at the time he asks for the change to be made.

Advertising rates are furnished on application. Advertisers may feel sure that through the columns of this paper iney may reach all Charlotte and a portion of the best people in the State and upper South Carolina. This paper rives correspondents as wide latitude as it thinks public policy permits, but it is in no case responsible for their views. It is much preferred that correspondents sign their names to their articles, especially in cases where they attack persons or institutions, though this is not demanded. The editor reserves the right to give the names of correspondents when they are demanded for the purpose of personal satisfaction. To receive consideration a communication must be accompanied by the true name of the correspondent.

MONDAY, APRIL 27, 1908.

THIS FAVORED REGION.

The estimate in yesterday's dispatches that the number of deaths caused by the inland storm which swept from Texas and Oklahoma to Georgia will reach five hundred may be excessive but it gives some idea of south and west of the Savannah river are subject not only to the fierce tropical storms blowing up from the Gulf can continent more or less throughout They have cyclones and tornadoes tial protection on the west against the usually weakened remains of levelers mont region are well enough removed and railroad values 100 per cent." the occasional hard gales of the open coast. At the same time we to northward and the over-heated Journal has our cordial thanks for States of the farther South. Our advantageous position between mountains and coast tempers our climate admirably, giving us, for example, decidedly later average frost dates than rallops,' and goes back to trace its more southerly points beyond the Alleghanies-an obviously important crop factor. Neither are there disastrous floods or earthquakes to molest and make us afraid. Nature, hereabouts, is even-tempered and extremely little given to violent moods. frequent virago elsewhere, in this favored region she shows herself a placid dame. People so situated have a great deal to be thankful for, and occurrences like the Texas-Georgia storm should make them feel thankful accordingly.

While the decision of numerous of the Carolina cloth mills represented at Spartanburg Saturday to close down indefinitely on July 1st or ear-Her was impelled by a feeling of hard necessity, it none the less gives the operatives a bad prospect. The mill managers, we feel assured, will do everything in their power for the employes, and we earnestly hope that trade conditions will enable them to make the stoppage brief. Such situations pathetically illustrate the great need of seeking foreign markets to serve as a safety-valve for the con-

With the Tidewater Italiroad heading toward Norfolk and the South & Western foward Wilmington and Charleston, while Savannah net long ago coupled up with the Illinois Central, all the more important South Atlantic ports are lookin; up consid-

Speaker Cannon has a rival ruler itol Senator Aldrich might almost be termed the Speaker of the Senatean evil state of affairs for the hitherto unfettered Senate and one which should be terminated at the earliest possible moment.

Three failures on the New York cotton exchange have occurred within the nakt week-a fact indicating that the all-around bad cotton situation Then Mary, Mother, sped as fast contains hard problems for the speculator, as well as for the grower, the grower's banker, the manufacturer O thou to my eyes raise thy face! and the spot dealer.

Senator Rayner still does State sovereignty reverence, even though it lies most unfortunately low. Constitutional interpretation, he thinks, is rapidly extinguishing the States. His shame and death are all my part protest against these protests is strong In life." He shricks o'er all south and timely.

e there continue to be many opie desirous of voting for Mr. But still the Mother would enfold evelt again, why shouldn't the bucan party strengthen its na-I ticket and yet avoid the thirdm problem by putting him on as vice-presidential nominee?

Populism may be nearly dead all For thee, that when thou seemest dear right enough—what gives us most Thou rom () were shall find release. for regret is that the Demoparty remains chained to the e or near-corpse.

Journal of History conjains an interesting and agreeably written article entitled "The Blood of Theodore Roosevelt," by Emma Hamilton Bul-loch, of Wilmington. We read that the President's first American ancestor was Claes Martzensen van Rosenvelt, one of the early Dutch settlers of New Amsterdam (New York) and the founder of a family which has held prominent place in the American metropolis ever since. Through his Southern mother he descends from Archibald Bulloch, Revolutionary Governor of Georgia and a nationbuilder of much force. It is brought out that James Bulloch, father of Archibald and a Scotchman fresh from the heather, made a plantation in South Carolina, living there for awhile. And hereby hangs a boast proceeding from one of our boastful ontemporaries. The Columbia State comes to us swollen with pride because "this is a case in which North and trinkets, dares not interpose a counter-claim." Counter-claim to what? The Journal of American His-South Carolina without any idea thatshe is making an important concesthan casual account of such small items of possession or non-possession

SOME NORTH CAROLINA FACTS.

As exemplifying that wonderful the Southern development "which has not notes that between 1900 and 1905, the State of North Carolina's gross income from property values increased "The growth of the public wealth," remarks this philspheric disturbances which afflict of private welfare. Private welfare the great interior valley of the Ameri- is usually exhibited in two classes of This section, on the securities, and in the other class is side. other hand, while of course, not alto- the standard investment security such probably about as nearly exempt as bonds, and similar corporate issues. any other sizable part of the civilized Taking all these together, the valuareaching so far; we are a safe distance | rate of 35 per cent., personal property from the Gulf; and we of the pied- 52 per cent., bank stock 200 per cent.

North Carolina's industrial onrush looks good to us, and The Wall Street

Charlotte Observer discusses somewhat extensively, and also somewhat concelledly, the new word, 'garorigin and family history, winding up with this:"-Montgomery Advertiser.

Never touched us! The matter quoted is from The Observer but the acnothing have we toiled all these modesty which should be unimpeach-

JUDGE PRITCHARD SPEAKS.

He Makes a Strong Address in Greensboro For Prohibition—Mr. John C. Cannon Very III.

Observer Bureau, The Bevill Building Greensboro, April 25.

an hour on the subject of State prohibition, making what many of his The Montana was grimy and earers pronounce the strongest prohibition speech made in Greensboro during the present campaign. spite the fact that he spoke against the distracting noise of a street carnival, he was given a close and tentive hearing, many points of the speech being received with liberal applause. Had the speaking been scheduled for a more convenient hour than 2:30 o'clock on a Saturday afternoon, the attendance would have been much

critically ill of heart trouble at the the gangway we went and stepping home of his son-in-law, Mr. A. C. Rankin, a few miles north of Greensboro. Mr. Cannon has relatives Mecklenburg and Cabarrus.

THE MOTHERS.

Maurice Francis Egan, in New York Sun. When from the Mount the Virgin went-The awful Mount of Calvaryat the other end of the national cap- Her slender form was weak and bent, Thy sorrow is too great or thee; Oh, thou hast tasted bitter wine, Gethsemane is His and thine. Said Magdalene with heart pangs rent.

> Then came a woman through the gloom Her eyes dread horrors in the light Of torches on the Mount of doom-She seemed a lost ghost in the night Her white hair hung unkempt and dank From her the Magdalen, scornful, shrank

As one who sees a lothely sight., As mothers go when young babes cry (O gentle heart! O love so vast!) And kissed the woman's eyelids dry; 'Not I most cursed of alf the race-

I in whose soul all hope is past." "To thine my sorrow is as naught," The Mother said. The woman wept. 'You Judas bore!" The soldiers caught he words and spat, "Yea, him I kept Safe in my arms, heart to my heart. He shricks o'er all soun

swept. The gracious John looked stern and cold. He tried to part the c'ese-linked pair, The woman of the wild despair: Son is Mercy-thou shalt The boy that laughed upon thy knee," Said Magdalen, "...aat, he who soid-?"

Hush, Magdalen, he was her son; Love shines upon my own Son's head, And I will ask my thorn-crowned One of thy heart shall cease.

Him thou shalt meet." "Is it well Said Migdalen, "to give him peace?"

MR. ROOSEVELT'S PROGENITORS. CRUISER NORTH CAROLINA WILL GO TO UNCLE SAM TO-DAY

Splendid New War Vessel to Be Formally Turned Over to the Government by Her Builders—She Will Be Then Commissioned and Equipped—Col. P. A. Olds Pays a Visit to the Warship and is Shown Over Her by Her Commander—Saw Many Interesting Sights and Describes Them—Will Soon Be Ready For the State's Gift.

BY COL. F. A. OLDS.

Raleigh, April 25 .- Very great inerest is naturally felt all over North Carolina in that splendid war vessel, a giant cruiser, which is the namesake of our State. I had the great pleasure of spending half a day aboard the North Carolina a week ago, as she lay in the great shipyard at Newport News, and of being shown all over the vessel and otherwise entertained by Capt. W. A Marshall and Lieut. Victor Blue, her captain and navigating officer, respectively.

lowing a morning on which there had been frost at Norfolk, and as we entered the vast shippard the scene, for it was a little past the noon hour and work had been rewas one of what may State having North Carolina's history called thrilling activity. More than couldn't be expected to take more 7,000 men were at work, and the dir was tremendous; the ring of steel upon steel, the incessant rattle items of possession or non-possession the steam riveting machines and no as Great-great-great-greatdpa James end of other noises, and as we walked between the enormous ves sels which were upon the ways in various stages of construction, in-cluding war vessels and those for merchant service, seemed titanic except the laborers themselves, who were but pigmles amid the vast constructions to which this country" The Wall Street Journal | they were bending all their energies and they seemed like ants at foot or on top of the vast hills which those patient insects contrive to construct. The Texas, a great mer-States from \$926,144 to \$2,798,895, or a lit- chant vessel, was almost done and close by was the barely begun Delaware, which is to be a twenty-thousand-ton battleship, the largest osophical economist, continuing its ever built in these yards and one of the greatest in the world; a floating fort, in fact. AN INTERESTING WORK.

A visit to this yard, which is made by very few North Carolinians, is full of the keenest interest. New represented in impressions are to be had on every We observed all the work and watched the outer and inner convessels, nothing but sed. Wood no longer railway stock and steel being used. cuts a figure in this form of construction. In the days of the war of the revolution and those of the war of 1812 it was quite frequently three months or less between the when white oak trees stood in the forest and the date when in shape of war vessels they carried Uncle Sam's flag and plenty of seamen and guns and were active business against England or any other foe. But now in this changed world of ours, when steel and steam and electricity and sorts of other things have come in, it takes years to build a vessel, and where once a few hundred thousand dollars was the limit of cost, now it runs up into the millions, and warship has become, as I remarked Captain Marshall and Mr. Blue, blacksmith shop, factory and apart-

ment house. t the ac-vessels under construction until we ship and these can do Not for came to the finished North Caro-everything except think. lina, very spick and span in white her sister ship, the Montana, which people in the crew, for the had had her trial trip for speed, but which did not make quite as 1,000 officers and men. Of course vessels was marked. Captain Mar-shall told me that the North Carowould pass from the structors, the Newport News Ship Building and Dry Dock Company, of which Mr. William A. Post is president, into the hands of the Before a crowd of 200 people, in government April 27th, going into the Grand Opera House this after-commission then at the Norfolk navy noon, Judge J. C. Pritchard spoke for yard, and that the Montana would commission then at the Norfolk navy be ready for service about July 1st. not received her final coat of paint ABOARD THE NORTH CAROLINA. After we had viewed all the ves-

sels, great and small, and had gone

steam wonderful machines, steam and electric, and shears, which handle wonderful machines, steam and electric cranes and shears, which handle we went back to the office in order ndance would have been much to get the necessary permit to Mr. E. J. Justice introduced aboard the North Carolina. stantly multiplying productive power the speaker in flattering terms and could only be given by Mr. Post Judge Pritchard entered at once into by Captain Marshall or Mr. Blue. could only be given by Mr. Post or a discussion of his subsect.

Mr. John C. Cannon, an aged and well-known citizen of Guilford, is rectly to the North Carolina. Up C. on the deck found there the gentlemen, noted officers both, whom we His death is expected at any so much desired to see. They were a crew made up of them. He can in a type of the modern American of not tell as yet how many of ficer in his hours of employment will be aboard his vessel. Both were in citizen's clothes, as they are popular and val they were not on regular duty of the usual kind, and each wore a suit judgement and are dependable men. of workmen's overalls, light blue He said that while he was command-and high cut, rough gloves being ing the third-class cruiser Dolphin, upon their hands, as to be sure there perhaps a score of years ago, was plenty of grease everywhere, was a sallor aboard named Jackson, as is necessary in the final prepara- from the mountain section of North tions for turning over vessels. Both Carolina, who was a coal-passer men looked fit and fine. There was One day Jackson asked to be allowed men looked fit and fine. There was One day Jackson asked to be anowed about them nothing of the dandy, to fire one of the guns and was given the opportunity. He made good and but from head to foot they were exactly what you would have them in a jiffy showed that he was the best to be. Fine specimens of men they are. Captain Marshall has many a year of sea service back of him and is a kind of connecting link between the since his early boyhood. Capt. is a kind of connecting link between the last days of the old navy and the new. For years he commanded the cruiser Raleigh, and while he has only seen North Carolina from kind of men he wanted on his ship car windows, yet he has naturally wherever he might be. He said that felt and feels a great interest in this on the old Pensacoks, on which he State. His pride in the North Carolina, the splendid ship which he has civil war, there were six North Carolina, the splendid ship which he has been named to command, is that of olina squirrel hunters and these were a mother for a child, let us say, and the best shots on the ship. in this his associate officer and friend, Victor Blue, fully shares. The comradeship between these two gentlemen and officers was very fine to me. It had been intimated that Mr. Blue would be the executive of-ficer of the vessel, but this duty was

> partments of his work, will look after the navigation. IN THE CONNING TOWER. After some very hearty hand- priation of \$5,000 for a splendid shaking and a most hospitable reception in every way, I was taken
> first of all to the conning tower,
> that little fortress of steel, over a to the cruiser at the same time the foot thick, in the bow of the vessel, where in battle-time the captain stands with two or three trusty men around him, and fights the ship. As the made. Can the North Carolins go to through the narrow slits through which perhaps some day, if God so wills, he will be gasing at an enemy, his face lighted up and he

assigned to Lieutenant Commander

thoroughly informed man in all de-

told, with the easy grace and selfpossession which so mark the true
American sailor, how this or that
would be done, seeming to think
nothing of the doing. There was the
ship to be steered, all sorts of directions to be given through the
speaking tubes about the training
and firing of the guns, etc.; in fact,
a thousand and one things. Little
buttons were here and there, and
there was a score of speaking tubes,
a telephone, all sorts of modern appliances, in fact. The lid was lifted
from the floor and we looked down
50 feet into the hold of the vessel.
Then we went outside and the of-Then we went outside and the of-ficers showed how arrangements had been made to guard against every possible disaster. If this steering wheel were damaged another would go into use, and if the latter were disabled then the ship could be steered far below by means of the steered far below by means of the dynamo for that purpose, and if the latter were put out of action, then the hand-steering device could be put at use in a moment. Looking over the side of the mighty vessel there was the long strip of thick armor, for it is a protected cruiser, which marked a space of several feet which marked a space of several feet above and below the water line. Captain Marshall remarked that the vessel was so constructed that if both ends were swept away by the fire of an enemy yet the ship would float and fight, for signets are given float and fight, for signals are for closing such and such a compartment and upon these signals the men are warned in this to get out men are warned in this to get out and down come the steel doors, which remind one of Rider Haggard's terrible stone in his which dropped and forever the entrance to the hidden chamber in the mountain. If water floods a compartment, or even several of them, the ship Everything is lethal; that is, designed to take the life of somebody else while trying to protect that of the ship's own company. We stood around the conning tower, 72 feet above the water line, and yet higher up was the bridge. Back of the tower was the navigating room, where Lieutenant Commander Blue will have his headquarters. In each of the balanced turrets, two in number, were a pair of big ten-inch guns The rear of the turrets overhaugs, this being to counterpoise the waight of the guns, which, of course, pro-ject far forward. The earlier tur-rets were simply a circle through which the guns projected, the circle being in line with the bed upon which it revolved, but in the new form of construction the turret extends backward, with its greatest weight to the rear. The reason for this is that if the guns are swung to one side this turret mass which overhangs will be on the reverse side, so that it exactly counterbalances the weight of the guns and

THE GUN TURRETS

I was shown the ammuniaion hoists and all the arrangements made for protecting the gunners in the turrets against the dreaded "flereback," and of also protecting the ammunition hoists, which are rather like dumbwaiters, only instead of food for people the deadly ammunition comes up and into the guns.

so keeps the vessel upon an even

It must be a dreadful thing to be in a gun turret during a fight, though of course there is greater protection than there is at the smaller guns which are strung along the side of a vessel. Everywhere a gun can be put you may be sure there is one, great or small. The cruiser has a telephone exchange and I made Capt. Marshall laugh very heartily by asking him how many "Hello girls" there would be in it. He did not seem to sort of a combination of fort, think girls would relish that sort of though to be sure the ("exwork. we went down the long line of 75 dynamos, big and little, on the sessels under construction until we ship and these can do pretty nearly tle deficiency is supplied Capt. and yellow, and looked at her from Marshall, Mr. Brown and Mr. Blue years to build up a reputation for stem to stern. In the next slip was who will be ably assisted by the 914 Carolina will carry well on towards good a record as the North Caro- this it not a battleship though it can lina. The contrast between the two put up a stiff fight, but it is a com-Captain Mar-me North Caro-swift dashes, and make things lively for transports containing troops battleship is always ready for a standup fight, while a cruiser slips here and there, as its name implies But a week before I was aboard the North Carolina I had been at Port Caswell, at the mouth of the Cape Fear river, and the artillery officer. there told me that as between the fire of a fort and a fleet, that of the fort was something like 3 to 1. Battieships of course fight forts but their chief line of business is fight-ing ships of their own kind and of course if they get along-side or anythrough the shops and seen the where within

so much the better for them and so

much the worse for the cruiser. Then is the time when the latter has to show its heels and get out of the excitement TAR HEELS GOOD SAILORS. I put in over two hours going over the North Carolina and can say conscientiously that nobody except tain Marshall and Mr. Blue and Mr. Brown, the construction force, have seen so much of the vessel. Cap-tain Marshall, by the way, thinks a lot of North Carolinians and like Mr. Blue would be very glad to have they are popular and valuable sailors; always full of

. At the gangways near the stern of the vessel are beautifully carved sides, on the one hand being the arms of the United States and on the other those of North Carolina, all in high relief and very handsomely

THE STATE'S GIFTS. We talked about the gift which is to be presented by North Carolina and a group of her liberal citizens who have added something like a thousand dollars to the State appro-

weather and she could not get into the hook of the cape it would be rather heavy work to get to her and perhaps dangerous. Capt. Masshai observed, with much of a sea on, for while the big cruiser would not mind the roll at all it would be very hard on the little vessels. All this will be settled later. Of course it is very natural that the desire should be to have the presentation made in North that there will be any trouble a this matter them Norfolk will be best place for the ceremony, as be found upon a dispassionate of the situation.

A LEVIATHAN IN SIZE A LEVIATHAN IN SIZE.

It is hardly worth while to speak of the size of the North Carolina, which is much longer than any city block, as high as a church, cost something like four millions of dollars and has about 30,000 horse-power. Big as is the vessel, it is as graceful as a pleasure yacht. In fact Amenican war vessels genreally combine the useful with the agreeable utility with beauty. It may be said of the North Carolina that she is what is known as the "last word in cruisers." Capt. Marshall and Mr. Blue will asure you of this fact with their hands upon their respective hearts and you will be very sure to believe them after you have been over the vessel, and you will be equally sure that your trusty and well-beloved Uncle Sam has put the cruiser in exactly the right hands, "Good luck and long life to her and her officers and men." will be the wish of every North Carolinian.

every North Carelinian. I am impressed by the fact that the business men, the laboring per-ple, everybody in fact, stands for a strong navy. In our party was banker, a very quiet gentlemar whom one would not suspect of look ing at that side of things exactly, but he came out strong and clear for a big navy, plenty of men and plenty of money, and declared he was willing to go the limit. This is the American spirit in this year of grace 1908, and I tell you it means a whole

THE FOREST QUESTION.

Many have misunderstood the

Meaning of the Appalachian Reserve Misunderstood by Many, and It is Therefore Clearly Set Forth. To the Editor of The Observer:

meaning of the Appalachian fores question False and misleading state ments have been scattered broadcast It has been said that the governmen would drive the people from their s. Nothing could be more un-The government plans to buy true. timberland of those who wish t sell at a fair price. Instead of de stroying homes and turning the region into a wilderness, it will bring business into the section. It wil encourage the farming of land more suited to farming than to other uses It will permit grazing so long this does not hurt the range and the It will permit the cutting of timber where that does not dam age the forests. It will permit mining, where minerals exist, as it doe Western national forest The government will help pay the local taxes, 10 per cent. of the gross receipts from timber sales and other forest uses going to the county. The government will protect the forests against fire. It will check the approach of the timber famine. will make floods less common and dangerous. In selling timber the government will give the preference people living in and woods rather than to outsiders Good roads will be built into th woods and these will be open to the More or less work wages will be furnished in building roads, getting out timber and protecting the forests. Some will be needed to help in planting trees like poplar and oak, which are grow-ing scarce. The measure will aid ing scarce. directly the interests of the community, the State, the section and the nation. It is a part of a great movement which seeks to conpeople our great natural resources and to prevent the turning of the country into a desert, as has already been done in large sections of the old world. FOREST.

PLEA FOR COMMON SENSE.

Dr. J. J. Mott Argues That State Prohibition is Not Desirable From a Common Sense and Busines Point of View-His Argument. Dr. J. J. Mott, of Statesville, is

spending a day or two in the city, stopping at the Selwyn. Dr. Mott, when seen by an Observer man last night, had the following to say on the prohibition question, with great subject he has had to do for the past many years: "It is an astonishing thing tha

purely business man, who think about cause and effect in everything appertaining to business, do not take immediate hold of this liquor ques-tion shortly to be voted on. "Liquor is being consumed in just about the same proportion as it ever was. The distilleries in operation, the express books and railroad freight books prove this, and the

twenty millions of dollars this year in government collections on liquor over last year make it certain. As State the principal men engaged in it have gone to other States. who have not gone are counted by those who did go, and the business enlarged to meet the demand 'Now, how is it in North Carolina? The money won by day labor over and above the demands of life and existence is going out of the State to pay for liquor at a higher price than formerly paid for the home manufactured article, and he express rates added.

ticians say, and produce statistics to prove it, that the amount yearly onsumed in the State is many mil "Business in this case argues, if it continues to be used to this extent in dry territory, why continue the regular channels of trade? It largely goes to the express companies—none of the stockholders in these companies living inside the State, and most of them living be-yond the sea. It runs up into many millions, which before this prohibition scheme was enlarged went to the support of the churches, the

newspapers, merchants, etc.

"In the presence of this state of panic which is on us, this loss if calculated would count for a dif-"There is another thing going to work to the great disadvantage of North Carolina. The enlargement of distilleries makes government exlighter, and ours becoming a dry State there will be no liquor taxes here to collect. The tobacco tax can be collected in North and South There will be a congolidation of col-lection districts. This will throw a lection districts. This will throw a large number of government officers out of employment, and the State out of millions of money. The government must have the revenue, and it will get it out of the eplarged distilleries in other parts of the country. The distillers will charge the taxes up to the conguners and our State will continue to do its portion in support of the government, though it has no share in the profits of the business."

The Little - Long Co

POPULARI

This part of our big business has made a wonderful growth and gained a wide reputation. We ship Millinery all over North and South Carolina and into other States, and not long since made and shipped a Hat to a lady in South America. We equip ourselves with the best and most artistic designers to be had in the metropolis and the public has long since learned that what they get at Little-Long's Right."

No less can be said of our Coat Suit Department, for every season shoppers from towns far and near come to us for the season's latest productions of smart Tailored Suits.

Monday morning in our Suit Department will be a pretty showing of Lingerie Dresses, made Princess effect, in White, Pink and Light Blue Batisteelaborately trimmed in bands of tucking put together with Val insertion and edging. Prices \$10.00, \$15.00

Special sale in Voile Skirts, handsome Skirts in Altman Voile, newest designs, trimmed in taffeta; Skirt worth \$15.00. Monday only............\$10.00 Coat Suits, special values in Novelty Panamas in Navy,

Black, Copenhagen and Brown; also Cream Serge, \$30.00 and \$35.00 Suits. Monday special\$20.00

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