

This Laxative for Children Free

I have preached to mothers for years to be careful what they give their children for bowel trouble. Not everything is fit for the delicate organs of a child. Cathartic pills are too strong even when crushed or broken in half, and salts and purgatives are both too strong and bad-tasting. Then what is the remedy? It should be a liquid, in which the taste is disguised so as to make it palatable, and it must be mild and not gripe. The remedy that fills these requirements is

Dr. Caldwell's Syrup Pepsin

and druggists have sold it for me for a quarter of a century. Mothers are giving it to their children today who were given it by their parents when they were children, and the grandparents are still using it. There is no better laxative obtainable for children, women and old folks, for these especially need a gentle though none the less effective remedy. It is a guaranteed cure for constipation, liver trouble, sick headache, heartburn, sour stomach, etc. Given to the child before retiring, or in the morning on arising, it will be relieved in a few hours, and a brief use of it as directed will prevent a recurrence of the trouble. To prove my claims I will send a free sample bottle to anyone on receipt of name and address. Then, if convinced, buy it as others do of your druggist at fifty cents and one dollar a bottle. Read what users say.



DR. CALDWELL PERSONALLY WILL BE PLEASED TO GIVE YOU ANY MEDICAL ADVICE YOU MAY DESIRE FOR YOURSELF OR FAMILY PERTAINING TO THE STOMACH, LIVER OR BOWELS, ABSOLUTELY FREE OF CHARGE. EXPLAIN YOUR CASE IN A LETTER AND HE WILL REPLY TO YOU IN DETAIL. FOR THE FREE SAMPLE SIMPLY SEND YOUR NAME AND ADDRESS ON A POSTAL CARD OR OTHERWISE. FOR EITHER REQUEST THE DOCTOR'S ADDRESS IN DR. W. B. CALDWELL, 1335 CALDWELL BLDG., MONTICELLO, ILL.

FOR SALE BY ALL DRUGGISTS.



This baby is my grandson. His name is McKim. He is 1 year, 10 months and 10 days old. He has never had a bowel movement since he was 4 months old. After he began using Syrup Pepsin he gained from 1 to 2 1/2 pounds a week. His weight was 24 pounds at four months of age. He had no trouble in cutting his teeth. He has ten or twelve teeth and is only six months old. You may copy any part of my letter you wish for it is true and will stand in the Last Day.—G. W. Witten, Mingo, Ky.

Will let you know what your wonderful remedy did for my little girl Dorothy. I had had different kinds of medicine and doctors, but have never in my life seen anything act so quick and without pain as your Syrup Pepsin. It is certainly the best medicine and I shall never be without it again and will recommend it to all my friends.



MRS. M. JOHNSON, 752 Dayton St., Kenosha, Wis. I will state that I had stomach trouble of some kind. I was swollen; my breath was short; I had palpitation of the heart; I had no energy and I was dizzy. I took one bottle of Syrup Pepsin and now my blood is all gone; I have no more heart trouble; I feel good in every way. I had tried everything I could hear of and nothing did me any good until I commenced the use of Dr. Caldwell's Syrup Pepsin. I am very thankful to you for such a medicine, which I can heartily endorse and recommend to all who are suffering from stomach troubles.—J. F. DANIELS, Saron, Texas.

HOW THE SHIPPERS ARE NOW PESTERED

Agents of the Roads Tell Him One Thing, While the Published Rate May Be Entirely Different.

MUST STAND BY LAW SAY ROAD HEADQUARTERS

This is a Situation That is Receiving the Attention of Governor Hughes' Public Utilities Commission.

Special to The Gazette-News.

Washington, Dec. 3.—When a shipper of freight desires to forward a consignment he goes to the freight depot to learn what it is going to cost him. He finds posted, according to law, freight rates from everywhere to everywhere else to the total extent of a volume approximating Webster's dictionary, and so he naturally turns to the railroad freight agent for his information. The agent gives it, if he is a polite and reasonable agent, and the shipper ships.

But when the consignment reaches its destination the shipper finds he was misinformed by the agent as to the rate. It is much higher than that polite gentleman had said. Perhaps it is so much higher that had the shipper been aware of it, he would not have sent on the consignment, since the freight rate ate up all the profits. The shipper hastens to the general office of the railroad, if the amount involved is enough to make it worth while, and he there protests for all he is worth.

"See here," he says, "I had your agent's word for it that the rate would be a certain amount, but now that you have coddled me into making the shipment you are charging me a great deal more. What are you going to do about it?"

"Nothing," replies the general office. "The law says we must not do so, and we have done so. It does not say we must stand by what our agent tells shippers, and we do not do so. We are a law-abiding railroad. It was your business to see what the rate would be by reading the posted rates and adding up these affecting your shipment."

"That it would have taken me a week to do that."

"We can't help it. That's the law, and you will have to pay the legal rate, and not the one quoted you by our agent."

"This form of complaint is common throughout the United States. Shippers everywhere have this particular form of railroad sharp practice to contend with, and it cannot be possible that there is a state railroad commissioner in the union who has not become familiar with it. Yet there is no record here of any state commission trying to cure it except Gov. Hughes' public utilities commission in New York. Certainly in a national convention of state railroad commissioners one would expect things of this kind to be the chief topics of discussion. But the national meeting of state railroad commissioners here this week avoided everything of that kind with a skill indicating that the members knew exactly where the danger line lay, and did not propose to come anywhere near it."

A Volunuous Report.

The convention has a committee on the powers and duties of a state railroad commissioner, and this committee has been an entire year trying to get the answer. Its report is the most voluminous presented to the convention, but it remains one forcibly of the balls of freight rates posted in a freight depot, because it seems to have its available value hidden in such purpose that none but an expert could find it; and maybe an expert could not. At any rate the whole thing is a compilation of the laws and practices of the several states, with no recommendation of legislation to cure a single evil. A compilation showing the powers of state railroad commissioners is easy enough to make, but it is a different matter to compile the state railroad commissioner that the shipper is interested, and one of those duties, every shipper will agree, is to find a way to stop the railroads from indulging in sharp practices at the expense of the shippers. And the convention leaves the subject alone to a degree amounting almost to its exclusion.

But the powers and duties committee does make one recommendation in its report. It says "commissioners should take special pains not to inflame the public mind, but should use their best endeavors to procure uniformity in the laws of the various states and uniformity of practice by the various commissioners, which will not only curtail the demands on the railroads, but decrease the work of the commissioners and the courts."

The Cat and the Sparrows.

This is a true story, with all the necessary vouchers, says the Cleveland Plain Dealer:

An East end family has a cat, a big gray Tom, who answers to the name of Ben. Ben's natural enemies are the sparrows. When he can creep up on one of them and make its feathers fly he is delighted.

Some time ago a lot of the little chattering ones settled on the limb of a tree in Ben's back yard. Ben saw them and crept foot by foot to the tree. Up the trunk he cautiously climbed, and finally reached the limb. At this point the sparrows saw him and flew to the ground, where they chattered vigorously. Ben in the meantime watching them from the limb with hatred in his yellow eyes.

Then without warning the sparrows suddenly flew up and began a concerted onslaught on Master Ben. They pecked him without mercy, until he dropped his head and best a demoralized retreat—crying meanwhile with pain and rage.

Even as he descended the trunk of the tree three of the birds followed him with vicious bills.

When he reached the ground he ran to his mistress on the porch and sprang into her arms—the triumphant birds withdrawing their fighting line in good order.

We Know That Cottolene Is Pure. What Do You Know About Lard?

Cottolene is made from cotton seed oil. Being the largest producers and distributors of cotton seed oil in the world, we can select oils from the sections producing the best seed. This seed is crushed, and the oil refined by our exclusive process, and made neutral in taste and odor. From Cotton-field to Kitchen—human hands never touch the oil from which Cottolene is made. The result is that when you buy Cottolene you get a cooking fat upon whose purity and cleanliness you can absolutely rely. No one could say the same of lard, made from hog fat; there are too many chances for it to contain germs of disease and uncleanness. Cottolene will make food delicious, nutritious, and healthful. Give it a fair trial and you will never go back to lard.

COTTOLENE is Guaranteed Your grocer is hereby authorized to refund your money in case you are not pleased, after having given Cottolene a fair test.

Never Sold in Bulk Cottolene is packed in pails with an air-tight top to keep it clean, fresh and wholesome, and prevent it from catching dust and absorbing disagreeable odors, such as fish, oil, etc.

Made only by THE N. K. FAIRBANK COMPANY

"THIS IS MY 51ST BIRTHDAY." Francis A. Cristie.

Francis Albert Cristie, professor of church history at the Meadville Theological school at Meadville, Pa., and one of the most eminent authorities on theological and historical subjects, was born at Lowell, Mass., Dec. 3, 1858. He received his early education at the public schools of his home town and then took a course at Amherst college. After his graduation in 1881 he continued his studies at other institutions of learning. From 1884 to 1886 he devoted himself to the study of philology at Johns Hopkins and from 1889 to 1893 he studied theology at the universities of Berlin, Heidelberg and Marburg. From 1881 to 1884 he was teacher at the Roxbury Latin school, Boston. In 1887 he was made classical master of the Lawrenceville school, which position he held two years. Later he became instructor at Harvard Divinity school and in September, 1893, he was appointed to his present position. Mr. Cristie is an Unitarian layman and for many years has been a frequent contributor to various theological and other periodicals.

DECEMBER 3 IN HISTORY.

1777—New Jersey's first newspaper was issued at Burlington.

1800—The Austrians defeated the French at the battle of Hohenlinden.

1806—Henry A. Wise, governor of Virginia, born. Died September 12, 1876.

1816—Illinois admitted to the union.

1839—Pope Gregory XVI. issued a bull against slavery.

1863—Gen. Longstreet raised the siege of Knoxville, Tenn.

1889—Henry M. Stanley reached the eastern coast of Africa at Bagamoyo.

1894—Robert Louis Stevenson, famous novelist, died in Apia, Samoa. Born in Edinburg, November 13, 1850.

STREET CAR SCHEDULE IN EFFECT OCT. 17TH, 1909.

Zillicoa & Return 6:15 a. m. 6:30 and every 15 minutes until 8:00 p. m. then every hour until 11:00 p. m.

Riverside Park 10:30 a. m. and every 7 1-2 minutes until 11:00 p. m., except 9:07 and 10:07 which go to Socco street only.

Montford Ave. to Santee Street 6 a. m. and every 15 minutes until 1:15; then every 7 1-2 minutes until 3:30; then every 15 minutes till 11:00, last car.

Depot via Southside Ave. 6:15, 6:30, 7 a. m. and every 15 minutes until 8 p. m., then every 30 minutes till 11:00.

Depot via French Broad Av. 6:15, 6:30, 7 a. m. and every 15 minutes until 8 p. m., then every 30 minutes till 11:00.

Manor 6:15, 6:45, 7, 7:30 a. m., then every 15 minutes till 11 p. m.

Charlotte Street Terminus 7 a. m., 8 a. m., then every 15 min. till 7:45 p. m. 11:00 o'clock car runs through to Golf club.

Patton Ave. 6 a. m. and every 15 minutes till 11:00 p. m.

East Street 6 a. m. and every 15 minutes till 11:00 p. m.

Grace via Merrimon Ave. 6 a. m. and every 30 minutes till 11:00 last car. 11:30 to 2:00 p. m. and from 5:00 to 7:00 p. m. a 15 minute schedule will be maintained.

Biltmore 6:15 a. m. and every 15 minutes till 8:30 p. m. then every 30 minutes till 11:00, last car.

RHEUMATISM CURED
Aches and Pain in Side, Back or Bones, Swollen Joints All Disappear.

TEST REMEDY FREE.

Have you any of the symptoms of or shooting pains up and down the (Rheumatism)—Bone pains, sciatica leg; aching back or shoulder blades, swollen joints or swollen muscles, difficulty in moving around so you have to use crutches; blood thin or skin pale; skin itches and burns; shifting pains; bad breath; sciatica, lumbago, gout. Botanic Blood Balm (B.B.B.) will remove every symptom, because B.B.B. send a flood of rich, pure blood direct to the paralyzed nerves, bones and joints, giving warmth and strength just where it is needed, and in this way making a perfect, lasting cure of Rheumatism in all its forms. B. B. B. invigorates the blood, making it pure and rich and at the same time destroys the active poison in the blood which causes Rheumatism. B. B. B. has made thousands of cures of rheumatism after all other medicines, liniments and doctors have failed to help or cure. Weak, Inactive Kidneys frequently cause Rheumatism. B. B. B. strengthens weak kidneys and bladder, draining off all diseased matter and all uric acid, so the urine flows freely and naturally.

BOTANIC BLOOD BALM (B.B.B.) is pleasant and safe to take; composed of pure Botanic Ingredients. SAMPLE SENT FREE by writing Blood Balm Company, Atlanta, Ga. SOLD BY DRUGGISTS or sent by express. At \$1 PER LARGE BOTTLE, with directions for home cure.

SUNDAY SCHEDULE DIFFERS IN THE FOLLOWING PARTICULARS:
Cars leave for Depot, both Southside and French Broad, 6:15, 6:30, 8 a. m. Car for Depot via Southside 7:00, 7:30, 8:00 a. m. Next regular car for Depot leaves Square 8:45 both Southside and French Broad.

First car leaves Square for Charlotte street at 8:45.

First car leaves Square for Riverside 8:30, next 8:45.

With the above exceptions, Sunday schedule commences at 9 a. m. and continues same as week days.

On evenings when entertainments are in progress at either Auditorium or Opera House, the last trip on all lines will be from entertainment, leaving Square at regular time and holding over at Auditorium or Opera House.

Car leaves Square to meet No. 35, night train, 30 minutes before schedule or announced arrival.

SOUTHERN RAILWAY SCHEDULE, EFFECTIVE NOV. 15, 1909.
Schedule figures published as information and not guaranteed.

Eastern Time.

ARRIVES FROM—	DEPARTS FOR—
No. 7 from L. Toxawa... 11:20 a. m.	No. 8 for Lake Toxawa... 3:20 p. m.
No. 9 from Charleston... 2:10 p. m.	No. 10 for Charleston... 4:10 p. m.
No. 11 from New York... 2:45 p. m.	No. 11 for Cincinnati... 3:05 p. m.
No. 12 from Cincinnati... 3:05 p. m.	No. 13 for New York... 3:25 p. m.
No. 13 from Charleston... 3:15 p. m.	No. 14 for Charleston... 7:00 a. m.
No. 14 from Murphy... 3:40 p. m.	No. 17 for Murphy... 8:30 a. m.
No. 15 from Murphy... 4:10 p. m.	No. 19 for Murphy... 8:35 a. m.
No. 16 from Goldsboro... 5:15 p. m.	No. 23 for Goldsboro... 8:05 a. m.
No. 17 from Washington... 2:30 a. m.	No. 25 for Memphis... 2:40 a. m.
No. 18 from Memphis... 6:50 a. m.	No. 26 for Washington... 7:10 a. m.
No. 103 from Bristol... 10:35 p. m.	No. 101 for Bristol... 7:10 a. m.

Through sleeping cars to and from New York, Philadelphia, Baltimore, Washington, Jacksonville, Memphis, Chair cars to and from Goldsboro. For further information apply to J. H. WOOD District Pass. Agt. R. S. GRAHAM, C. T. A.

STERLING SILVER CHRISTMAS THIMBLES for early shoppers

ALL Sizes Each 15cts Each ALL Sizes in a nice box.

The sale of these Thimbles will be discontinued December 15th.

SEE THEM IN OUR SHOW WINDOW

ARTHUR M. FIELD CO.

HOTEL BERKELEY

POOL ROOM

The most attractive Pool Room in the City. : : : A complete line of Imported and Domestic Cigars.

ROOM "IT'S DOWN STAIRS"

Try a Gazette-News Want Ad.

For Christmas

We Suggest a High Grade

HOBART M. CABLE PIANO

Something the Whole Family Can Enjoy All the Time

Special Price and Terms for Christmas

DUNHAM'S MUSIC HOUSE

Wachovia Loan & Trust Company

Statement at Close of Business November 16, 1909.

RESOURCES.	LIABILITIES.
Loans and Bonds... \$4,406,022.01	Capital... \$ 600,000.00
Real Estate, Furn. & Fixt... 133,492.74	Undivided Profits... 212,155.36
Cash in Vault and Banks... 816,776.42	Deposits... 4,544,135.81
Total... \$5,356,291.17	Total... \$5,356,291.17

General Banking, Trust, Savings and Insurance Departments.

T. S. MORRISON, Vice-Pres. and Chairman. W. B. WILLIAMSON, Cashier.

Board of Managers—T. S. Morrison, W. B. Northp, Fred Kent, Judge J. C. Pritchard, W. T. Weaver, Col. R. Bing an, J. M. Westall, S. Lipinsky, T. F. Davidson, T. W. Raoul, Col. D. M. Hodges.