

RAILROADS LOOK FOR BIG BUSINESS

Judging From Locomotive and Car Building.

SOFT COAL QUESTION NO LONGER AGITATES THE MINDS OF WESTERN MAGNATES.

New York, Nov. 24.—Although bull movements have been noticeable in railway stocks, as a result of the election, nevertheless the roads have not participated in the wild rush upwards. The big roads seem to have "struck their galts" and the value of the shares go forward cautiously and slowly, but steadily and surely.

Judging from the number of locomotives and cars now building, the railroad managements are expecting to do an immense amount of business during the next few years. The locomotive works are all busy, and the orders do not all come from our own country. Foreigners are recognizing more and more the mark of American machinery and constantly increasing their orders for locomotives.

The soft coal question will no longer agitate the minds of the western railway magnates. The uncovering of vast beds of lignite coal along the Missouri river assures the present generation at least that their demands can be filled. The discovery of thousands of acres of anthracite in the Cascade mountain range relieves the minds of those interested, and does away with all possibility of a famine. The transcontinental and other lines that reach these fields will be immensely benefited by the development of mines.

Cars sheathed in copper in accordance with the patent of Master Car Builder Appleyard of the New Haven line have proved to be immeasurably better than the old style in paint and varnish. Four cars, patterned after his idea have been run on the Erie for four years without being sent to the shop, which is undoubtedly strong evidence in their favor.

It has been found by the detectives in the employ of the Western Passenger association that the scalpers, especially at St. Paul and Kansas City, are well supplied with tickets of nearly every road. The condition seems to be due, in part, to the homeseekers' excursions, but there is a suspicion that crookedness prevails between the railroad officials and the scalpers.

At the last regular meeting of the New York Railroad club, Mr. H. H. Vreeland was for the third time chosen to the presidency. During the evening of the election the topic, "Are six-coupled engines necessary for hauling trains when runs of 100 miles or more are made without a stop?" was discussed and excited much interest. The arguments advanced and sustained by facts demonstrated that the number of driving wheels of a locomotive coupled is dependent on the weight of a train, the grades and speed; that when there

are light trains and light grades, one pair of driving wheels do the work satisfactorily. In England, with low grades and average trains, that condition prevails, while in this country similar trains are hauled by four-coupled engines. Where trains are long and grades are heavy six-coupled engines are used.

The Plant System, believing that interchangeable mileage tickets were really wanted by commercial travelers, went to considerable expense to put them on sale. So far, however, the sales have failed to pay for the printing.

The home-seekers' excursions, which are now being run by roads in the territory west of Chicago and St. Louis will continue until the end of next June. Two excursions will be run each month, the rates for which will be one fare for the round trip, plus \$2, but the tickets will be sold on the most restrictive basis possible.

It is announced that the Burlington, Alton, St. Paul and Pennsylvania lines are planning to enlarge the Union station terminals in Chicago at an expenditure of between one and two million dollars. About the only comment that seems necessary is "Well, they need it."

The increasing traffic along the North river has caused the Central railroad of New Jersey to build two steel ferry boats, with double decks and double enders. The company is also having 25 additional passenger cars and 2500 additional freight and coal cars for spring delivery. There has been a steady increase on this road in the average tons per train mile, which have been recently running the highest in the company's history. During the past two years the company has had built and delivered 4500 freight and coal cars and 55 engines, and the steady increase in traffic is attributable to the liberal policy adopted in improving the facilities.

Plans have also been prepared for the development of about 5000 feet front of the terminal front on New York bay. About 15 new docks are projected, some of them to be the largest in the world, equipped with derricks for service and the largest draught vessels afloat.

Signal Engineer A. H. Rudd and Chief Engineer McFarlin of the Lackawanna are formulating plans for the signalling of the entire system.

The work now in progress includes the erection of 88 automatic semaphore signals between Little Falls and Hackensack. This work is being pushed as rapidly as possible and will probably be complete before fall.

The automatic disc signals recently erected at Paterson are to be replaced by those of the automatic semaphore pattern, and the disc signals removed to some less important point along the line. The disc signals on the Morris town branch, between Morristown and Chatham, and Summit and Wyoming are being equipped with the wireless circuit and it is proposed to install this circuit the entire distance between Hoboken and Morristown as soon as practicable, supplanting the old wire system.

It is the intention of the company to afford their patrons a system of signal protection second to none in operation on any other road in America and to this end nothing is being spared in the way of expense, and in the selection of the latest and most approved types, the product of the skill, experience and ingenuity of the best signal experts in the railroad service.

FORD GETS THE GIRL.

HAPPY ENDING OF THE LEXINGTON INCIDENT.

From the Lexington Dispatch.

Many of our readers are familiar with the facts relating to the attempted elopement of Mr. Luther Ford and Miss Bertha Everhart, both of Lexington, a few weeks ago—how the irate father had young Ford arrested in Charlotte and placed in jail; how the young lady would not leave her lover, but spent the night sitting behind the iron bars talking to him and would not depart until the father appeared on the scene and the latter brought her home.

Again, after arriving here, the lover and father met in "deadly combat," the latter coming out victorious and the former having one or more fingers chewed up by coming in contact with his would-be lady-in-law's teeth. The girl's mother, too, was bitterly opposed to the union and did not hesitate to declare, in words more forcible than eloquent, her opinion of the boy-lover and all who assisted in the runaway.

However, the scene changes and on last Sunday evening, at the residence of the officiating justice of the peace, Squire William A. Helman, united in the holy bonds of wedlock, Bertha, daughter of Mr. and Mrs. William Everhart, to Mr. Luther Ford. The ceremony was performed in the presence of a number of friends and the happy pair had the full and free consent of the young lady's parents and all parties interested therein.

The bride has not yet passed her 16th mile post on life's journey and the groom is barely 21 years of age. They returned to Lexington Sunday evening and were congratulated and feted to their heart's content at the home of the bride's parents, which is their present abode.

By what magic the groom caused the change of heart of the girl's parents so as to cause them to look with favor on his suit, is not known. Anyway, they are safely married and are as happy as two cooling turtles. May it continue to be so.

EVACUATION DAY.

NEW YORK TO OBSERVE THE ANNIVERSARY.

New York, Nov. 24.—The 118th anniversary of the Evacuation day occurs this year on Sunday—tomorrow—for it was on the 25th of November, 1782, that the British sailed away from the port of New York, which they had occupied so long. The event will be duly celebrated. The "Old Guard" will parade, the stars and stripes will be hoisted to the masthead at the Battery, and commemorative exercises will be held in St. Paul's.

Evacuation day was long held by New Yorkers as the most important event of the war, as it was to them in that it gave them a practical realization of the release of the British yoke. Sir Guy Carleton, who was in command of the British troops, had, previous to his setting sail, removed the Tory residents of the city and their families to Nova Scotia, because they feared the animosity of the American troops when they re-entered the city. When the clock of old St. Paul struck 12 on November 25, the American troops began to march down from Harlem Heights. In the procession were Gen. George Washington and Gov. Clinton. As the British had nailed the British flag to the top of the flagstaff and had cut away the cleats, it was necessary for a young sailor to climb the greased pole, nailing cleats as he went. The hated British flag was soon under the feet of the populace, and the American flag was hoisted in time for Lord Howe to see it through his field glass from his ships far down the bay. For many years the anniversary of Evacuation day rivaled the Fourth of July in the affections of the people and was celebrated with as much enthusiasm.

WITH SAN DOMINGO.

San Domingo, Nov. 24.—The Dominican congress will meet in special session tomorrow to discuss the reciprocity treaty with the United States.



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A NEW YORKER WRITES: 128 E. 12th St., New York City, March 1, 1900. One bottle of "Coke Dandruff Cure" completely removed all traces of dandruff from my hair after an affliction of many years' standing. The cure is remarkable and effective. A. C. MACK.

For Sale by all Druggists and Barbers. Treatise on Hair and Scalp Troubles free on request.

A. R. BREMER CO., Chicago. "BEWARE OF IMITATIONS."

DR. T. C. SMITH, WHOLESALE AND RETAIL AGENT, ASHEVILLE, N. C. The only hair preparation admitted to the Paris exposition.

A Big Fish Story.

This is the season for fish and oysters. As we have every facility for catching and handling them, we would like to have a word with you to tell you of the advantages we have.

First—we own our own fleet of fishing vessels, therefore we catch our own fish and pack our own oysters. There fore you get your fish and oysters fresh from first hands, avoiding the risk of old second hand stock.

Second—we have large fishing grounds and oyster beds extending from Morehead City to Porto Rico and if you will give us your trade we can afford to extend our territory. As we receive shipments daily we feel that we can give you entire satisfaction.

In addition to our North Carolina stock we handle the finest Baltimore oyster on the market. Let us book your order for Thanksgiving, so that you will not be disappointed.

Call on us or wire us or phone us and your wants shall be attended to promptly.

C. S. WALLACE.

C. M. WHITE, Manager. City Market, Asheville, N. C. Phone 302.

Notice.

Having qualified as executor of the last will and testament of John Glasgow, deceased, this is to notify all persons indebted to the estate of said testator to pay such indebtedness to me. All persons having claims against said estate must present the same within 12 months from this date or this notice will be pleaded in bar thereof. This November 17, 1900.

THOMAS A. WOOD, Executor. 11-17 det Sat

REAL ESTATE By Weaver & Alexander,

Real Estate Brokers 26 Patton Ave. P. O. Box 244 FOR RENT.

Unfurnished house of 6 rooms in desirable locality; ten minutes' walk from business part of city. Splendid condition. \$15. Weaver & Alexander. 76

Unfurnished house 6 rooms, on Orange street, with bath, hot and cold water, splendid range; large yard and garden inclosed. Wood and coal house. \$16.67. Weaver & Alexander. 75

Completely furnished 12 room house, fine piano included; on car line; desirably located plumbing, baths, etc., of the best. Stable. \$40. Weaver & Alexander. 74

Newly furnished 7 room house, Montford avenue; modern conveniences, specially desirable. \$50. Weaver & Alexander. 79

Large and well established boarding house, centrally located; modern and first class in all respects, and good patronage. Partly furnished. Possession December 1st. Weaver & Alexander. 80

9-room house, three blocks from Square, newly overhauled and renovated throughout. Can be used by two families if desired. \$18. Weaver & Alexander. 81

Suburban cottage, nicely furnished, beautiful location; good barn, horse and buggy and feed for horse. \$30 per month. Weaver & Alexander. 71

FOR SALE.

Vacant lot 170 feet front, 74 feet deep, centrally located. Good investment. \$1000. Weaver & Alexander. 75

Farm 52 A., 7 room house, good barn, etc., half mile from railroad station; 3 miles from city. Spring water piped to house and barn. A very desirable place. \$2200. Weaver & Alexander. 78

Splendid 7 room house, well built and neatly finished; modern conveniences; good locality; 5 minutes' walk from P. O. Brick sidewalks. Terms. \$1500. Weaver & Alexander. 83

Notice.

State of North Carolina. Mary A. McGhee vs. Isaac McGhee. The defendant above named will take notice that an action entitled as above has been commenced in the Superior court of Buncombe county for the purpose of obtaining a divorce from the bonds of matrimony for the plaintiff take notice that he is required to appear at next term of the Superior court of said county to be held on the 23 Monday, November, 1900, at the court house of said county in Asheville, N. C., and answer or demur to the complaint in said action or the plaintiff will apply for the relief demanded in said complaint. This Oct. 25, 1900.

MARCUS ERWIN, Clerk Superior Court Buncombe County, N. C. R. V. Wolfe, Atty. 10-27-00 det sat

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Manager.