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SCHLEY ON THE TICKET.

Democrats Impressed by the Popular Demonstrations in Favor of the Admiral—Bryan Thinks Well of the Idea.

The Washington correspondent of the New York Journal writes: "There is talk that Rear Admiral Schley is to be placed on the Democratic National ticket as running mate for Bryan, or whoever heads the ticket. Some Democrats now here, and fairly representative in character, have been much impressed by the last week's popular demonstrations in New York and Washington, and if Maryland either goes Democratic this fall or shows a Republican falling off, Schley, in the opinion of these gentlemen, is essential to the Democratic campaign. "The story is, therefore, that if the heroic spirit is to invade the next campaign, it will come through the Democracy, with Schley as the central figure, 'Dewey is all right as an admiral, no matter what ticket is elected, but Schley is doomed to remain where he is as long as the present regime holds out.

"Congress is disposed to set matters right, but there is little room to doubt the administration's intention to protect Sampson in every possible way and to prevent the promotion of Schley unless Sampson can get precedence, Schley's hopes are, therefore, dependent more or less upon the success of the Democratic ticket.

"It is said here by men who know Bryan that he is a great friend of the admiral's and feels keenly the humiliating position into which he has been placed as a result of the battle of Santiago. It is even said that Bryan would like very much to have Schley as a running mate if, in the wisdom of the Democratic leaders, such obvious candidates as George Fred. Williams, of Massachusetts, and O. H. P. Belmont, of New York, are not thought to be good vote catchers in the east.

"Since it appears impossible for the admiral to get any higher under the present regime, and since he will be compelled to retire before long on account of age, it is pointed out that he is in a good position to begin a civil career as he is a man with sound faculties and health.

"This point is also made by those Democrats who are not quite willing to permanently commit themselves on the ticket suggestion that Schley could be a factor in the campaign by being scheduled as Secretary of the Navy in the event of Democratic success."

In the campaign of 1896 W. M. Hoyt, of Chicago, presented to Hon. William J. Bryan two lots in Lincoln, Neb., "to aid him in his campaign for the free and unlimited coinage of silver." It was said at the time that the property was worth \$10,000. Mr. Bryan has recently sold the lots for \$250.

FROM THE JAWS OF OCEAN.

Rescue of the Crew of the Carrie A. Lane—The Schooner Shipwrecked Tuesday in the Gulf Stream.

Norfolk, Va., October 5—The British steamship Rhodesia, Captain Bates, from New Orleans to Hamburg, arrived at Lambert's Point this morning, having on board the crew of the schooner Carrie A. Lane, of Bath, Me., who were picked up in the Gulf Stream shipwrecked Tuesday. The crew is composed of Captain J. Frank Skofield, whose wife is with him, and eight men. Their experience was a most thrilling one.

The Lane, which was a three-masted schooner, sailed from Apalachicola, Fla., for Noank, Conn., on September 19th, with a load of lumber and had good weather up to about Tuesday of last week, when northeast winds set in. She labored heavily in the sea afterwards, but had no accident until Sunday afternoon.

All hands were at dinner when the vessel suddenly shipped a heavy sea and shifted her deck-load of lumber. She immediately began to leak, and when the pumps were first put to work she had eleven inches of water in her hold. At 9 o'clock Sunday night there were seven and a half feet of water and the crew took to the deck house. Here they remained until Tuesday morning, when a lifeboat was sent out from the Rhodesia, in charge of Chief Officer Jewell, and they were taken on board the British ship. In the attempt to hoist the lifeboat to the deck, after the party had been rescued, it was smashed by the heavy rolling sea and lost. Capt. Bates says that the wreck of the Lane is right in the track of vessels playing along this coast, and is very dangerous to navigation.

Most of the Lane's crew reside in Baltimore. Their names are as follows: Mate, C. Van Lippeloy, Edward Jones, L. C. Howe, George Doleman, Ernest Johnson, P. A. Keeler, Charles Albert and Joseph Locust.

Mr. Evans and His Daughter Killed.

Jacksonville, Fla., Oct. 6—While Mr. James J. Evans and his sixteen-year-old daughter were returning from prayer meeting, at Lakeland, on Thursday night, they were run over by an engine in the yard of the Savannah, Florida & Western. Mr. Evans' body was cut in two. Miss Evans' legs were severed above and below the knee and her skull fractured. She died from her injuries early this morning.

A bull fight which was begun before a large crowd in Paris Sunday ended in a panic, caused by one of the bulls leaping among the spectators.

NOT SERIOUSLY SICK.

A Throat Trouble Which Mr. Bryan Says Will Be Well Enough for Him to Resume His Tour To-Day.

Chicago, Ill., October 9—A special to the Chronicle from Webster, Iowa, says:

"W. J. Bryan is a very sick man. Friends who have spent Sunday with him at the farm of Fred E. White, Democratic candidate for governor of Iowa, three miles from Webster, are afraid that Mr. Bryan may have temporarily to abandon his campaign work not only in Iowa, but in Kentucky and Ohio.

"When Mr. Bryan woke yesterday morning, he complained about his throat and lungs, but said that he had suffered from a similar ailment once before and that it had yielded to treatment. Great crowds of farmers from all over Keokuk county called at the White farm to see Mr. Bryan during the day and although he tried hard to remain out of doors his physical weakness mastered his courage and he had to retire several times to his room. A local physician who was called in last night to treat the invalid recommended a long term of absolute rest and quiet. It is understood that steps will be taken by interested friends to cancel Mr. Bryan's engagements, which include two and three speeches daily, and a tour covering the width of Iowa and ending at Sioux City Saturday."

Bryan Says He is Better.

Omaha, Neb., Oct. 9—In reply to the telegraphic inquiry as to his condition, Hon. W. J. Bryan replied as follows from Webster, where he is stopping with Hon. Fred White, the Democratic candidate for Governor of that State: "My condition was not serious and I am much better to-day. I expect to be able to resume my tour to-morrow."

First Railroad in Hawaii.

CHICAGO, Oct.—Through the efforts of a Chicagoan, Herbert B. Gehr, a company has been formed which proposes to build the first railroad on the island of Hawaii. The charter for the Kohala and Hilo Railway Company, as the new corporation is known, was obtained from President Dole by Mr. Gehr. The capital stock of \$3,000,000 has already been subscribed.

Edwin Wildman, ex-vice consul of the United State at Hong Kong, and who was stationed there when the war in the Philippines was begun, has just returned to this country. He is acquainted with conditions in the Philippines. He says that General Otis is too old and vain to accomplish anything.

A Little Talk By Schley.

A New York dispatch of the 4th instant says:

"Rear Admiral Winfield Schley was installed as commander of the Loyal Legion at the meeting of the order held at Delmonico's to-night. As he entered the dining room, where the members had already gathered, he was greeted with applause and a round of cheers. The flag was duly presented, and the oath of office was then administered to the new commander by the senior vice-commander general, Henry L. Burnett.

"After the banquet Admiral Schley was introduced by Gen. Henry L. Burnett, the presiding officer, as the 'hero of Santiago,' and there was not a single man in the apartment who did not shout his approval. In his speech Admiral Schley said:

"I am, first, very proud of this reception by those who maintained the flag in the past. There is one thing that gladdens the heart of man through every hour of his existence, and that is the appreciative regard of his friends and companions.

"I don't believe it could happen more than once in a man's life that he should get such a reception as was extended to me last Saturday while in my humble way I was trying to do honor to the matchless and fearless Dewey. I was much surprised to receive such consideration from the people, and all the people in the world seemed to be in New York at that time. The throwing of flowers in the carriage seemed an unspeakably touching tribute. I doubt if ever a Roman conqueror was more splendidly greeted."

"Referring to the Santiago battle, he modestly said: 'The part I took in the Santiago fight was the same that any captain in the fleet would and could have taken. It was merely my luck and opportunity, and I took advantage of it.'

"It was the men behind the guns who did the real work."

"In closing, he said: 'This is a nation of peace. I hope there will never be another war; but if one should come in the far future, those who are then living can be depended upon to answer the call.'

The committee which investigated the affair of the South Carolina penitentiary ascertained that Senator Tillman was indebted to that institution to the extent of \$106.06 for various articles which he had from the penitentiary during Supt. Neal's administration. The Senator has paid up.

C. H. Mebane, state superintendent of public instruction, advises county superintendents and public school teachers to include the nature of alcoholic drinks and narcotics in their courses of instruction.

TOLD BY TOURGEE.

Use the French Have Found for American Dried Apples.

Washington, Oct. 7—Dealers in apples in this country are much interested in the report recently sent to the State Department by Alblon W. Tourgee, United States consul at Bordeaux, France. In this report Consul Tourgee describes a new use to which American dried apples are put in that country. The report says:

"It is a curious fact that the consumption of wine in France is steadily diminishing. This resulted from a variety of causes, prominent among which is a general belief among the common people that the product of the vine is apt to be deleteriously adulterated.

"Whether this is true or not, it is a matter of much universal comment that they naturally make it an excuse for discarding wine and indulging in a beverage which they declare is too cheap for anybody to dream of adulterating. Their first resort was to the product of the apple and pear orchards of Normandy and Brittany. In 1895 the consumption of cider in Paris amounted to 10,000,000 gallons, but in consequence of the bad apple harvests of 1896 and 1897 this fell in 1898 to an utterly insignificant figure.

"The importation of cider to meet the demand was impossible, because of the prohibitive duties of 8.50 francs per hectoliter, amounting with the octroi duty to about 16 cents a gallon in Paris. Of course, no man could pay a tax of four cents a quart and furnish a drink cheap enough to meet the demand for cider. It became necessary, therefore, to furnish a substitute.

"Out of these conditions, aided by the genius of some unknown mixer of drinks in Paris, was evolved 'piqueette,' a sparkling, fruity beverage, composed of dried apples, raisins and water, allowed to stand until fermentation takes place and then bottled, with the addition of a little sugar, or served directly from the cask.

"The special American interest in piqueette is found at present in the fact that the dried apples, out of which it is made, are imported from the United States. The dried apples used in its manufacture are the lowest grade of windfalls—sliced, including skins, core and 'inhabitants,' without distinction as to quality or variety."

Kentuckians Not to Suffer.

The Kentucky Distillery and Warehouse Company has made a complete list of its distilleries and the whiskey that is to be made at each of them during the coming distilling season. The total number of gallons to be made is 9,000,000.

The Farmers' National Congress was in session in Boston last week.

THE AMERICAN'S CUP.

What It Is, and How it is Held by the Victor.

Under the original deed of gift the cup now known as the America's Cup was called the Hundred Guinea Cup, and was sailed for first in the regatta of the Royal Yacht Squadron, at Cowes, England, on August 22, 1851.

Under date of October 24, 1887, the cup was placed in the custody of the New York Yacht Club by George L. Schuyler, the sole surviving holder of the cup won by the America.

The cup is held by the New York Yacht Club in trust, to be used as a perpetual challenge cup for friendly competition.

The competing yachts, or vessels, if of one mast, shall not be less than sixty feet nor more than ninety feet on the load water-line. If of more than one mast, they shall not be less than 80 feet nor more than 115 feet in length.

To compete for the cup it is necessary that ten months' notice be given by the challenging club. By mutual consent the clubs may make any other arrangements. Under this provision it was agreed on last Thursday that should an accident happen to either of the yachts it will not be considered an excuse for the owner to call the race off.—New York Press.

BOER OUTRAGES.

Refugees Compelled to Remain Standing in Cattle Cars.

Capetown, October 7.—Papers here are filled with stories of alleged outrages of the Boers. It is stated that seventy women and children were packed in a cattle car, unable to sit down, and kept on a siding for thirty hours with no food or drink. When they attempted to leave the cars they were driven back with blows.

London, October 7.—The queen, in her royal proclamation, authorizes the calling out of the necessary army reserves.

London, October 7.—A summons has been issued calling out such number of reserves as would be necessary to bring up the battalions to the wants of the service in South Africa. The strength is about a thousand members, who will present themselves for service before the 17th. It is denied that Escomb, a former premier to Natal, has gone to Pretoria on a peace mission.

Human Nature.

City Nephew (annoyed)—It took me five minutes to get that man on the telephone.

Uncle Josh—It would take an hour to go to his office, wouldn't it?

City Nephew—About that.

Uncle Josh—An' here you're kickin' about losin' five minutes.

'stead of bein' thankful fer savin' 55 minutes.