



# THREE DAYS ONLY

## In Which to Buy Goods at "Mill-End" Prices

Every line of merchandise contained in our 20 or more departments is affected by both the Mill-End Sale and the change in the business. A DOUBLE REASON FOR LOWER PRICES. It will be many a day before the people of Charlotte will have such another opportunity to buy good, desirable merchandise at these prices.

### 11 O'CLOCK TO 11:15 TO-DAY

For 15 minutes, starting exactly at 11 o'clock, we will sell only 10 yards Barker Mills Bleaching to each customer for 50 Cents

All day we will sell a lot of Ladies' fine "Sorosis" \$4.00 Shoes for \$2.85, and a lot of \$3.00 Shoes for \$1.95, and a lot of Men's \$5.00 Patents for \$3.55.

BEGINNING AT 10 O'CLOCK TO-DAY We shall sell about 50 Taffeta Petticoats in Black and all colors, worth \$4.00 to \$5.00; Choice \$2.89.

WHO WANTS THIS HAVILAND DINNER SET? It's a 100-piece Set, the original Haviland & Co.'s make, with a neat narrow border of gold and roses, one we sold at \$65.00, but well worth \$75.00. The first here with \$47.85 in cash gets the set, and it's certainly a beautiful one that would please anybody. You'll never buy it again for this money. This price will hold good till Saturday, but who wants to take chances on it?

WHO'LL GET THE SET?



### AFFAIRS IN NORTH CAROLINA

DAILY INCIDENTS, FACTS AND COMMENT GATHERED FROM THE NEWSPAPERS OF THE STATE

#### LAYING OFF MEN.

**Southern Railway Adopting a Policy of Retrenchment.**  
Greensboro, N. C., Jan. 21.—Effective to-day the Southern Railway will lay off one man on every section force throughout the entire system and will make cuts in many other places. The order will be effective for the remainder of this month and the men will be reinstated the first of February. It is estimated that at least \$500,000 will be saved in money by the road during this time. The effect of the discontinuance will be to lay off forty-one men in this division of the Southern on section forces—one man on each force. A night and day shifting force will be discontinued also and altogether nearly sixty men will be out of work in this division for the next ten days. No reason has been assigned for this retrenchment.

#### Mr. W. P. Mangum Turner to Wilmington.

Mr. W. P. Mangum Turner, attorney-at-law, who came to Lexington a year ago, has decided to move to Wilmington for the practice of his profession. Mr. Turner, however, will attend the next term of Davidson court, having a number of cases to look after. It is to be regretted that he leaves his town, but the numerous friends he has made in Lexington wish him well in his new location. In spite of the usual difficulties that beset the pathway of the young lawyer, Mr. Turner has done remarkably well since coming here. He is a man of vigorous ability and force of character, and is well qualified for the practice of law. That he will succeed in Wilmington is a matter of course.

#### Tramps Caused Big Fire.

Rocky Mount Record. It is generally believed by persons in the neighborhood of Halifax crossing that the fire that destroyed about a hundred cords of wood and seven freight cars at the place at an early hour Saturday morning was caused by tramps. A fire was seen there during the early part of Friday night and it is believed to have been caused by tramps. The fire was destroyed had not been loaded into the cars and no bill of lading had been issued and for this reason the loss will be on the individuals and not the transportation company.

#### Baby Chokes to Death on Peas.

Laurinburg Exchange. The infant child of Mr. Sam Streets met a horrible death Wednesday. She was playing on the floor where were some dry peas. The child got some of the peas into its mouth and sucked them down its wind pipe. Death resulted before a physician could be secured.

#### CAN BUILD LOCK CANAL—HEPBURN

Representative Reports Conditions at Panama. Washington, Jan. 21.—Representative Hephburn, chairman of the House committee on interstate commerce, who with the members of his committee and other representatives, has returned from Panama, declares that nowhere else in the world were 20,000 to 30,000 men assembled together, were they so well fed, so well clothed, and so well housed with such effective regard for health and sanitation. Colonel Hephburn said the entire party came back feeling that the lock canal could be built. He thinks the canal would be finished by 1915.

#### PEOPLE IN THE PUBLIC EYE.

A picturesque figure and an interesting personality is the Syrian patriarch Ignatius Abdullah, of Antioch, who was recently received by King Edward at Buckingham palace. He looks thoroughly patriarchal, with his long white beard and impressive costume, consisting of a black robe lined with crimson, a turban-shaped headdress and silver pastoral staff. The king conversed with him for some time on Syrian affairs, the interpreter being Mrs. Finn, widow of a former British consul in Palestine.

Andre Brouillet, the French portrait painter, who spent a year in this country while engaged in executing portraits of Mrs. Astor, Mrs. Mackay and other fashionable women, has just returned to Paris. He says that the two things about this country which impressed him were the beauty of American women and the Brooklyn bridge jam.

Platon Brounoff, a musician, native of Russia, has gathered from the people of the East Side, New York City, two hundred Jewish folk songs. He was moved to the task, he says, by the fact that the Jewish revival of the familiar songs of almost every nation, the folk songs of the Jews seemed to be neglected.

Judge Lindsay, of Colorado, where woman's suffrage has been in operation for twelve years says that in that State "no one would dare propose its repeal, and if left to the men of England states that the good service pensions of 300 pounds a year rendered vacant by the death of Admiral Sir John K. E. Baird, K. C. B., was offered to Admiral Sir Nathaniel Bowden-Smith, K. C. B., who requested to be allowed to decline it.

Mrs. A. L. George, of Massachusetts, is to deliver the third lecture in the series of lectures on the Collegiate Rural Suffrage League, of New York. In this lecture she is to tell why college women ought not to want the ballot. She is a graduate of Wellesley.

Congressman Peter A. Porter, who reads the "Old Cow" into Congress over Wadsworth, of beef trust fame, is seeking a place in the foreign service. It is announced that President Roosevelt is now arranging to secure a consulate for him.

It is announced that Harry D. Radford, a sportsman and writer on natural history, will leave this month for a three years' exploring trip of 5,000 miles in the Arctic regions, which he purposes to make unaccompanied save by one dog.

The bishop of Durham, England, laments the fact that a "very formidable degree of English Claret" is in the neglect and isolation of the Lord's Day" has set in, and blames the pernicious custom of the week end.

### PERSONAL AND OTHERWISE.

According to the tentative programme for the Henry Hudson celebration, the exercises for the first day will take place on Sept. 25th, but as the most important day of the celebration, the Day of Achievement, will be observed on that date, the Jews of New York hope to have the date changed so that they may take part in the celebration.

By act of Congress Baltimore is to have at last a memorial to Francis Scott Key, a Marylander and the author of "The Star-Spangled Banner," a handsome bronze tablet having been ordered to be put on the flag staff at Fort McHenry. The tablet will be suitably inscribed and will constitute the only memorial of Key that has ever been put in Baltimore.

Council John H. Snodgrass of Koto, state has thought the import of bicycles into Japan has notably decreased of late, there is still some 40,000 vehicles imported every year. In that country they are now used rather for practical purposes than for pleasure. In addition to those imported it is estimated some 40,000 or 50,000 are manufactured in the country every year. The total number of bicycles now in use in Japan is estimated at about 350,000, and the duration of life is not longer than five years on an average.

The demand for tires is estimated at 200 pair a day. Not more than fifty pairs are made in Japan, the rest being imported. In 1907 Great Britain furnished 30,000 worth of parts, while the United States furnished 3,218 bicycles and \$178,000 worth of parts.

#### SPARKLERS.

Gems from the Jewel Case of Newspaper Paragaphers. THE KIND OF CRAFT. Philadelphia Bulletin. We are ships upon life's ocean, And we sort of have a nod, If down to the sea we're planned, Some are airships, filled with wind.

Philadelphia Inquirer. Wife (reading)—Isn't this funny, my dear? Here is an article which says they have found a new species of birds in Australia which has four legs. Now, whatever do you suppose they want four legs for? Husband (yawning)—They are probably politicians, my love and by this beautiful dispensation of their Creator they are able to stand on both sides of a fence at the same time.

Louisville Courier-Journal. Hubby, I want five dollars. "Won't you do?" "No, sir; I want five." "All right. Money seems to be flying in a V shape. I guess winter has set in."

Baltimore American. "That man who was here just now seemed to move you a great deal." "He did." "By a touching story?" "No; by three loads in two wagons, and he broke nearly every piece."

Washington Star. "Don't you think that witness' memory is sadly deficient?" said one lawyer. "Not a bit of it," answered the other. "Sometimes it takes a fine memory to remember what to forget."

Chicago Daily News. "That a nice-looking chap at the next table," said the young man who was treating his best girl to a lobster supper. "Is he a friend of yours?" "Yes, indeed," answered the young girl. "Well, I think I'll ask him to join us." "Oh, this is so sudden!" "What's so sudden?" "Why—why, that's our young minister."

#### ODD THINGS IN THE NEWS.

The United States revenue cutter service has recently added to its fleet the new life-saving tug Snohomish, which has been built for service in the rough seas of the Pacific coast in the vicinity of Neah Bay. She is equipped with the Miller marine breeches buoy for life saving, and her sphere of operations will be confined to such stretches of the coast line as are not provided with any life service stations on shore.

The modern Sunday school does very little good, if not harm, and there is a demand among people in England for educational matters for school and classes in which children can be carefully and scientifically trained in religious matters in the opinion of Mrs. H. H. B. She is president and teacher, she told the committee on education of the Federation of Women's Clubs at a meeting at the Hotel Astor in New York.

January 1st was pension day in England, when for the first time in English history pensions to a maximum amount of five shillings a week were payable to the veterans of industry and not under 70. The knotty points which the government has had to solve in setting up the machinery for old age pensions are many, one of the chief difficulties of the work of the new act being the proof of age.

An heir to the estate of Mrs. Matilda Walden, who died in August, 1907, after leaving \$200,000 without known heirs, has appeared at Cincinnati. This claimant is James E. Walden, 28 years of age, who declares that he is a nephew of the dead woman and the sole heir to her estate.

The arrival the other day of the first postal automobile at Bagdad, filled the minds of the natives with wonder and awe. The car carried the mails, hitherto borne on camels' backs, from Aleppo, a distance of 825 miles, in sixty hours.

A Savannah (Ga.) woman holds the record for changing her name, having had three names in as many hours. She was granted a divorce at 12 o'clock and assumed her maiden name. At 2 o'clock she was remarried.

Crawford Howell Toy, since 1880 Hancock professor of Hebrew and Oriental languages at Harvard University, has sent in his resignation to the faculty, to take effect September 1, 1909.

That the magnetic influence of the coast of Lapland drew his iron ship ashore and wrecked it was the story of the captain of the British steamer Sandal to the British board of trade.

has fully 10,000 more people than Lynchburg.

All matters pertaining to game laws are of interest just now, in view of the discussion in the Legislature. In Blacksburg, Va., one can scarcely walk the streets without danger of being tripped up by bird dogs, yet these dogs can be of use in their profession only five days in the year. Hunting in Montgomery county, where Blacksburg is located, is permitted only between the 20th and 25th of December. The Legislature passed the law and the board of supervisors of Montgomery county sees to its enforcement. Rabbits, partridges, pheasants and wild turkeys are protected. Game in that section was about to be exterminated. All that part of Virginia is taking measures to stop the bird slaughter.

Lynchburg is partial to altitudes. If one who is hung up there for an indefinite period wants to consult the ever deceptive train bulletin board, he has to climb a set of Jacob's ladders to get to it.

Lover's Leap was not famed in song and story as it should have been. We say "was," because Lover's Leap is no more. It was a sacrifice to commercialism. The famous rock overhanging the track of the Tidewater Railroad. The road could neither go under nor around it, so dynamite was applied and in one blast one of the South's most famous natural wonders was destroyed.

The Norfolk & Western is now double-tracked from Lynchburg to the coal fields. The work of double-tracking the Southern from Washington to Charlotte is in progress. Pretty soon the Pennsylvania Railroad is going to lose its prestige to the South.

As a matter of course, Colonel Pullman is out for every dollar he can get, yet in his scheme of observation and chair cars in his Pullman trains on the Southern, he is a benefactor to the traveling public. For a dollar extra, people can get the benefit of the through fast trains. They can ride in the luxurious surroundings of a Pullman car, although in a restricted space, a seat something like a straight jacket for comfort, or they can revel in the luxury of the observation car like a nabob. The trip in the observation car, by the way, is worth a good deal more than the price, if only for the fascination of seeing the double tracks spinning out and away behind the train.

The plant of the Virginia Polytechnic Institute at Blacksburg is an industrial city in itself. A North Carolina man is at the head of it. This State could have an educational plant to match it, if it had the right sort of men in the Legislature. Virginia is lavish in its appropriations for educational institutions. North Carolina would do well to follow the pace of the Old Dominion.

#### PROSPERITY IN MONROE.

The Chronicle is glad to notice evidences of prosperity in its neighboring town of Monroe. Business there is coming along at a lively pace. As evidence of this fact The Journal says that the stockholders of the Bank of Union held a meeting last Tuesday and re-elected the board of directors. The directors, at a meeting held after their re-election, elected the old officers and declared a 5 per cent semi-annual dividend, besides adding a good sum to the surplus fund.

The stockholders of the First National also held their annual meeting on Tuesday. The usual semi-annual dividend of 5 per cent was declared and the surplus fund increased and undivided profits increased to \$10,000, which is a fine showing since the bank was changed into a national one and the capital increased to \$100,000. The bank's total assets are now half a million. On account of other business, Capt. W. C. Heath declined re-election and Mr. R. A. Morrow, than whom there is no better business man nor public spirited citizen in Monroe, was elected president, and all the other old officers were re-elected.

The directors of the Savings, Loan and Trust Company met yesterday and declared the usual semi-annual dividend and set aside \$500 to the surplus fund.

It is a well-known fact that the cotton mills of the South, and indeed of the whole country, were greatly injured in their operations by the panic. Notwithstanding this the Icebergs and Everett Mills, the meeting of whose stockholders was held last Wednesday, declared a dividend of 4 per cent.

At their annual meeting, held last week, the old officers of the Monroe Insurance and Investment Company were re-elected, and a semi-annual dividend of 5 per cent was declared.

#### "CAP" JOINER'S NAME FAVORED AT MACON

Macon, Ga., Jan. 21.—Macon fans are badly split up now over the race for the presidency of the South Atlantic League and "Cap." W. R. Joiner, of Atlanta, is the cause. Before he was suggested for place, it was a fight between W. A. Jones, of Jacksonville, and C. W. Boyer.

Boyer was without a doubt best fitted for the place, and Macon fans were with him almost unanimously. Macon would have given him her vote, and may yet, for that matter, but now it is uncertain.

About the only objection that can be raised to Mr. Joiner is that he would hardly consent to leave Atlanta and reside in some South Atlantic League city during the campaign. This might not be absolutely necessary, but it is at least customary and as the president has been here before the fans are rather unwilling to see a change.

Wade H. Harris, Editor.  
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Six Months...\$2.50  
Three Months...\$1.25  
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THURSDAY, JANUARY 21, 1909.

#### NOTES OF TRAVEL.

The general public may not have taken notice of it, but the traveling public has—that quite recently there has been a great improvement in the matter of keeping up the passenger schedules. Trains have been running with more regularity within the past three months than within the past three years. The passenger trains are now generally about on time. It is the exception that a passenger has to wait one to three hours for a train as had been so frequently the case. In some instances, the trains are painfully on time. People from the mountain section of the Norfolk & Western, bound east, reach Lynchburg at 9:25. The Southern train from Washington reaches Lynchburg at 9:05. If the Norfolk & Western is on time and the Southern is thirty minutes late, passengers for Charlotte can catch the Southern and save six hours. But the trouble is that both the Southern and Norfolk & Western are on time, nine times out of ten, and the Lynchburg connection does not work. It is even worse than that—for on occasion, the Norfolk & Western coming into the Lynchburg depot has been known to stop just at the shed to let the Southern train get by and go on. This happened a night or two ago when three passengers for Charlotte sitting helplessly in a Norfolk & Western car, saw their train pull in and out, whereas, if they could have caught it, they would have reached home almost by the time they left Lynchburg. It looks as if the Southern might slack up a little and the Norfolk & Western put on more speed to make this important connection, more especially from the fact that if they could not secure a berth on the 3:42 train, which is all Pullman, passengers would have to stay over in Lynchburg until 2:35 o'clock the next afternoon.

The railroads seem to be improving all along except in the matter of connections. The grouchy ticket agents are disappearing. It is only the very young fellows who, while acting as substitutes, sell tickets and carry the responsibility of the railroad company on their individual shoulders, that give the enquiring people the haughty answer. These striplings are a thorn in the side of the traveling public.

The development of Southern coal mining and railroad building is one of the marvels of the day. The Tidewater, the road that Rogers built from the coal fields to Norfolk, and the Carolina, Clinchfield & Ohio, the two most extensively constructed railroads in the world, constitute the most important railroad enterprises in the South in many years. And their construction leads to the development of new coal mines. The mountains in the western part of Virginia are being opened up and in a few years coal mining will be carried on as extensively there as in Pennsylvania. The next step will be the mining of coal in western North Carolina, for there is as much coal under the mountains there as under the mountains of Virginia.

Some remarkable things are seen once in a while in the way of railroad maps—for instance—one that has been published by the Atlantic Coast Line. By it, one can go direct from Charlotte, through Lincolnton, Newton, Hickory, Lenoir, Collettsville, Mortimer, Pineola and Cranberry, to Elizabethtown, Tennessee, and from Marion to Johnson City by a remarkably circuitous route.

The Huckleberry train, which runs between Christiansburg and Blacksburg, passes over Rogers Tidewater road at a newly developed coal mine. The Tidewater, which is a Standard Oil interest road, as well as a coal road, is establishing a big Standard Oil plant at Christiansburg, and filling that section of the country with money and new life.

Roanoke has more open land and less population by 10,000 than Charlotte, yet it makes a monstrous show of depot and railroad yards. The train sheds, stairways and elevated crossings are more extensive than in the depot of the New York Central, at Buffalo. It is the busiest sort of a looking place. And with the proper kind of railroad schedules and connections, Roanoke would be brought into close neighborhood with Charlotte. The town has one morning and two afternoon papers, all three of the first class, and if they would unite in talking up a better Roanoke and Charlotte service something might be done to the advantage of both towns.

For years Lynchburg has been favored with special privileges in the way of freight rates, yet the very best that city now claims in the way of population is 35,000 people, and you know, a certain percentage must be knocked off for claims. Give Charlotte for five years the freight advantages that Lynchburg has enjoyed for 25 years past and see where this town would come out in the way of population. Charlotte to-day