Thing.

Special to The Observer.

Monroe, Ndv. 10.—Miss Lowis Dull, deld scoretary of the alumine association of the State Normal College, addressed a meeting of graded school teachers and others in the rooms of the Jackson Club yesterday. Miss Dull is visiting a number of counties in the State for the purpose of organizing local branches of the aluminas association, the first work of which will be to raise funds for the memorial to the late Dr. Charles D. Molver. "The aluminae association believes," said Miss Dull, "that the most fitting memorial to Dr. McIver, and one which he himself would have preferred above all others, would be the establishment of a loan fund for the purpose of aiding girls, who cannot themselves afford it, to secure an education at the Normal College. Such a fund would enable us to perpetuate the spirit that animated Dr. McIver in all his work in behalf of education in the State. While we approve of and all his work in behalf of education in the State. While we approve of and andorse the movement to erect a monument to his memory, we believe that this proposed loan fund would keep alive and active the educational work to which his life was dedicated."

Miss Dull named the amounts already piedged in some of the counties: Mecklenburg, \$1,000; Cabarrus, \$1,000; Rewan, \$500, and Wilkes, \$250.

Miss Florida Morris, who acted as chairman of the meeting, was re-quested to appoint a committee on organization, which will be done as ganization, which will be done as soon as Miss Morris can ascertain the names of Normal College slummae living in Union county. Mr. Locke Craig, who is expected to speak before the County Teachers' Association on November 23d, will be asked to include in his address some remarks on Dr. Melver and his work. It is not proposed, however, that the sub-scription fund be started at that meeting. Several subscriptions have already been made, and it is believed that \$500 will be raised for the fund in Union county.

PRESERVES THE NICKEL. In a barber shop in this town there

hangs above the mirror a very small but elegant oak wood frame enclosing a white cardboard, to the centre of which is glued a nickel. Right over the nickel is written this legend. "The First Time." When asked the why and wherefore of this touching exhibit, the tonsorial artist replied that it was a tribute to a citizen who came in last week, and, for the first time within the memory of man, bought a newspaper, and paid for it with that identical nickel. "When a man, who has borrowed the news-baper all his life." said the artist, "comes down at last with his litle "comes down at last with his litle nickel and actually buys the paper, it is an event worthy, almost, of a monument. But the best I could do accepted by the merchanus of Greenwas to set up this elight tribute, and I am resolved that that nickel shall never again go into circulation." The reporter called the artist's attention to the fact that keeping coin out of the fact that keeping coin out of the course of the course. Greenville, S. C., Nov. b.—Clearing house certificates issued by the banks of Columbia and Charleston will be considered by the merchanus of Greenville. The money question was discussed at a meeting held in the resources of the course. come to his aid when he was long as I stay here," was his parting the staple,

Messrs. W. H. Belk & Bro. have moved into their new building, and are now celebrating the completion of the structure as well as the nineteenth anniversary of the estabdays' opening sale. The new store certificates. Everybody restizes that is about 60 feet wide by 90 long, and the Greenville banks are as strong as consists of two stories. It is built of white pressed brick, and is altogether a handsome building and an ornament to the town.

THE GOVERNOR FROWNED ON. In Governor Glenn's address at Waxhaw last Sunday morning, he said that & children could not be ruled by love, their parents should try the hickory switch on their backs. The reporter having noticed that Squire Henry N. McWhirter was in the audience, and remembering the Jackson township, statesman's advocacy of the hickory withe as the best kind of a reformatory, looked to see how the Governor's endorsement of his method of reformation would affect the 'squire. Expecting to see the 'squire's face light up with a smile of ap-proval and of gratitude, the scribe was considerably astonished to observe that not even the faintest ripple of a smile appeared upon that rugged countenance.

The explanation came last Friday, when the 'squire was in Monroe.' Squire McWhister then stated, with great emphasis, that he could not approve of Governor Glenn's recommen-dation of the hickory "switch," be-cause a switch is entirely too thin dation of the hickory "switch," be-in laying off about 400 of its em-ployes. This is about three-fourths and fragile to produce the proper cor-of the total number employed by the

'Now, the hickory withe," added the 'squire, "is a very different thing. It is heavier and stronger, and a couple of good welts with it are worth two dozen licks from a switch. The chaps will remember them longer,

All of which shows that the Jackson statesman will not tolerate half-way measures, oven in the smallest details. His advocacy of the withe was the culmination of deep reflec-tion and earnest thought. When he said "withe," he meant "withe," and he will not be switched off from that

HEADS.

The harvast is past, the summer is coded, and anon comes Thankagiving day, when the spirit of peace, as well as of thankfulness, should prevail. Wherefore, then, this unseemly contest between the respective editors of "Our Home" and "The Enquirer," as to the value to their community of certain rich men of Marshville? When the editor of the Marshville? The editor of the Marshville? When the editor o ich men were. Editor Green says het nows all right, but he'll be hanged in the fells, or words to that effect. A lere the matter stands for the present; and how much better it would be if the contesting brother editors would at it so stand for good. What's the

FOR DEEPER WATERWAYS.

Prof. Colifer Cobb to Represent North Carolina at the Atlantic Deeper Waterways Conference to Be Held in Philadelphia on the 19th and 20th of November-Governors and Geological and Engineering Experts to Compose Gathering.

Special to The Observer.

Chapel Hill, Nov. 16.—Governor Gisnn has appointed Frof. Collier Cobb to represent North Carolina at the Atlantic Deeper Waterways Conference to be held in Philadelphia on the 19th and 20th of November. The purpose of this conference is to consider plans for the promotion of a chain of waterways from Boston to Beaufort inlet, thus avoiding the dangerous capes, particularly Cape Cod and Cape Hatteras. The State is particularly contracted and the Governors of the Spiscopal church as Spray, congratulate him over his marriage, which occurred in Philadelphia recently to a Miss Harrison, formerly of this place, now pastor of the Episcopal church as Spray, congratulate him over his marriage, which occurred in Philadelphia recently to a Miss Harrison, formerly of Enfeld. Mr. Hoover is a very bright and promising young man and his wife a very charming young lady. Bishop H. C. Morrison will hold the Annual Western North Carolina Conference in Salisbury, beginning Wedensday, Rev. Parker Holmes, the Pastor here, will attend and will carry a good report from Thomasyville, having collected all of his assessments and some overpaid. The entire community hopes that he will be returned to this charge next year. Capt. M. L. Jones deposited in the Bancost Thurstan in the sological and engineering experts, and Small has been so greatly interested and which he has pushed so successfully.

The plan to be considered at this philadelphia conference alls for a conference agains for the property of Captain Jones, and is the property of Captain Jon accessfully.

Buccessfully.

The plan to be considered at this Philadelphia conference calls for a series of canals of sufficient depth to permit the carrying of large quantities of freight from Cape Cod bay to Long Island sound, through New Jersey by way of the Raritan canal to the Delaware river, down that stream and through the Delaware and Chesapeake canal to Chesapeake bay, thence to Albemarie Chesapeake canal or through the Dismal Swamp canal, thence through croatan sound and Pamilco sound to the Neuse river estuary, and thence through a canal to Beaufort harbor, thus avoiding all the dangerous capes of our Atlantic coast. An extension of the system through to Florida and the Guif of Mexico is a part of the scheme, but will not be pressed at this session of Congress.

Well the Government Charge of Int.—It Looks as Interpretate the congress.

President Roosevelt himself greatly interested in the work of the conference and the furthering of the scheme, as the project promises to relieve congestion of freights on the railroads, to reduce freight rates and to advance business interests along our seaboard generally, besides af-fording a way for and protection to our war vessels in case of attack by a foreign power.

WILL ACCEPT CERTIFICATES.

Merchants of Greenville and Cotton Mill Men Favor the Columbia and Charles on Certificates. Correspondence of The Observer.

crime against commerce, and like- this city and the banks for agreeing to result in great injury to the to accept the certificates in lieu of nation at large. The artist responded legal tender and declared that this that he was sorry for the country, new flat currency would do much to if that were so, but as the country had relieve conditions and have a tendency to advance the price of cotton, broke, he couldn't see why he should which the meeting declared was bego to the country's aid now. "That ing depressed owing to the lack of nickel's going to stay up there as ready money in handling and moving

In the local newspapers to-morrow morning the merchants in their regular advertisements give notice to the trading public that they stand ready to accept the certificates in the regular transaction of business and some lishment of their business by a ten firms are offering premiums for the any financial institutions in the South the fact that they have been slow to lend money, no matter how good the collateral, has not caused any apprehension. The trouble is that the farmers do not want to sell their cotton at the present low prices and it is believed that the certificates as soon as they begin circulation, will relieve matters until the money market becomes more satisfactory.

At a meeting of the Greenville

bankers this evening, it was decided that clearing house certificates issued by the Columbia and Charleston appoclations would be accepted on deposit here in the regular transaction of business, but that it would not be necessary for Greenville banks to issue any local certificates.

HARD TIMES AT CANTON.

Laying Off of 400 Men by Champion Fibre Company and Refusal of Banks to Cash Checks Almost Paralyzes Little Town. Correspondence of The Observer.
Canton, Nov. 8.—A good deal of excitement prevails here over the ac-

tion of the Champion Fibre Company Champion Company, so that work is almost completely tied up on the pulp mill. This lay-off came as a great surprise to every one. Many of the men who came to Canton with their families are in very bad shape, as it is impossible for them to get employment. Also a very remarkable condition exists at the Champion Bank here. The last two weekly payments have been by check and these checks the bank will not cash. Neither will have been deposit on them. they open a deposit on them. Many of the men who hold checks for quite a good sum are entirely without eash.

The bank allows its depositors to roposition even by the Governor of withdraw not more than \$5 a day and not more than \$15 a week.

THE BRETHREN AT LOGGERBusiness is almost completely parand not more than \$15 a week. Business is almost completely paralyzed and it is feared that unless

Obstreperous Negro at Davidson.
Correspondence of The Observer.
Davidson, Nov. 2.—Considerable excitement was created here yesterday after need by a drunken negro, Alex. Steele who became disorderly and profane is the store of the Brown-Knox Mercantil Company, and was ejected by the propretors and disarmed of his cartridge though he was allowed to take away his shot gun. Later, having secured othe cartridges, he was returning, with gu almost leveled, it is said, but was me at the door by Mr. Houston Brown, wit a breezh-loader and forbidden to enter A crowd had gathered and men spran

gold bricks, the result of two weeks' work at the Iola mine, which is the property of Captain Jones, and is the richest mine now working in North Carolina. The value of the brick is

\$10,000. The bricks were on exhibition several days last week. Lane Bros, are pushing the work of grading the belt line along rapidly. Already nearly a half mile of the grading has been lone and a large New Jersey by way of the Raritan canal to the Delaware river, down that stream and through the Delaware and Chesapeake canal to Chesapeake bay, thence to Albemarie and Chesapeake canal or through the Dismal Swamp canal, thence through the Dismal Swamp canal, thence through the Creatan sound and Rarillez rough to the canal will open up more factory creatan sound and Rarillez rough to the canal will open up more factory to the canal to the Dismal Swamp canal, thence through the canal will open up more factory to the canal to the Delaware river, down that stream and through the Delaware at work pushing it along as fast are at work push

to the fact that keeping coin out of practically all of the cotton mills in cultional authority its charter is revoked circulation in these times of financial this section were present. The mill and it is commanded to cease Joing stringency comes very close to being men commended the merchants of business in the State. If it obeys

(threatened) conflict with United States marshals or Federal soldiery. Some time there is quite certain to be collision, and then more collisions.

In the meanwhile the railroads are harassed by suits, opposed by hostile and extertionate State legislation; bulby communities which they serve and whose passions and resentments have been stirred to the point of action by demagogic agitators, suffer loss after loss, along with their real partons, without relief and without remedy; their credit is impaired by confiscatory State rate laws so that they can no longer borrow money and can therefore no longer increase their transportation facilities. The rall-roads are thus made the factball of political schemers and mercenary speculators.

It seems to the writer that the ultimate consequence of State aggression and oppression of railroads must force an interpretation of the Federal Constitution whereby the inter-State commerce commission will absolutely control all 'the railroads operating in two or more States, the State rall-road commissions to be subordinate. To continue to tolerate present condi-tions is gradually to allenate capital from rallroad support until the service becomes decrepit; and to stag-nate, especially in the Southern States, the commercial, manufacturing and agricultural interests there, which are even now clamoring for better and greater railroad facilities.

CALLS IT BANKERS' PANIC.

Treasury Official Charges Them With Responsibility For Tight Money. Washington Special, 6th, to Rich-

mond Times-Dispatch. "This is a bankers' panic," said a high official of the Treasury Department to-day. "The bankers of the country have become scared, and are money tight, though, of course, I do not mean to assert that the banks are responsible for present con-

ditions."
He went- on to tell now several banks which are United States de-positaries and have hundreds of thousands of dellars of government money in their vaults refuse to cash government warrants.

government warrants.

Members of Congress are now receiving the monthly salaries in coin, which is expressed to them by the sergeant-at-arms of the House of Representatives, who is the disbursing officer of that body. Western members have written him that the banks have refused to cash checks for their salaries, and the checks have been sent back and coin sent instead, the Representative paying the cost of carriage. Representatives in every State of the middle and far West are getting their money in this way.

The Treasury Department has writ-ten some exceedingly sharp letters to banks which have government funds on deposit, yet refuse to cash checks drawn by the government.

COLDS AND CROUP IN CHILDREN. "My little girl is subject to colds." says firs. Wm. H. Serig, No. 4t. Flifth St. Wheeling, W. Va. "Last winter she had a terrible cough but I cured her with bamberlain". Cough Remedy without the sid of a doctor, and my little boy has been prevented many times from having the croup by the threly use of this syrup." This remody is for sale by W.

yard engine foreman in the Gate City for several years. Captain Overton has bee in the employ of the Southern Ratifway for some 5 or 7 years, and is spoken of by his associates as a most competent ratirous man. The local yards job is by no means an easy one. Many railroad men say that it is the hardest yard to handle on the Southern Railway.

Southern Railway

N. B.—Following schedule figures published only as information and are not guaranteed. October eth. 1997.

116 a. m., No. 40, daily for Washington and points North. Pullman sleeper and day coaches to Washington.

3:30 a. m., No. 5, daily, for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead City, at Danville for Nortolk.

7:55 a. m., No. 39, daily, for Atlanta, Pullman sleeper and day coaches, Washington to Atlanta.

1:35 a. m., No. 27, daily for Rock Hill, Chester, Columbia and local stations.

3:45 a. m., No. 44, daily, for Washington to and points North. Handles Pullman car and day coaches, Atlanta to Washington.

car and day coaches, Atlanta to Washington.

7:25 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 points West.

10:35 a. m., No. 33, daily, for Columbia and Augusta. Handles Pullman sie-per, New York to Augusta and day coaches, Washington to Augusta. Dining car service.

10:05 a. m., No. 35, daily, for Washington and points North. Pullman Drawing Room sie-pers to New York and Richmond. Day coaches, New Orleans to Washington. Dining car service. Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

10:10 a. m., No. 11, daily, for Atlanta and local stations. Connects at Spartanburg 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.

These arrivals and connection with other companies, are given only as informa-tion, and are not guaranteed.

Direct line to the practical critics North, East, South and Southwest Schedule taking effect Aug. 4th, 1907, subject to change without notice.

East. South and Bouthwest. Schedulo taking effect Aug. 4th, 1967, subject to change without notice.

Tickets for passage on all trains are sold by this company and accepted by the passenger with the understanding that this company will not be responsible for failure to run its trains on schedule time, or for any such delay as may be incident to heir operation. Care is exercised to give correct time to connecting lines, but this company is not responsible for errors or ornissions.

Trains leave Charlotte as tellows:
No. 60 duity, at 6:30 a. in. for Monroe, Hamiet and Wilmington, connecting at Monroe with 25 for Atlanta, Birmingham and the Southwest; at Monroe with 85 for Raleigh and Portsmouth. With 65 at Hamiet for Raleigh, Richmond, Washington, New York and the East.
No. 133 dally, at 10 a. in for Lincolnton, Shelby and Rutherfordton without change, connecting at Lincolnton with C. & N. W. No. 16 for Hickorf. Lenoir, and western North Carolina belints.
No. 44 dally, at 5:30 l. in fig. Monroe, Hamlet, Wilmington and all local soints, ecrnecting at Hamlet with 43 for Columbia, Savannah and all Prorisia points.
No. 122 daily, 7:10 p. m. for Monroe, connecting with 41 for Atlanta, Birmingham and the Southwest; with 42 at Monroe for Raleigh. Portsmouth and New York, and the East with 22 at Monroe for Raleigh. Portsmouth and New York, and the East with 32 at Monroe for Raleigh. Portsmouth and Norfolk. Through seeper on this train from Charlotte, N. C., to Portsmouth, Va., daily, Trains arrive in Charlotte as follows:
No. 123, 5:45 a. m., daily, from points North and South.
No. 124, 7 p. m., daily, from Wilmington and all local points.
No. 125, 7 p. m., daily, from Wilmington, Hamlet and Monroe, also from

fordion, Shelby, Lincointon and C. & N. W. Kallway points.

No. E. 12:15 a. m.. daily. /rom Wilmington, Hamlet and Monros, also from points East, North and Southwest, connections are made at Hamlet with all through trains for points North, south and Southwest, which are composed of vestibule day coaches between Postsmouth and Atlanta, and Washington and Jackscnville, and sleping ears between Jersey City. Birmingham and Memphia, and Jersey City and Jacksonville. Cate cars on all through trains. For information, time-tables, reservations on Seaboard descriptive literature apply to ticket agents or address JAMES KER, JR., C. P. A. E. Selwyn Hotel. Charlotte, N. C.

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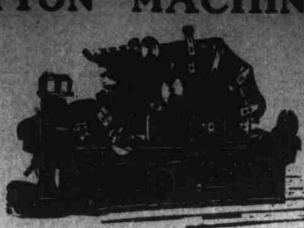
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pm Lv Martinsville,
pm Lv Rocky Mount,
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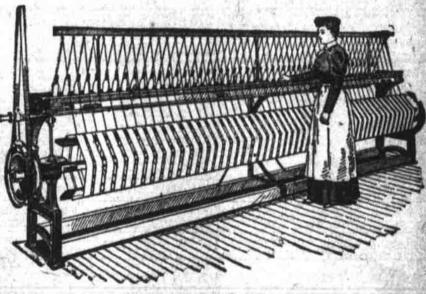
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