducted the exercises for the morning. The president and faculty of Trinity College have rendered their services to assist the rural teachers of the county in every way possible. This offer of the faculty of Trinity has been accepted and in the future it is probable that some member of the faculty will conduct the teachers' meetings and also give time to the study of special subjects.

The only true constipation cure must begin its soothing, healing action when it enters the stomach. HOLLISTER'S Rocky Mountain Tea restores the whole system to a healthy, normal condition. 25 cents per bottle. R. H. Jordan & Co.,

SEABOARD

The Seaboard Air Line has put on sale at Charlotte 1,000 mile books good over following lines within North Carolina: Seaboard, Southern, Atlantic Coast Line, C. & N. W., N. & W., N. & S., A. & A., D. & N. These tickets are limited to six months from date of sale and will be good for persons or persons whose names are written on inside cover at time of issue, books to be sold at \$2.50.

JAMES KER, JR., City Passenger Agent.

Southern Railway

N. B.—Following schedule figures published as information are not guaranteed. Effect May 5, 1907. 1:10 a. m., No. 40, daily for Washington and points North. Pullman sleeper and day coaches to Washington. 2:30 p. m., No. 3, daily for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead City, at Danville for Norfolk.

7:35 a. m., No. 2, daily for Atlanta. Pullman sleeper and day coaches, Washington to Atlanta. 8:25 a. m., No. 27, daily for Rock Hill, Chester, Columbia and local stations. 9:45 a. m., No. 44, daily for Washington and points North. Handles Pullman car and day coaches, Atlanta to Washington.

10:35 a. m., No. 16, daily except Sunday, for Statesville, Taylorsville and local points. Connects at Mooresville for Winston-Salem, and at Statesville for Asheville and local points. 10:35 a. m., No. 33, daily for Columbia and local points. Handles Pullman sleeper, New York and day coaches, Washington to Augusta. Dining car service. 10:55 a. m., No. 2, daily for Washington and points North. Pullman Drawing Room sleepers to New York and Richmond. Day coaches, New Orleans to Washington. Dining car service. Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

10:55 a. m., No. 11, daily for Atlanta and local stations. Connects at Spartanburg for Hendersonville and Ash. 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. 10:55 a. m., No. 23, daily for Winston-Salem, Roanoke and local stations. 11:05 a. m., No. 57, daily, New York and New Orleans Limited. Pullman Drawing Room sleeping cars, Observation and Club cars, New York to New Orleans. Pullman Drawing Rooms sleeping car, New York to New Orleans. Solid Pullman train. Dining car service. 4:10 p. m., No. 6, daily except Sunday, for Seneca, S. C., and local points. 4:20 p. m., No. 25, daily except Sunday, freight and passenger, for Chester, S. C., and local points.

4:30 p. m., No. 24, daily for Washington and points North. Pullman sleeper, Augusta to New York. Pullman sleeper, Charlotte to New York. Day coaches to Washington. Pullman sleeper, Salisbury to Norfolk. Dining car service. 6:30 p. m., No. 13, daily for Richmond and local stations. Pullman Drawing Room sleeper, Charlotte to Richmond. 7:15 p. m., No. 21, daily except Sunday, for Statesville, Taylorsville and local points. Connects at Statesville for Asheville, Knoxville, Chattanooga, Memphis and points West. 8:25 a. m., No. 45, daily for Atlanta. Pullman sleeper and day coaches, Charlotte to Atlanta.

9:08 p. m., No. 28, daily, New York and New Orleans Limited, Atlanta to Washington and points North. Pullman Drawing Room sleeping cars, Observation and Club cars to New York. Dining car service. Solid Pullman train. 9:35 p. m., No. 5, daily, for Atlanta and points South. Pullman Drawing Room sleeper to New York. Dining car service. 9:35 p. m., No. 5, daily, for Atlanta and points South. Pullman Drawing Room sleeper, Charlotte to Richmond. 10:45 p. m., No. 29, daily, for Columbia, Savannah and Jacksonville. Pullman Drawing Room sleeper and day coaches, Washington to Jacksonville. The following reservations and detail information can be obtained at ticket office, No. 11 Third Street. C. H. ACKERT, Ticket Agent, and Gen. Mgr. S. H. HARDWICK, P. T. M. W. H. TAYLOR, G. P. A. J. D. C. R. L. VERNON, T. P. A. N. C. Charlotte, N. C.

SEABOARD

"The Expedition Line to Norfolk." These arrivals and departures, as well as the time and connection with other companies, are given only as information. Tickets are not guaranteed. Direct line to the principal cities North, East, South and Southwest. Schedule taking effect August 1, 1907, subject to change without notice. Tickets for passage on all trains are sold by the company and the understanding that this company will not be responsible for failure to run its trains on schedule for any such delay as may be incident to their operation. Care is exercised to give correct time to connect, but this company is not responsible for errors or omissions. Trains leave Charlotte as follows: 5:40 a. m., No. 43, daily, for Monroe, Hamlet and Wilmington, connecting at Monroe with 22 for Atlanta, Birmingham and the Southwest, at Monroe with 32 for Raleigh and Portsmouth, at 9:45 at Hamlet for Raleigh, Richmond, Washington, New York and the East. 6:15 a. m., No. 19, daily, for Lincolnton, Shelby and Rutherfordton without charge, connecting at Lincolnton with C. & N. W. for Hamlet, Hamlet and western North Carolina points. No. 44, daily, at 5:30 p. m. for Monroe, Hamlet, Wilmington and all local points, connecting at Hamlet with 43 for Columbia, Savannah and all Florida points. No. 122, daily, 7:15 p. m. for Monroe, connecting at 43 for Atlanta, Birmingham and the Southwest, with 34 at Hamlet for Richmond, Washington and New York. The East, connecting at Monroe for Richmond, Washington and New York. Through sleeper on this train from Charlotte, N. C., to Portsmouth, Va., daily. Trains arrive in Charlotte as follows: No. 122, 8:45 a. m., daily, from points North and South. No. 45, daily, 11:45 a. m., from Wilmington, connecting at 43 for Monroe, Hamlet and all local points. No. 127, 7 p. m., daily, from Rutherfordton, Shelby, Lincolnton and C. & N. W. Railway points. No. 125, 8 a. m., daily, from Wilmington, Hamlet and Monroe, also from points East, North and Southwest, connecting at Hamlet and Monroe. Connections are made at Hamlet with all through trains for points North, South and Southwest which are composed of vestibule day coaches and Washington and Jacksonville, and sleeping cars between Jersey City, Birmingham and Memphis, and Jersey City and Jacksonville. Cafe cars on all through trains. For information, timetables, reservations on Seaboard descriptive literature apply to ticket agents or address JAMES KER, JR., City Passenger Agent, 11 Belwin Hotel, Charlotte, N. C.

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THE ONLY WAY

To judge any commodity is by the results it has produced. We are willing and anxious that you put this remedy to test. Mrs. Joe Peterson. W. R. Wadsworth & Western, Roanoke, Va. Schedule in effect July 14, 1907. 11:30 am Lv Charlotte, So. Ry. Ar 1:30 pm 1:15 am Lv Norfolk, Va. Ar 3:15 pm 5:00 pm Lv Martinsville, W. Ar 7:30 pm 8:25 pm Lv Rocky Mount, Va. Ar 10:35 am 11:25 pm Ar Roanoke, Va. Lv 8:35 am Daily. Connect at Roanoke via Shenandoah Valley Route for Natural Bridge, Lynchburg, Hagerstown, and all points in Pennsylvania and New York. Pullman sleeper Roanoke and Philadelphia. For information, timetables, reservations on Seaboard descriptive literature apply to ticket agents or address JAMES KER, JR., City Passenger Agent, 11 Belwin Hotel, Charlotte, N. C.

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The pain in Mr's head has gone. She is happy as can be. Her health is such, her temper bright. Since taking Hollister's Rocky Mountain Tea at night. R. H. Jordan & Co.

Fifty Years a Blacksmith. Samuel F. Worley, of Hixson, Va., has been shoeing horses for more than fifty years. He says: "Chamberlain's Colic, Cholera and Diarrhoea Remedy is the best I have ever used." For sale by W. L. Hani & Co.