

Always the Cheapest.

THAT'S ABOUT THE SIZE OF IT!
We don't worry much about "hard times," because we adopt our trade to conditions as they exist.

Always the Cheapest.

Means that you get the very most for your dollar, not that the "groceries" are cheap, the value is in the quality and in price at one and the same time. That rule is the standard by which we govern our business. Lowest in price and best in quality.

A. D. Cooper,
GROCERIES.

IF IN NEED OF

BASKETS

OF ANY DESCRIPTION

Wm. Kroger, "ESTABROOK'S"

Is The Place to Get Them

ASSORTMENT COMPLETE

CANDY,
LUNCH,
WORK,
FANCY WASTE,

LETTER,
INDIAN,
FLOWER,
WILLOW WASTE

DON'T FORGET THE PLACE.

H. T. ESTABROOK

BOOKS, STATIONERY
AND FANCY GOODS.

22 SOUTH MAIN STREET.

CALL UP NO. 110

And order one of our extra shore, No. 1 mackerel if you want the finest fish that ever came to this market.

How Is Your Home?

IS IT COMPLETE WITH CHINA, GLASS, LAMPS, ETC. WE HAVE NOW THE LARGEST AND MOST VARIED STOCK SINCE WE HAVE BEEN IN BUSINESS. PRICES WAY DOWN ALL THROUGH THE HOUSE HAVE YOU USED OUR NEW 160° OIL? IT MAKES A PURE, BRIGHT LIGHT—EQUAL TO DAYLIGHT.

Thrash's Crystal Palace

WHAT IS ALL THIS ABOUT

Towle

the Twister

AT OUR STORE!

It is simply that a very celebrated gold wire jeweler is with us for a short time making an exhibition of his art. These delicate and fashionable ornaments are now all the rage in

NEW YORK AND PARIS

And enormous sales are reported at the recent exposition at Amsterdam. We invite you to call and

Watch his swiftly flying fingers Transforming Golden Wire Into charming little bracelets That the ladies so admire.

It is entertaining and interesting, and with every dollar purchase of groceries Mr. Towle will make to your order a sparkling memento of his beautiful work without charge.

Powell & Snider

COMMENCING JULY 14

A Large Discount on All Clothing.

IN SEVERAL OTHER DEPARTMENTS WE HAVE ALSO MADE LIBERAL DISCOUNTS ON SPRING AND SUMMER GOODS.

H. REDWOOD & CO.,
CLOTHING, DRY GOODS, SHOES AND HATS.

WE HAVE JUST RECEIVED A NEW LOT, THE LATEST STYLE.

We also carry a nice line of men's patent leather pumps. Our ladies' patent leather and dongola Oxford ties are the best. We handle Williams, Hoyt & Co.'s children shoes, they are the best on the market.

J. D. Blanton & Co.,

39 Patton Avenue.

Men's Patent Leather Shoes.

THE BEST

ARE CHEAPEST

Applies to playing cards—it pays to get good ones—we sell all the good makes—large stock of celebrated Bicycle cards—single pack or by the dozen—regular price 50¢, selling them at 10¢ for one week only—Stenboats 5¢. Aladdin's 10¢.

RAY'S

On The Square.

Reldsville, N. C. to San Antonio, Tex.

Sold that ticket day or two ago—saved passenger \$10—saved another today \$100 on round trip to New York—you can't expect that much always—\$2 to \$4 is what I usually save on railroad tickets—can't that worth saving?

C. F. RAY,

The Ticket Broker. 8 N. Court Square.

THE SOUTHERN RAILWAY

WHAT THE NEW REORGANIZATION MEANS

Interview With Samuel Spencer, the New President—What We May Expect—Some Interesting Speculations.

Some readers of THE CITIZEN have doubtless kept informed of the events that have been transpiring in the Southern railroad world for the last few weeks. The Richmond and Danville was sold on the 15th of June and reorganized as the Southern Railway Company, which company bought the E. T. V. & G. system at the foreclosure sale at Knoxville on the 7th inst., and Tuesday last the Charlotte, Columbia & Augusta, and Columbia & Greenville went under the hammer and were knocked down to the same bidder. Before the first of September the same cut-and-dried program will have been carried out as to the several other properties formerly comprised in the two systems, all will have been brought under the same name, the same general management, and that other necessary adjunct of every first class railroad, the same blanket mortgage.

"What do all these changes signify?" is the question thoughtful men in every locality reached by these roads are asking.

Generally speaking, the effect on the whole South, it is believed, must be highly beneficial. Under this new company is controlled by the Vanderbilt or it is, as a widely accepted belief that it is, as reorganized it is enormously strong, financially, and is bound to become, under the progressive management of Samuel Spencer, one of the most potent factors in the industrial development of the South. In an interview with this gentleman, he said, in answer to the question, "What effect will the reorganization have upon the South?" that he hoped it would be most beneficial and saw no reason why it should not be.

The question here however is, "What is to be the effect on Asheville?" and it was to this point that THE CITIZEN'S inquiries of Mr. Spencer were particularly directed. The prospect of the early erection of a fine new depot at Biltmore under the auspices of the Southern Railway Company with the co-operation of Mr. Vanderbilt lends color to the belief that the Vanderbilts are largely interested in the new deal.

But taking no account of suppositions of Vanderbilt control and Vanderbilt favor for Asheville, which may or may not be fanciful, the logic of the situation seems to assure Asheville marked advantages under the new deal. The unification of the two systems lifts the embargo which has been laid upon our commerce at Paint Rock. The outrageous *pro rata* on that 44-mile haul will be impossible under the new regime. Under the new system, the rate has already been reduced. We will have the same shipping facilities over the old E. T. V. & G. lines as Newport or Morristown. Henceforth western freights to and from Asheville can take their natural channel, instead of being forced "around the world to get in at the back door."

The chief advantage to accrue to us, however, is by making the Western North Carolina railroad a trunk line for both freight and passenger traffic. A glance at the map will show this road to be the key to this consolidation problem—the natural and indispensable link between the R. & D. and E. T. V. & G. properties, without which they could never be really one. As one, the enormous through traffic of the E. T. V. & G., which has hitherto been handled by the Norfolk and Western will come this way. This assertion is based on a straighter tip than any utterance of a diplomatic railroad president or manager. Figure for yourself and you will find that on north and east bound business from Knoxville, Chattanooga and Memphis routed via the Norfolk and Western, as formerly, the Southern Railway would get an average haul of 308 miles; via Asheville it would get an average haul of 778 miles, or the whole distance to the Potomac river. To state the case in a more forcible way, when men learn to be unselfish, and to acquire the habit of running up-hill, then, and not earlier, will a railroad allow 470 miles of its own track to rust from disuse in order to throw the long haul to a competing line. The control of this 470-mile haul on the whole volume of through business of the E. T. V. & G. lines was no doubt the weightiest consideration that moved the ruling powers to weld these two systems into one.

This consolidation, then, transforms the W. N. C. railroad from a branch to a trunk line, a main artery of trade between New York and Chattanooga, Memphis and the Southwest.

How the "stone rejected of the builders" is to become "the head of the corner" is a little thought of that the Legislature of North Carolina was convened in extra session to give it away, almost.

The transformation can but work great good to Asheville. The one-train-a-day period of her history is drawing to a close, and double daily trains to the great centers of population and industry, and all other trunk-line facilities are believed to be in sight.

It is not merely one through line Asheville is to have under the new order. The completion of the Florida Central & Peninsular, which has been in operation only a few months, taken in connection with the consolidation of the R. & D. and E. T. V. & G., makes this the ideal route between Cincinnati and Florida and the coast cities of South Carolina and Georgia, and a through vestibuled train service by this route may be confidently expected within a few months. So, looking half-a-year ahead, Asheville may be said to stand at the meeting of the ways—and two of the most important ways in all the South.

Add to these the almost certain control of the Marietta and North Georgia by the Southern, and you will have the Murphy branch, the despised "goose-neck," a through line to Atlanta—traversing 249 miles of the most picturesque country in the world.

Surveying the whole field, it is hard not to see an all-round improved status that ought to be worth thousands of people and some money to Asheville in the next few years. In the language of the street, Asheville seems most emphatically "in it" on the deal.

In regard to the W. N. C. railroad being the connecting link of the R. & D. and the E. T. V. & G. Mr. Spencer said: "It is undoubtedly the connecting

link of the two systems, and these systems are under identically the same control."

"May we not expect, then, an improved train service over the W. N. C. R. R.?" he was asked.

"It looks as if there would be," he replied; "and we hope we will be able to make the line of more importance."

"Is it natural to suppose, Mr. Spencer, that the E. T. V. & G. system, now under the same control, as you say, with the old R. & D., will send its passengers, etc., over the Norfolk and Western on a long haul, as heretofore?"

"Well," said Mr. Spencer, "business is a selfish thing, and it is certainly natural to suppose that a system will endeavor to do all of its own hauling."

"Then what will be the effect on this section?"

"It ought to strengthen this section. This is a country susceptible of great development. It is to our interest to build up a country where there is no competition than to do so where there is, because in the former case the results to us would not be divided."

"The recent reduction in freight rates here has led Asheville merchants to hope that the management of the Southern Railway Company will accrue very materially to their advantage. Whether justly or unjustly you are probably aware of the fact that merchants here have considered the rates that have prevailed as very high," said THE CITIZEN, tentatively.

"Well," replied Mr. Spencer, "while we shall manage our affairs by sticking to our own business, we recognize that it is to our interest to help build up any territory through which we pass. But we cannot do it all."

"Will Asheville be on the division line of the Eastern and Western divisions?"

"I cannot answer that question. We must finish our consolidation before we consider matters of that nature. Suits and litigations are now going on, and these must all be settled."

"There is noticed a temporary extension of jurisdiction of superintendents at Greensboro and Atlanta over the Western North Carolina and the Asheville & Spartanburg railroads. May we not expect the location of a division superintendent at Asheville?"

"That has not yet been considered," said Mr. Spencer.

The president of the new company is a man of slight stature, straightforward and thoughtfully to the point in everything he says. He wastes no words and no time.

REV. MR. BRUNSON RESIGNS

FINDS HE IS NOT A TRUE BAPTIST.

Believes That He Should Keep The Present Saturday Holy Rather Than Sunday—Other Doctrinal Points Of Difference.

Rev. J. A. Brunson has voluntarily tendered his resignation as pastor of the French Broad Baptist church, the resignation to take effect tomorrow.

Various rumors having been started concerning this action, which was a matter of great surprise to the deacons of that church, THE CITIZEN endeavors to give the first authentic information on this subject. In an interview with THE CITIZEN today Mr. Brunson said that he differed from the Baptist belief in three essential points.

"First," he said, "I keep Saturday instead of Sunday. I believe there is no scripture for the change from Saturday to Sunday. The change was made by the Catholic church."

"Second, I believe in conditional immortality, or eternal life through Jesus Christ only."

"Third, I do not believe in eternal torment or the perpetuity of evil. I believe in eternal punishment, but not in eternal torment. These are the three main points."

Mr. Brunson has been here about six months. He is from Darlington, S. C., was a missionary of the Baptist church for three years in Japan, and has been preaching in this country about a year and a half.

When asked how long he had known of these differences of belief, Mr. Brunson replied that he had been investigating the matter for about two years, but had only come to definite conclusions in the matter recently.

"There is a report that you are going over to the Adventists. Is this true?" he was asked.

"I have not joined them," he replied. "I do not know what my plans are. There is no authority whatever for the report."

CONTEMPT OF COURT.

One Strike Leader Brings Up In Jail.

CINCINNATI, July 14.—Judge W. R. Tait, of the United States court delivered his decision today in the case of F. W. Phelan, charged with contempt of court in impeding and obstructing the receiver of the Cincinnati Southern road, appointed by the court, in the management and operation of his road. The sentence was confinement for six months in the Warren county jail at Lebanon, Ohio, and the marshal was directed to immediately execute the order of the court.

A Fast Cruiser.

ROCKPORT, Mass., July 14.—The Minneapolis started on her official trial trip this morning. She passed the second stake boat, the cruiser New York, at 8:50, having covered the intermediate distance 2 3/4 miles at the rate of 23.06 knots per hour.

Mrs. Vance at Gombroon.

BLACK MOUNTAIN, N. C., July 12.—Mrs. Z. B. Vance, with her sister and children, arrived here to-day, and were taken out to Gombroon, the mountain home of the late Senator Vance.

Big Contract For Atlanta.

WASHINGTON, July 14.—The contract for the construction of the Jacksonville, Fla., public building has been awarded to J. T. Schneider & Co., of Atlanta, Ga., at \$39,885.

Hanged in Private.

RALEIGH, N. C., July 14.—Two brothers, Tom and Calvin Coley, white, aged 27 and 22, were hanged yesterday at Louisburg, the execution being private.

Burned, But Insured.

HAMILTON, O., July 14.—The Cincinnati Brewery, owned by Peter Schwab and Company, was damaged by fire this morning \$100,000 worth; fully insured.

DEDS STILL HANGS OUT

REFUSES TO DECLARE THE STRIKE OFF

Nevertheless, It Is Very Much Off-Switchmen Going Back To Work—Civil Proceeding Against Debs—No Sympathy.

CHICAGO, July 14.—The building trades council organization, representing 25,000 Chicago workmen, met last night. There were 160 delegates at the meeting and for nearly five hours they discussed the strike. Then a vote was taken, and the order issued by the organization, calling its members out last Tuesday, was almost unanimously rescinded. The strike, so far as the building trades council is concerned, was thereby declared off. No resolutions of sympathy were adopted, nor was any sympathy expressed for the American Railway union. This action takes away the support of the Chicago workmen from Debs.

Chicago is very rapidly resuming its normal condition. The action of the conference of the Federation of Labor yesterday afternoon supplemented by the meeting of the Building and Trades assembly is accepted universally as the deathblow of the Pullman boycott, of course Debs and Sovereign are saying that it is not over and that they are going to fight to the bitter end. Debs goes so far as to say that he will tie up every railroad in the United States, but he also says—or did say in a speech last night to 500 strikers—"The only thing that now remains for us to accomplish is to get you boys back to your work."

John N. Bagan, chairman of the General Managers' Association announced today that the action was final which was taken last night in turning to Mayor Hopkins a proposition for return of strikers to work as submitted by President Debs, of the American Railway Union. Debs therefore refuses to officially call the strike off.

Many of the striking employees at the stock yards reported for work today. Thirty-seven switchmen, thirteen engineers and more unskilled laborers were given work. Five engines were put into service and handled all the cars received from outside roads. The packing houses received 5,000 cattle, 20,000 hogs and 15,000 sheep. Armour, Swift and Morris killed stock during the day and meat trains were sent out.

The most authoritative body in the switchmen's organization has officially disavowed the strike, and the switchmen, having been the backbone of the strikers' force, the outlook for the Debs and Sovereign plan for continuing the strike is discouraging.

District Attorney McWhorter is preparing to begin civil proceedings against Debs and other strike leaders; that is to cite them into court to answer contempt in violating injunction. This will include Debs, Howard, Rogers, Keilher and other officers and directors of the union who have not been indicted.

Some Small Troubles.

WASHINGTON, D. C., July 14.—General Schofield received the following telegram late last night from General McCook at Denver: "The situation at Williams, Winslow and Peach Springs, on the Atlantic and Pacific is so critical that we have ordered the companies of infantry from the barracks at the station at these points and to move from point to point on the railroad as deemed necessary."

This is considered to be the beginning of troubles that existed at Trinidad and other points near the Santa Fe on the road which connects with Southern Pacific near Los Angeles. These sporadic strikes distant from main centres of disturbances are not expected to amount to much. General Schofield anticipates a number of such small troubles and is fully prepared to meet wherever they occur.

That Arbitration Committee.

WASHINGTON, July 14.—The President has been somewhat annoyed by the persistent attempts in some quarters to make it appear that he had appointed an arbitration board at the request of the strike leaders. Nothing is further from the truth, the commission which he has agreed to appoint eventually under the law having no power beyond that of making a general investigation of the strike on the railroads which led to his proclamation. The investigating commission when organized cannot enter at all into the differences between the Pullman company and its employees. It will confine its work exclusively to the American Railway Union and the said Railway General Managers' Association.

About as It Was.

SAN FRANCISCO, July 14.—Strike situation in Northern California is practically unchanged.

Strikers Put to Flight.

CONNECTICUT, O., July 14.—The militia under command of Captain Woodworth marched to the docks this morning and the strikers who have gathered there fled after about twenty shots had been exchanged. The officers succeeded in arresting thirty of the leaders of yesterday's demonstration. The rest of the strikers have gone back to Ashabula. The situation still looks threatening.

CONDENSED TELEGRAMS.

Philander C. Hanford, Chicago manager of the Standard Oil company, and second vice-president of the Linsend Oil Trust, killed himself because of heavy financial losses through speculation.

The sale of the E. T. V. and G. railroad will be confirmed today by the United States court. This establishes the jurisdiction of the Southern Railway company over that system.

There were three earthquake shocks in Constantinople on Tuesday, which caused a considerable loss of life, as well as extensive damage to property.

The cruiser Chicago was run into while at anchor near Antwerp by the tank steamer Astor. The damage is estimated at \$12,000.

Gen. G. S. W. Ferguson, treasurer of the Levee Board of the Mississippi, has disappeared. His cash is short over \$25,000.

Japan has chartered sixteen steamers to land 10,000 troops in Korea, and will accept no terms but those dictated by herself.

The Italian Chamber has passed a measure to suppress anarchy.

Gen. James B. Fry died at Newport after an illness of three days.

Whether Asheville beats Greenville or not in the great game of baseball to be played this afternoon, you should take time to have your prescriptions renewed, and anticipate your Sunday wants generally. Our store will be closed all day tomorrow.

Yours Respectfully,

RAYSOR & SMITH,
31 Patton Ave.

Open evenings till 11 o'clock

WHERE DID YOU GET IT?

THE FINEST THING OBTAINABLE,

NO TABLE COMPLETE WITHOUT IT...

IT HAS NO EQUAL.

ASK THE LADIES AND THEY WILL TELL YOU TO GO TO

R. B. NOLAND & SON

41 N. Main St., Grocers.

Where you can find a fresh supply of this celebrated

Steam Baked Bread.

Tea For Summer Use.

O. AND O. TEA.

ORIENTAL AND OCCIDENTAL TEA

W. A. Latimer,

No. 16 North Court Square.

Sole Agent in Asheville for O. and O. Tea.