### IS AND MARKETS

WIL LIFE IN JAPAN.

the Customs and Ways That Obtain in Japanese perative Stores

of The Indian Textile el-known periodical extile, engineering and of India, publishntains an interesting address of Mr. 8. d before the tex-Manchester School Life in a Japanese Yamanobe said:

rat difference in the peratives from all in the business. gent receives from

s might be. required number have no place to there is the danse the girls after nd the expense we Because when town to do shopnemselves, abduc The agents sent to get mill girls girls better condi-This matter has Japanese Cotton

we have to in a special home. parter, the men in fewer male opirs The numbers pinning mill with work out some-Operatives liv-Main. 150; female. who come to male, 600; female,

amout of quarters always well he aummer time, lemics, we keep ides. Some time tached to them. we form an ex-

so provided for married people. al instruction and

Then

amounts to about part of the State. wages. We let the the summer time

t their daughters or

gatization for the themselves. Every

here is a Japanese n the near future, rs themselves do not at present. It are quite content ion, and, fortunately, had any mill strike, e been very serious ranches of industry. ere are two sets of we work day and a require double the

" a week in some days in others. that the cleaning of The operatives cry changing day. thus working day as a week, twentyexcepting on changs no stoppage for realives go in batches n on the mill premolded by the comlive in quarters their meals by the the do not live in hair own food and g room. In some is no dining room at the side of the Smoking is also at it is moon and it is men and women. to find pipes and nuchine attended by of the operatives is specially adapted

some length into lows: "In English tending 600 spindles gets 17s. a week of This works out at In Japanese milts ris for 600 spindles three of 26. 1d. 4 bese male operatives is per day, or 30s. xpenses, if married, 6s. for house and nd clothing. As the some private occun, therefore, live very

hey shall not catch

STARTING A FROG FARM.

Got Government Pamphlet and Put Up a Fence to Keep Snakes Out. acola News. A gentleman of this city has recent-

ly received pamphlets from the De-partment of Agriculture on the raising of the large food bullfrog. It is the purpose of the gentleman shortly to start the culture of the frog on quite an extensive plan. It is also the intention of the gentleman to get a large collection of the best bullfrogs he can find and put them in a large marsh that is located near his place in Santa Rosa county, fencing the marsh in such a manner that snakes cannot get into it. It is thought by the gentleman that he can thus raise a large number of healthy bullfrogs for the market and make a good profit out of the business.

"I have been living in Escambia and Santa Ross counties for the last ten ng English and Jap- years," he said, "and have noticed the manager of a Japa- plentitude of bullfrogs that are in the re to contend with fresh water bodies in both counties manager. He has The frogs grow to monstrous size and ed to the buying of seam to thrive in this section of the ceiling of yarn, but country. I think that a large and betsing, feeding, doc- ter grade of frog can be raised with ging of his work-to get our work-ing of the frog will make a comfortto send a kind of able living for the man who engages

"I wrote to the Department of Agto them. The and have received a pamphiet giving me full directions. My intention is to fence in the marsh that is on my place and start a frog farm in it. I shall get all the snakes out of the place and keep it as clean as possible, so that the frogs will be healthy at all times I shall have the enclosure large enough to accommodate a large number of the creakers.

"I believe that there is an ample market for them in Pensacola, as all of the restaurants and hotels buy them whenever they can. The reason for the great scarcity of frogs at the present time is not that they are scarce but that they are rather difficult to catch.

I am a firm believer in the work and shall set out with an eye to succeed. It seems to me that all a man has to have is a mudpuddle in his back yard and put some frogs in it. Southern put a fence around it and feed the frogs. The climate is natural to them and they will thrive in spite of all efforts to exterminate them With a lit- through the mountains of western tle attention a large, high grade frog Carolira and the Blue-Grass Region can be raised.

Lord Roberts as a Collector. Tit-Bits.

The fact is not generally known that altogether. Then Lord Roberts, who delebrated his dentertain them, golden wedding the other day, is a we have a music great collector of curios. His charming house. Englemere Ascott, is literally crammed with odds and ends picked them, too, lec- up from time to time, nearly all of n in hygiene by which have some interesting story at-

One of the most curious of these is of visit a famous an irregularly shaped piece of dirty party and amuse white rag which greatly puzzles all is of sports. Hos. who behold it for the first time. It is the owners for the flag of true which General Cronje ged people. And sent in to announce his surrender at Paardeberg.

Indians Buying Automobiles.

struction and struction and struction and struction with other companies, are given only as information and are not guaranteed.

The automobile fever has struck the residents of the Cheyenne River Indian reservation and a number of the mixed bloods are investing in gas without notice.

The automobile fever has struck the residents of the Cheyenne River Indian reservation and a number of the mixed bloods are investing in gas wagons with which to do their traveling.

To emphasize further the changed

To emphasize further the changed onditions a number of the younger Indians are taking to the camera and the typewriter, and the "Indian ways" mony supply houses, of to-day stand out in startling cone operatives pay a trast to their ways of even a quarthe girls and men in ter of a century ago, when the white their board to the men first came in numbers to this

MEN PAST FIFTY IN DANGER MEN PAST FIFTY IN DANGER.

Men past middle life have found comfort and relief in Foley's Kidney Remedy, especially for enlarged prostate gland, which is very common among elderly men. L. E. Morris, Dexter. Ky writes: "Up to a year ago my father suffered from kidney and bladder trouble and several physicians pronounced it enlargement of the prostate gland and advised an operation. On account of his age we were afraid he could not stand it and I recommend Foley's Kidney Rem is so much capital the daily necessities at low prices. We was no longer troubled with this com-

### day's wages a Southern Railway

N. B.—Following schedule figures published only as information and are not guaranteed. May 30, 1909.

In and homes for old fiere is a Japanese Association, but hind of a trade union themselves, as you if a m quite sure in the near future,

ville.
3.30 a. m., No. 29, daily, for Birming-ham. Special Pullman cars and day coaches to Birmingham.

\$:30 a. m., No. S. daily, for Richmond and local points. and local points.
6:05 a. m. No. 44. daily, for Washington and points North. Day coaches Charlotte to Washington. Pullman sleeper Atlanta to Raleigh.
6:15 a. m., No. 35, daily, for Columbia and local points.
7:25 a. m., No. 39, daily, for Atlanta, day coaches Charlotte to Atlanta. Stops at meincinal points en routs.

n our mills. Day

6 a. m., and after side character of the charge again or atives. The shifts a week in some

villa.

10:05 a. m. No. 36, daily, for Washington and prints North. Pullman drawing room sleepers to New York. Day coaches to Washington. Dining car service.

10:05 a. m., No. 37, daily, New York. Atlants and New Orleans Limited. Drawing room, sleeping cars, observation and club lanta and New Orleans Limited Drawing room sleeping cars, observation and club cars New York to New Orleans. Drawing room sleeper New York to Atlanta. Solid Pullman train. Dining car service. 11:00 a. m., No. 28. daily, for Winston-Salem, Roanoke and local points.

11:10 a. m., No. 11. daily, for Atlanta and local points.

3:00 p. m., No. 46, daily, for Greensboro and local points.

4:35 p. m., No. 37. daily, for Columbia and local points.

4:35 p. m., No. 41. daily except Sunday,

and local points.

4:50 p. m., No. 41, daily except Sunday, for Seneca and local points.

4:50 p. m., No. 12. daily, for Richmond and local points. Handles Pullman sleeper. Charlotte to Washington, and Chârlotte to Richmond. Asheville ta Norfolk.

6:30 p. m., No. 24, daily except Sunday, for Statesville. Taylorsville and local points. Connects at Statesville for Asheville. Knoxville and Chattanooga,

7:35 p. m., No. 38, daily, New York, Atlanta and New Orieans Limited for Washington and points North. Drawing room sleepers, observation and club cars to New York. Dining car service. Solid Pullman train.

man train.

9:40 p. m., No. 35. daily, for Atlanta and points South. Pullman drawing room aleepers New York to New Orleans, New York to Rirmingham. Day coaches Washington to New Orleans. Dining car

Washington to New Orleans.

service.

10.25 p. m., No. 43, fast mail. Pullman sleeper. Raleigh to Atlanta.

Tickets, sleeping car reservations and detail information can be obtained at ticket office. No. 11 South Tryon street.

C. H. ACKERT,

Vice Pres. and Gen. Mgr.,

Washington, D. C.

S. H. HARDWICK, P. T. M.,

W. H. TAYLOE, G. P. A.,

Washington, D. C.

R. L. VERNON, D. P. A.,

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National Educational Penver, Col., July 5-9, 1909. Prof. F. C. Griffin, State Director. Salisbury, N. C., has selected the Railway via Asheville, Knoxville, Louisville and St. Louis as the official route to Denver and return for the above occasion, passing of Kentucky.

Professor Griffin and a number of the delegates will extend their trip Seattle, Wash, taking in Yellowstone Park en route, returning via Sau Francisco, Los Angeles, Salt Lake and hicago

Through Pullman car to leave Goldsboro at 2:05 p. m. July 1. Cir-culars showing full itinerary of routs il he furnished on application. For further information and Pullreservation, please write R. L. VERNON, D. P. A. Charlotte, N. C.

as the time and connection with other

that this company will not be responsible for failure to run its trains on sched-ule time, or for any such delay at may be incident to their operation. Care is

for failure to run its trains on schedule time or for any such delay at may be incident to their operation. Care is exercised to give correct time of connecting lines but this company is not responsible for errors or omissions.

Trains leave tharlotte as follows:
No. 40, daily, at 8 s. m. for Monroe, Hamles, and Wilmington, connecting at Monroe with 33 for Atlanta, Birmingham and the 8 ithwest, with 26 for Raleigh, Welden and Portsmouth With 66 at Hamlet for Raleigh, Richmond, Washington, New York
No. 45 daily, at 10.3s. a. m., for Linicolnton, Shelhy and Johnson City, Tenn. No 44 daily, at 15.5 p. m. for Monroe, Hamlet, Wilmington and all local points, connecting at Hamler with 42 for Columbia, Savannah and all Florida points.
No. 45 daily, at 5.15 p. m. for Rutherfordton and all local points.
No. 152, mixed, daily, at 9.29 a. m., for Monroe, connecting with 53 for Atlanta and all local points.
No. 152, mixed, daily, at 9.29 a. m., for Monroe connecting with fast express 27 for Atlanta and Birmingham.
Trains arrive in Charlotta as follows:
No. 65 daily, at 10.25 a. m., from Wil-

for Atianta and Birmingham.

Trains arrive in Charlotte as follows:
No. 45, daily, at 10.25 a. m., from Wilmington and all local points North.
No. 44, daily, at 5.15 p. m., from Rutherfordton. Shelby, Lincolnton and & N.
W. Railway points. Johnson City.
No. 137, mixed daily, at 8.45 a. m., from Monroe, connecting with 36 stem Atlanta and Hirmingham.

and Birmingham.

No. 153, mixed daily, at 7 p. m., from Monroe, connecting with 52 from Atlan'a and local stations.

No. 59, daily, at 11:20 p. m., from Wilmington, Hamlet and Monroe, also from points East, North and Southwest, cormington. Hamiet and Mouthwest, cornecting at Hamlet and Monroe.
Connections are made at Hamlet with
all through trains for points North,
South and Southwest, which are compos-

South and Southwest, which are composed of vestibule day coaches hetween Portsmouth and Atlanta, and Washington and Jacksonville, and sleeping cars between Jersey City Birmingham and Memphis and Jersey City and Jacksonville. Cafe cars on all through rains. For information, time-tame, reservations or Seaboard descriptive literature, apply to ticket agent or address JAMES KER, JR. C. P. A., 22 Selwyn Hotel. Charlotte, N. C.



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vives lagging energies-makes you forget the heat. Guaranteed under the Pure Food Law.

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