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By-Lo is so fine that it floats in the air, and so delicately perfumed with the odor of fresh flowers, that we know you will like it. It does not have that Talcum Powder odor, just

The Smell of Fresh Violets.

We handle all the different kinds of High-Grade Talcum Powders, but regard By-Lo as the best there is. You will think so too when you try it.

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DRUGGISTS,
Lumberton, N. C.
June 18th

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To Buy Good Beef Cattle.

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BALING AMERICAN COTTON.

(Continued from 2nd page.)

Compress Company, the Ginnery Cotton Company, and the Reagan press). These companies claim to produce a bale of high density (37lbs. to 40lbs. per cubic foot) at the gin, for which the railway companies quote a material reduction (about 10 cents per 100lbs.) in freight rates, and moreover these bales require only all per cent. in weight of tare covering (5lbs. to 6lbs. per 500lbs. of cotton), which in itself is a very great economy, and there are several high density presses now to be had to produce bales at the gin, square in form. A sample bale of one of the latter was exhibited at the Bremen Cotton Exchange during our visit there last year.

I have referred (a) to the objection advanced by cotton buyers to any change in baling at the gin, but as the business gradually becomes better organized by farmers and planters taking a keener interest in the picking and care of their crops, and its detail in the matter of prevention of mixture of clean and dirty cotton in the same bale, and becoming better acquainted with market "grades" the principal cause of their (the buyer) opposition will disappear.

How railway interests would be affected by improved baling at the gin.—An average size freight car is built to carry 600,000lbs. plus ten per cent. in case of necessity, and many are constructed to carry 80,000 lbs. plus 10 per cent. Under the present system, an average size freight car carries 25 bales from the gin to the nearest compress. Here the 25 planters' bales are unloaded, and the car is then reloaded with about 59 to 60 compressed bales for transport to the ship's side, so that it requires at present six freight cars (gin to compress 4 cars, 25 bales each, 100 bales; compress to point of shipment, 2 cars, 50 bales each, 100 bales) to carry 100 bales of cotton (say 500,000lbs. to 53,000lbs.) from the gin to the port of shipment, whereas, if cotton could be efficiently compressed into a neat bale at the gin to a density of 37lbs. to 40lbs per cubic foot, one freight car would carry the same 100 bales and the present difficulties arising from car shortage would be solved.

Twelve months ago when the Lancashire cotton investigation commission was in the Southern States, the members were told that the railways were 20 per cent. short of freight cars to conduct their traffic efficiently. During the second visit, in November last, they were informed that in consequence of the great boom and extraordinary expansion in trade, the railways were 50 per cent. short of the necessary number of cars to conduct the business of the country.

The statements may or may not be strictly accurate, but they serve to show what the local feeling was at the periods above named. The first

To check a cold quickly, get from your druggist some little Candy Cold Tablets called Preventics. Druggists everywhere are now dispensing Preventics, for they are not only safe, but decidedly certain and prompt. Preventics contain no Quinine, no laxative, nothing harsh nor sickening. Taken at the "sneeze stage" Preventics will prevent Pneumonia, Bronchitis, La Grippe, etc. Hence the name Preventics. Good for feverish children. 48 Preventics 25 cents. Trial Boxes 5 cts. Sold by all dealers.

We sell Huyer's Candies. They need no recommendation. Me-

refers to a period when the movement of a cotton crop of medium size, 11 3-8 millions of bales, was past its height; and the second when the current record crop was in full flood. As illustrating this very serious state of affairs, The New York Journal of Commerce, early in March this year, publishes an extract from a circular-letter which had been issued by the general manager of one of the Southern railroads to his shippers of goods, requesting their assistance to relieve the congestion in traffic. I quote the following significant passage:—

"It has been computed that average time consumed in loading and unloading freight cars throughout the country is nine days. If reduced one-half (4 1-2 days would seem to be ample allowance), it would be equivalent to adding 1,700,000 cars to the equipment of the roads of the country. That this would be more than sufficient to meet the demands of traffic for many years to come must be admitted."

I have not been able to obtain any reliable information as to the number of cars requisite to move the cotton crop, but I estimate that 40,000 are now so employed. Under the present conditions this number is quite inadequate. As these cars cost on an average of about \$920 each, any great increase in number would involve a large capital expenditure by the railway companies, and depreciation, repairs, interest, etc., would have to be recouped out of freight charges.

Many other economies would result, such as:—

One long haul (from gin to port) versus six shorter hauls; Part of the cost of unloading and reloading freight cars at compress points;

The loss of time (demurrage) of freight cars, arising from this unloading and reloading;

The cost of shunting and marshalling of trains—

Locomotives, labor, fuel and other stores—at compress points;

Shorter trains to haul, and the consequent reduced traction;

Reduction in number of locomotives necessary to perform the same work;

Saving in space and in consequent cost of siding, good staging, and warehouse construction.

Not to mention the matter of interest upon the capital cost of the same, nor the items of cost which come into their accounts as working expenses.

The steamship owner would also share in the advantages of improved baling, inasmuch as his vessel would carry about 50 per cent. more weight; the cost of handling cotton would be reduced; the cost of screw-jack gangs, and damaged and no-mark bales, would be eliminated, and his cargoes would be delivered with satisfaction to himself as well as to the consignee; and for all this

Worked Like a Charm.

Mr. D. N. Walker, editor of that spicy journal, the Enterprise, Louisa, Va., says: "I ran a nail in my foot last week and at once applied Bucklen's Arnica Salve. No inflammation followed; the salve simply healed the wound." Heals every sore, burn and skin disease. Guaranteed at all drug stores. 25c.

Eastman Kodak's, Waterman's Fountain Pens and Huyler's Candies. What a trio—we are exclusive agents for all three. McLean

advantage he would be able to reduce the cost of freight.

These advantages summarized are as follows:

TO THE FARMER AND LANDOWNER INTERESTED AS PRODUCERS.

The increase in value of the lint, owing to greater care in picking, and discrimination in keeping varying qualities (grades) of cotton separate; prevention of mixture in the bale;

Increase in value of the lint if care be taken to avoid ginning the seed cotton while damp

If neatly baled at gin to a density of, say, 37 lb to 40 lb per cubic foot, and covered by a light Burlap canvas @ .2 lb to 5-8 lb per yard in weight,

An ample covering canvass would weigh 51b and ten bands being used instead of 8 would weigh 121b Total canvas and bands per bale, 17 lb.

Less weight in samples (city crop of bales) which the producer loses

The advantages to the trade generally are:

Saving in inland carriage, 10cts. per 100 lb—50 cts. per bale on 12,000,000 bales from gin to port \$6,000,000

Present cost of compressing, if done away with, 50 cts. per bale, on 12,000,000 6,000,000

Saving in cost of rag, canvass now put on at the compress, say of 3 lb per bale on 7,000,000 of bales at 3 cts. per lb 680,000

Reduction in weight of new canvass required:

Say of 7lb at 12 cts. per lb—84 cts. per bale.

Less value two or three extra bands used, say, viz., proposal to use 10 bands per bale, less now used at compress seven or eight bands, say 2 or 3 extra bands costing 6 cts. per bale saving on 12,000,000 bales difference in cost of tare 75 cts. per bale. 9,000,000

Reduction in weight of tare carried as freight by rail

Present average inland freight rate 80 cts. per 100 lb

Discount for bales of 37 lb density 10 cts. per 100 lb.

Average railway rate for high density bales 20 cts per 100 lb

Present average tare 25 lb per bale

If reduced as above to 17 per bale

Would effect a saving in freight on 8 lb per bale.

12,000,000 bales x 8 lb per bale—96,000,000 lb at 20 cts. per 100 lb Railway freight 192,000

Cost of marine freight on 7,000,000 bales exported if reduced only 5 cts. per 100 lb 1,750,000

56,000,000 lb less tare carried on ship at 25 cents per 100 lb, the reduced rate of marine freight 140,000

A total saving in cost to the parties interested between producer and consumer annually of \$28,712,000

Approximately equal \$4,800,000 sterling.

If real coffee disturbs your Stomach, your Heart or Kidneys, then try this clever Coffee Imitation—Dr. Shoop's Health Coffee. Dr. Shoop has closely matched old Java and Mocha Coffee in flavor and taste, yet it has not a single grain of real coffee in it. Dr. Shoop's Health Coffee Imitation is made from pure toasted grains or cereals, with Malt, Nuts, etc.—Made in one minute. No tedious long wait. You will surely like it. Get a free sample at our store. J. H. Wisbart.

and if my estimate of, say 40,000 freight cars now being the inadequate number available to move a 12-million-bale cotton crop be approximately correct, and if it be true that 50 per cent. additional cars are requisite to perform the work satisfactorily under the current season's experience, improved baling at the gin would save the Southern Railway companies for their cotton trade service alone:—

(1) A prospective capital expenditure on 20,000 freight cars at \$920 each, of \$18,400,000

(2) Plus a further capital expenditure which the above would necessitate upon locomotives, siding, repair shops, etc.

The first item alone would cost in the following fixed charges, viz:

Depreciation at 6 per cent. \$1,104,000

Current repairs at 1 per cent. 184,000

Interest on capital at 4 per cent. 736,000

Amounting annually to \$2,024,000

And provisions would require to be made not only for fixed charges upon the second item,

But also for the cost of labor, fuel, oil, and general stores, utilized and consumed under the head of working expenses, and all of which would subsequently become a tax upon the traders in cotton as increased freight charges.

When the members of the Cotton Contract Commission met to consider the proposals they should place before the cotton exchanges they had these prospective economies in their minds, and the suggestions they have made were framed with the view of leading up to changes which would be of commercial interest and advantage to all those who are most vitally concerned in improvements in the conduct of business in raw cotton. They look upon it as of paramount importance to buyers that their instruments of purchase should be so framed as to encourage commercial progress. Binding the intermediary seller of the raw cotton down to a fixed percentage allowance for tare, etc., has the effect of playing into the hands of the trusts which control bagging, ties, compresses, etc., etc. and also obstructs the initiation and establishment of improved methods and machinery.

Some who may oppose the changes which improved baling at the gin would bring about will no doubt advance the objection that it would be impossible, on the score of cost, to establish compresses at the gin, but this contention, if examined carefully, will be found to be weak.

The best types of compress plants (including boilers) in use to-day are constructed to deal with about 60 bales per hour, and are very heavy machines, costing \$4,500 to \$6,000 each in the Southern States, whereas, the ordinary type of gin press costs \$800 to \$1,000, and is only required to deal with 5 to 10 bales per hour, and one of the round bale type of gin compresses is offered at \$250 per plant. Ginneries and their presses are a necessity which cannot be eliminated. It is only necessary therefore to obtain a press which will perform the work of baling cotton at the gin in a form which is satisfactory.

(Continued on 6th page.)

It is claimed indigestion is the National disease. That's why the demand for Rings Dyspepsia Tablets keeps increasing because they do the work. Stomach trouble, dyspepsia, indigestion, bloating, etc., yield quickly. Two days treatment free. Ask your druggist about them. Sold by J. D. McMillan & Son.

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