

SCOUT CARS IN CHARLOTTE

MAPPING OUT GRAND HIGHWAY. Two Pioneer Cars, Sent Out Jointly by The New York Herald and The Atlanta Journal to Select Route For Grand Cross-Country Highway From North to South and Sidr Up Interest in Good Roads Crusade, Pass Through Charlotte This Week, in the Party and the Plan in View—Need of a Bridge Across the Catawba—The Personnel of the Party and Something of the Journey Under Way.

Two mammoth easy gliding and fast moving dust-covered automobiles, one a White steamer '60, of the latest and most approved model, out of New York, and the other a giant Oldsmobile, a six-cylinder '60, which has been from the factory but two weeks, out of Atlanta, Ga., the two pathfinding cars dispatched jointly by The New York Herald and The Atlanta Journal, map out a grand road, highway from the metropolis of the North to the Gate City of the South, arrived in Charlotte en route South yesterday morning at 9 o'clock from Salisbury where the two parties spent the night. Salisbury was reached Monday afternoon late, the two cars being directed and shown the way by Mr. Osmond L. Barringer, of this city, in another monster White, the car which President Taft used while a guest in Charlotte during 20th of May week. After lunch had been secured at the Selwyn and the two cars had been overhauled and refitted with all munitions of travel, the journey was continued, the start out being made at 1:05 o'clock.

Mr. Barringer, with a party, escorted the visitors to the Catawba river, the boundary of the county, and then returned, having seen them safe across the ferry. All of the visitors expressed themselves as most highly pleased with the Mecklenburg good roads, of which they had heard so much and manifested profound appreciation of the many courtesies extended them while in the city. No announcement was made nor could be, as to the ultimate route followed by the highway but it will doubtless pass through Charlotte.

In The Herald party were Messrs. Hamilton Peltz, of the staff of The Herald; R. H. Johnston, advertising manager of the White Steamer company; N. Lazarek, one of the foremost out-door photographers in the country and official photographer of the trip; John S. Cohen, managing editor of The Atlanta Journal, and William Cyphers, mechanic.

In The Journal party were Messrs. Walter Jones, of Marion, Ga., Innan Gray, of the business office of The Journal and son of Mr. James R. Gray, editor and owner of the paper, and W. T. Waters, Jr., staff correspondent of The Journal. Mr. Henry J. Lamar, Jr., owner of the car and leader of the party, was accompanied by the "Olds" "60" from Atlanta to the meeting point near Grit, Va., was called home Sunday night by the illness of relatives. Many expressions of regret were heard yesterday as to his enforced absence.

A JOLLY PARTY. A jollier set of fellows never passed through Charlotte than The Herald and The Journal representatives yesterday. They had been on the road, The Herald party en route South and The Journal party en route North to the meeting point 42 miles above Danville, Va., on Tuesday. A week ago, and were tanned by the sun as if they had been in the open for months. All were kikiakid and presented fine specimens of physical manhood of the genus Americanus. Mr. Cohen described the meeting point of the two cars near the Staunton river in Virginia as a place that boasted of one store and a hitching post. From the time an Observer man joined the party until he left it at the river, there was one unceasing round of stories, incidents of being tired and wearied by their long journeys of approximately 700 miles all were in the finest spirits imaginable. Particularly was this true of Mr. Cohen and Mr. Lazarek, who were bubbling with humor all the time.

The two cars reaching Charlotte at 9 o'clock having made the trip, escorted by Mr. Barringer, from Salisbury in splendid time. The first thing done was to drive to the Selwyn, where lunch was ordered, the cars in the meantime being sent round to the Barringer garage in order that they might be overhauled. After lunch, the visitors were shown some of the sights of the city, full particulars were given as to the good roads of the county and other details of interest which might be of service later. The problem confronting the gentlemen delegated to map out the route, so far as this section is concerned, is that of crossing the river. The best trip is to be made the latter part of October and some more expeditious method of getting across the river than by ferry is desired. Many inquiries were made as to the new steel bridge which is to be thrown across the river by the Board of Public Works, the time of its completion, and the roads leading up to it. A trip out this line was debated but later abandoned. The visitors were loud in their praises of the good roads of the county and the little detail that the Greenville-Spartanburg-Charlotte-Danville route on up through the valley of Virginia will be ultimately chosen.

SOUTH OF CHARLOTTE. At 1:05 o'clock yesterday afternoon, the journey South was resumed, the three cars leaving the Selwyn amid a great throng of people. The trip to Staunton, Va., on the Catawba was made without serious mishap, the roads being in splendid condition and the weather ideal. After many congratulations and words of farewell, the partying was made, the two touring cars, The Herald car escorted by The Journal car, continuing on their way across Gaston county into South Carolina, and the other car returning to Charlotte. Last night was spent in Spartanburg, S. C. Anderson will be reached this afternoon and then the run into Georgia will be commenced. It is probable that the cars will separate en leaving Anderson, one going by way of Hartwell to Commerce, Ga., and the other by way of Lavonia to Commerce. This, however, is yet unsettled. It will be determined when Anderson is reached to-night. It is expected that Atlanta will be reached about noon Friday.

The purpose of the enterprise, backed by two of the leading newspapers in the country, is to inaugurate a concerted movement for good roads all over the country and particularly in those States which lie between New York City and Atlanta. It is planned to have a grand highway approximately 1,000 miles in length stretching from one end of the country to another. The road from New York to Atlanta will be followed possibly by a road from New York to Chicago, Atlanta to Memphis, Chicago to Denver, etc. This is the beginning of a great movement for good roads on a broad scale.

to stir up popular interest in the crusade for good roads. As previously announced the formal opening of the highway, will take place sometime in October when a trip over the proposed road will be made. The cars making this trip will award the prizes for the best stretches of road in the various States, the greatest improvement, etc.

Mr. Waters writing from Danville, Va. yesterday in The Journal, thus described the meeting of the two cars which is herewith reproduced in part: THE MEETING. With flags flying and amid mutual shouts of welcome from their passengers The Herald scout car, which left Herald Square last Tuesday which The Atlanta Journal's automobile, which left the Georgia city the same day, met at five minutes before 3 o'clock last Saturday afternoon on the old Lynchburg stage road, three miles south of the point where the two paths meet at the Staunton river. The union of the two parties, the one from the North and the other from the South, was effected 207 miles from Roanoke, Va., which had been the morning point of departure for The Herald White steamer and 541 miles north of Greensboro, N. C., where the Atlanta party's Oldsmobile had made a start at half-past 5 o'clock in the morning, in its zeal to give the New York advocates of good roads an early and an earnest welcome. The Southerners, had not been content to linger at the State line between Virginia and North Carolina as had been planned but pressed on northward to greet their guests as early as fast running and hospitable hearts could effect a junction.

WERE NO SPECTATORS. Except the five men in each big car, there were no spectators of the meeting. It occurred on a lonesome stretch of roadway with filled fields on one side, and woodland on the other. As The Herald car was skimming southward, around a curve ahead loomed the vision of another flying automobile. Its passengers like those in the White steamer from New York were kikiakid and travel stained. From about their car flew two pennants of white, on which were inscribed "New York Herald" and "Atlanta Journal." Each crew recognized its teammate at first glance and as the distance lessened a glad shout went up from both cars, while the pennants were held aloft and wigwagged in eager welcome.

Foot brakes were applied and in another moment the staunch White steamer, panting like some leviathan at the end of a long race, was ranged up side by side with the handsomely new 50-horse-power Oldsmobile from the Gate City. R. H. Johnston, driving The Herald car, and C. J. Lamar, Jr., who held the wheel for the Georgia party, stood up in their driving seats and clasped hands across the narrow space between, while the other made the Virginia hillside ring with their cheers.

LINK OF GOOD FELLOWSHIP. And so it was that the scout cars—the one from the Empire City of the North and the other from the Empire City of the South, forged the first connecting line of good fellowship in the great chain of one thousand miles which is to bind New York and Georgia with a splendid national highway. The meeting was photographed and then out of their cars leaped all hands. Introductions followed. Mr. John S. Cohen, managing editor of The Atlanta Journal, who had been the guest with The Herald car from New York, acting as master of ceremony. Soon the Northerners and Southerners, were introduced to each other, and the side-by-side old comrades and comparing notes on their touring experiences.

The members of the Atlanta party were H. J. Lamar, Jr., who was driving his own car, W. I. Gray, the son of the proprietor of The Atlanta Journal, Walter Jones, of Marion, Ga., W. T. Waters, Jr., staff correspondent of The Atlanta Journal, and J. S. Kuykendall, secretary of the chamber of commerce of Greensboro, N. C., who had accepted the courtesies of the Atlanta scout car in order that he might the earlier tend to all the hospitalities which he assured them were awaiting their arrival in Greensboro.

The point in Virginia, at which the juncture was effected between the two cars, was hardly more than a canon shot south of Alta Vista, the spot at which the Southern Railroad crosses the Virginia Tidewater Railway, the enterprise toward which the late Henry H. Rogers, of New York, dedicated so much of his fortune and of the energy of his declining years. When the road pioneers from North and South came together the total mileage of the White steamer, restricted to the distance recorded on the direct road to Atlanta, aggregated 557 miles.

MAKES 600 MILES. If the various detours were included, including a run of approximately 18 miles over the Gettysburg battlefield, the aggregate mileage would approximate 600 miles. The Atlanta Journal scout car, the big Oldsmobile, though it had started nearly six hours later than the departure of the White steamer from Herald Square, had been so alertly handled that it had 507 miles to its credit on its speedometer. Only a few minutes before the cars met, the Atlanta boys, while swinging briskly around sharp curves with a keen lookout ahead for the other party, had given three hearty cheers for their expert driver, Mr. Lamar, as he scored his fifth century. It is only proper to add that the Atlanta car was off the road at various intervals because of the necessity of keeping in touch with the route of the White steamer as the two approached their juncture.

After the preliminary fraternization both cars pulled up the road side by side about a quarter of a mile, to a spot where the grateful shade of some fine old trees afforded welcome shade from the scorching rays of the Virginia sun. Grit postoffice lies well within the "dry belt" of the Old Dominion and libations which followed were exclusively in ginger pop and other soft drinks cooled in spring water for lack of ice or refrigerators. Seated on the porch of the country store, the two parties which had now become one, pulled out their maps and the data compiled along the roads, comparing notes as to the best lines of travel and exchanging the varied experiences they had met on their journeys.

time Wednesday, the precise hour not yet being certain. They will receive such a greeting as home-comers have seldom met before, even in the Southland. But this is only fitting. For these two automobiles are the sturdy forerunners of the great highway that is to link the nation, North and South, in a closer commerce and friendship. They have gone before to map out the way of the good roads and automobile reliability contest that is to be pulled off next autumn by The Atlanta Journal and The New York Herald.

A ROYAL WELCOME. Plans for welcoming the explorers are now maturing. They will be met some 40 or 50 miles from Atlanta by a number of public officials and leading citizens in automobiles. Among these will be Governor Hoke Smith, Mayor Robert F. Maddox and others. The reception will be spontaneous and representative of the entire city and its universal interest in the big Journal-Herald enterprise. In offices, store, clubs and homes one of the uppermost topics of conversation Monday is the approaching arrival of the scout cars.

On being met far along the road from the city, the scout car parties will be escorted into Atlanta straight to The Journal office. Their coming will be eagerly watched for all along the route, and their way through the heart of Atlanta will be a continuous popular triumph. The more exact time of their arrival will be announced in time for everyone to be in readiness to see them.

CAN IT BE "JEMIMA?" Maine Man Denounces Jennities, Pollytes, Jerushaites and All the Rest, Setting Up "Jemima" Instead. To The Editor of The Observer: You ought to be ashamed of yourself! "Jenny put the kettle on!" "Fish tush!" Or, as Samuel Blythe, of The Saturday Evening Post would remark, "Fish and couple of tushes as long as you say 'Jenny put the kettle on!' or 'Glady, or Vivien.'"

Of course, the internal evidence, as they say when they start out to prove that Bacon wrote Shakespeare, proves that she began with J, to keep up the alliterativeness (that word is not patented) of Josh, Jeremiah and Jedediah. But Jenny! Oh my! My grandmother used to sing that for my amusement 25 years ago, when she was over 90 years old, and I am firmly convinced if she had thought it was Molly or Jenny or Polly or even Jerusha, she would never have sung it again.

There was only one girl who could possibly have put that kettle on to brew tea for Hezekiah, Jeremiah, Jedediah, et al., and apparently you ignorant editors never heard of her. It was Jemima who put the kettle on. You city editors make me tired. If you want true wisdom on these disputed points go up to Maine and visit some farm a hundred miles north of Bangor, where you will find all these traditions kept sacred and inviolate from the ruthless hand of time and city editors.

That's where I came from, so I know. Why, for years we had a succession of red, white-faced cows, one of which was always named Jemima in honor of the young lady who put the kettle on. A WANDERER.

PAW CREEK BRIDGE AFFIRE. Passing Automobiles Discover Trouble and Blaze Quickly Extinguished. The railroad bridge over Paw creek on the Charlotte division of the Southern, three miles south of Charlotte, was discovered after yesterday afternoon about 2 o'clock by passengers in the big White steamer driven by Mr. Osmond L. Barringer en route to the Catawba river to escort The New York Herald-Atlanta Journal scout cars to Sloan's ferry. The bridge is an old wooden structure and caught fire two car-lengths from the northern end, doubtless from ashes from a passing train. The blaze was burning briskly when first seen.

Colds that hang on weaken the constitution and develop into consumption. Foley's Honey and Tar cures persistent coughs that refuse to yield to other treatment. Do not experiment with untried remedies as delay may result in your cold settling on your lungs. R. H. Jordan & Co. and Green's Pharmacy.

OUR REPUTATION AS SPECIALISTS. In Established by Twenty-Five Years of Conscientious Practice. You can rely upon the advice we give you. Our knowledge is extensive—our advice valuable. It will not cost you a cent to consult us. If you suffer from any of the private maladies which afflict the human body, don't hesitate to write us frankly or pay a personal call to our finely equipped offices. With us you are sure of absolute secrecy. Thousands have placed confidence in us and have been permanently cured—filled with vim and vitality and endowed with the happiness of good health. Our books, "Diseases of Women" and "Manhood and Woman" for men, should be read by every sick or ailing man or woman. They are FREE, mailed in plain envelope, and tell facts YOU should know. Write us about your troubles, tell us frankly the symptoms, or call in person. Reputable physicians, graduates of leading colleges, with wide practical experience, will give your case individual attention. DR. HATHAWAY & CO., 30 Inman Building, Atlanta, Ga.

and had no alarm been given the whole structure would doubtless have been consumed. As it was a halt was made, aid summoned and the fire was extinguished. The damage to the bridge was slight as the blaze was detected before it had gained much headway.

There will be no prayer service at the First Presbyterian church tonight in order that all the members may attend the missionary conference at the Second Presbyterian church.

"GET IT AT HAWLEY'S." BEAUTY AND THE BATH. Of all beauty promoters, none surpasses bathing in importance. Let us name over some of the bathing conveniences that we carry. Toilet waters in many odors: Violet or Plain Sea Salt, Violet Ammonia, Pure Castile Soap, by the pound or ounce, Bath Sponges, rubber and natural; Bath Brushes and Mitts; Borax for softening the water, and other items of less importance. Let us supply your bathroom with these necessities. Do you know that we carry an unusually large stock of Druggists' Sundries? We have everything you can possibly want for bath or toilet table. We are always glad to have you inspect our stock. Hawley's Pharmacy. TRYON AND FIFTH STS. 'Phones 13 and 260. Academy Advance Sale.

See The "Hold-Em" Line. Letter Tray and Waste Paper Baskets. Made in maroon and green; also natural copper finish, in a great variety of sizes and at prices that will surprise you. Nice enough for the finest office, cheap enough to please the poorest economical.

Stone & Barringer Co. Office Outfitters.

THE TATE-BROWN COMPANY. Furnishers, Hatters, Clothiers. Belts for everybody! Time to discard suspenders—they are beginning to feel uncomfortable and warm. Get a belt. And we are well prepared to take care of you when you come to us for one. A big assortment. A broad variety. Prices \$1.00, \$1.50, \$2.00.

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W. T. McCOY & COMPANY. This neat and convenient Couch Bed is now ready for your inspection. It occupies no more space than an ordinary couch and, with strong "National" spring construction, it makes a splendid bed. Complete with Mattress. \$12.50.

GREAT CUTLERY SALE. Table Knives from the cheapest grade up to \$25 per set. Pocket knives from the 5-cent kid's kind up to the \$12.50 kind. Kitchen Knives, Butcher Knives, and in fact all kinds of a knife. Next comes Scissors, Shears and Razors. In these lines we suit the most fastidious. Weddington Hardware Company, Inc. 29 East Trade St.

Black's Transfer Company. We are well equipped to handle the Baggage Business. Office in Southern Passenger Depot open day and night. 'Phones 105 or 1919. We also give prompt attention to all kinds of Hauling. E. Nye Hutchison & INSURANCE. FIRE, LIFE, ACCIDENT. OFFICE No. 9 East Bank. Bell 'Phone 405.

IF IT'S SHIRTS. You just ought to come here. Our new line Summer Shirts is without a doubt the handsomest line we have ever shown, and that is saying a whole lot. The best shirt makers in America are the ones we get our goods from, and if there is a prettier, more satisfactory line in the Carolinas today, can't guess where it is. Ours range in price from the 50c Work Shirt to the \$5.00 Silk, and includes just anything you want. Besides embracing every conceivable pattern and marking, our strong point is in having every shirt that is worn. We insist that you call and see the ED. MELLON COMPANY. Remember Mellon's Clothes Fit.

We Offer Some Special Bargains in Fine Mahogany Suits. These Suits are the very latest Colonial style and perfect. We simply have more than we wish to carry to reduce stock will offer special reduced prices. If you live out of town it will pay you to make a visit to Charlotte to see these special bargains. If you can't come, write us. We mail catalogues free. A few pieces of fine \$1.75 Body Brussels pets to close out at \$1.25 per yard. Do not to see these at once. PARKER-GARDNER COMPANY.