

Smith Premier

(MODEL 10 VISIBLE)

Typewriter



has just been awarded the
Grand Prix
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 The Smith Premier Typewriter Company, Syracuse, N.Y. Branches Everywhere.

The 1ST
ALIKE
 To Those
 With Money
 In The
BANK



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The days of the month present no terror to those who with sufficient foresight, have started a bank account. For regardless of the day when an obligation falls due, they may meet it with equanimity, so the morrow is always a day of joy.

THE FIRST NATIONAL BANK

Hendersonville, N. C.

CAPITAL \$100,000.00. SURPLUS \$20,000.00
 President, W. J. DAVIS. Cashier, J. MAC RHODES.
 Vice President, K. G. MORRIS, Ass't Cashier S. G. RHODES.

The Way To Have a Bank
 Account is to Start One

There must be a beginning some time. One dollar will start. Every additional dollar will help.

This bank invites you. We pay 4 per cent interest on certificates of deposit if left three months or longer.

New Safe Deposit Boxes for rent.

THE PEOPLES NATIONAL BANK

True, But Hard to Believe.

If truth is stranger than fiction this story is going to be a strange one with all the necessary trimmings. Some there be who will refuse to believe what is about to follow but it is true and can be proven.

About ten by the clock Sunday night when the church-goers and others were promenading Main street and enjoying such climate as this place affords the attention of several was drawn to a man who seemed to take huge delight in marching up and down the street eagerly scanning the signs before all the buildings on both sides of the street. This was kept up for perhaps an hour or two and curiosity was intense among those who had followed the antics of this fellow. Much speculation was indulged in when the chase seemed to grow warmer on the part of this wanderer and the heat of constant tramping back and forth compelled him to discard his coat. A few minutes later the collar was torn off as if in a frenzy and held tightly in one hand while the other hand was concerning itself in making more expressive the imprecations which were being hurled at what seemed to be the perversity of fate or some other inanimate object. Finally curiosity could endure no more and one of the most inquisitive spectators of this marathon up and down Main street coasted the gentleman in question and requested to know the wherefore of such conduct. The gentleman replied that he was stopping at the Kentucky Home and wanted to know if it had been moved in the last few hours. Upon being told that no news of a such a thing had become generally known and that the said Home was doing business at the same old stand, the gentleman wiped the perspiration from his brow and requested to be directed there.

He had actually become lost on Main street and could not find his way to the Kentucky Home. If this seems to be a little too incredulous for belief, it can be substantiated by three or four of the most prominent men in the city. They told me and I am telling you.

A sad—awfully sad—accident occurred on Main Street last night. A negro with a smile across his face expressive of watermelon and chicken, had the misfortune to drop a quart of whiskey on the cruel pavement, and needless to say, lost all the contents of said bottle. The catastrophe occurred almost directly in front of the post-office and at a time when the street was crowded with visitors. Many commiserated with the colored brother on his irreparable loss of the ardent stuff which is guaranteed to make a rabbit spit in a bulldog's face, but no amount of sympathy could help the hurt that animal desire felt. After the post-mortem obsequies were over, he shambled off down the street muttering:

"Two white horses, side by side. Lost my liquor, and 'ise' mortified"

American Bar Meeting.

Boston, Mass., Aug. 29.—The thirty-fourth annual meeting of the American Bar Association was opened in Huntington Hall, today, and will continue through tomorrow and Thursday, concluding with a banquet Thursday evening. Many eminent representatives of the Massachusetts bar were present at the opening, in addition to some 400 delegates from other parts of the country.

President Edgar H. Farrar, of New Orleans, called the gathering to order and Lieutenant Governor Frothingham and Mayor Fitzgerald delivered the greetings of the State of Massachusetts and the city of Boston. In his opening address President Farrar reviewed the most noteworthy changes in statute law in the several States and by Congress during the past year. The initial session concluded with the annual reports of the other officers and the election of new members.

Missionary Bodies in Session

Greensboro, Ga., Aug. 29.—The Ladies' Missionary societies of the Georgia Baptist Association began their annual convention here today, with an attendance of more than one hundred delegates and visitors from various parts of the State. The proceedings will continue over tomorrow and Thursday.

Railroad Commissioners Confer.

Lincoln, Neb., Aug. 29.—The railroad commissioners of a dozen States gathered in this city today for a conference to discuss problems of common interest. Methods of obtaining physical valuation of railroad property forms the principal subject of consideration.

Wood's Fall Seed Catalogue

just issued—tells what crops you can put in to make the quickest grazing, or hay, to help out the short feed crops. Also tells about both

Vegetable and Farm Seeds

that can be planted in the fall to advantage and profit.

Every Farmer, Market Grower and Gardener should have a copy of this catalog.

It is the best and most complete fall seed catalog issued. Mailed free. Write for it.

T. W. WOOD & SONS, Seedsmen, - Richmond, Va.

READY FOR FALL.

Tailored Suit For the First Cool Days.



TAILORED SUIT OF RAVEN'S WING BLUE.

Cobalt, or raven's wing blue, is going to be the smart color for tailored suits in the fall. This shade is a navy blue so dark that it is almost black. The navy little suit illustrated is developed in raven's wing blue broad cloth. The skirt is narrow, but there is no suggestion of the erstwhile hobble in its lines. A panel effect is given the front width and there are scant in verted box plaits at the sides and in the back that are stitched and pressed flatly within a foot of the edge of the skirt.

The hip length coat has a surplised collar of black velvet and black and white pin dotted silk. The cuffs are ornamented with the same materials. A handsome ornament of black silk passementerie fastens the coat at the waist line.

Ingenuous Hostess.

The hostess who has experienced the confusion of seating a large number of guests at small tables will appreciate the device of one woman who accomplished it gracefully.

The guests were to be seated in several rooms at tables holding six and four. The hostess made an alphabet list of guests and hung it in the hall. Opposite the name of each woman was the number of the table and the room in which it was set. On the tables, which each had its separate floral piece, was a number cut from gilt paper and placed in the center of flowers so it could be quickly seen. Place cards were used, as at an ordinary luncheon.

Advanced Styles in Fall Hats.

Here are two of the advanced fall hats. As you see, the shapes continue close fitting, as were the summer models. One of the hats illustrated is a very close fitting poke, plainly covered with dark green velvet and trimmed with long pointed wings extend



Designed by Ora Cne.

TWO VERY SMART MODELS.

ing high at the back. A band of ribbon and a bow are placed at each side. An extremely cone shaped crown is exploited in the second model, which is simply draped in Bengaline silk and has a smooth covered brim of the same silk. A large wing of black and white, pointing high in the air, decorates the back of the chapeau.

RAILWAY SIGNALS

"Fireworks" That Serve as Train Protectors.

CODE OF TORPEDO AND FUSEE

Messages These Audible and Visible—Danger Signs Convey to the Engineer—The Use of Pyrotechnics as Signals in the Naval Service.

"Pop, pop," or perhaps a single "pop," sharp and distinct like that of a giant firecracker heard not only on the Fourth of July, but on every day in the year, Sundays included. What did it mean? And on almost any night as I look out of my window I see the edge of the wood or the fields lighted up by red or yellow fireworks. Why this strange illumination?

As all these queer happenings took place on the railroad a few rods from my house I made inquiries of the railway officials, and here are some interesting facts about the use of these curious "fireworks."

The general superintendent of the New York, New Haven and Hartford railroad explained as follows:

"Our rules provide for the use of detonators, commonly known as torpedoes, as audible signals and of fuseses as visible signals.

"These torpedoes are attached to the top of the rail on the engineer's side of the track by two small flexible metal straps, which are easily bent around the ball of the rail, as shown in the picture, and hold the torpedoes securely in place until exploded by the first train passing over this track.

"The explosion of one torpedo is a signal to stop; the explosion of two, not more than 200 feet apart is a signal to reduce speed and look out for a stop signal.

"The fuseses are of similar construction to the well known Roman candles used for fireworks celebrations, except that they burn a steady flame without explosions. A sharp iron spike at the bottom end will usually stick in the ground or in the cross tie when thrown from the rear of a train and holds the fusee in an upright position, where it is more plainly visible.

"A fusee must be lighted and left by the flagman whenever a train is running on the 'time' of another train or behind its own time and under circumstances which call for such protection.

"A fusee on or near the track, burning red, must not be passed. When burning yellow the train may proceed with caution when the way is seen and known to be clear. Standard fuseses burn red for three minutes and yellow for seven minutes and can be seen for quite a distance.

"You will gather from the above explanations that the red glare of a flaming fusee on or near the track warns the approaching engineer that a preceding train has passed over the track less than three minutes ahead of him, and under no circumstances must he pass this signal while burning red. When the flame turns to yellow he may proceed with caution, only when the way is seen and known to be clear, keeping in mind that when the fusee changed from red to yellow he was exactly three minutes behind a preceding train, which may have stopped within a short distance or may be proceeding at a casually slow rate of speed."

The superintendent of the Shore Line division, another branch of the same railroad, gives this additional detail regarding torpedoes:

"When a train stops upon the main line and requires protection against a following train the flagman goes back a specified distance and places one torpedo. He then continues a further distance back, placing two torpedoes. As soon as the train he is protecting is ready to start the engineer blows a specified whistle signal, which is notice to the flagman to return to his train. On the way back he picks up the one torpedo, leaving two on the rail to warn the engineer of an approaching train that another train is a short distance ahead and to give the flagman time to run back and get aboard of his own train."

Of the use of fireworks as signals in the navy the chief of the bureau of construction and repair of the navy department, Washington, makes the following statement:

"All modern ships are fitted with electric signals, and the use of such signals is general in the naval service. In the case of small vessels having no electric installation and also for use in case of the failure of the electric signals the navy has a system of colored stars in connection with rockets for the purpose of signaling.

"These are in no sense the ordinary commercial fireworks, but are manufactured by the service for naval use exclusively.

"There are no photographs of this system of signals for distribution. The apparatus consists of a specially designed pistol from which are fired cartridges containing the colored stars that are used in the service code."—New York Mail.

Mighty Arcturus.

Arcturus is one of the most brilliant stars that we can see in the heavens. Its diameter is 62,000,000 miles. The light that comes to us from it is over 200 years old when it enters our eyes. The sun is distant 93,000,000 miles. Then compare eleven minutes with 200 years.

Truth is as impossible to be sorted by any outward touch as the sunbeam.—Milton.