

AN ELECTRIC PLANTATION

How Plant was Installed on a Farm Near Fincastle, Virginia.

STUNTS OF THE FIRE JUICE SURPRISE THE NEGRO HELP

Water Wheel Which Formerly Ran Mill Provides Power for Dynamo—Domestic and Outdoor Operations Much Simplified—Heat and Light Supplied in the House.

A private electric plant had just been installed in the Southland and the plantation buildings were wired for electric lights and electric heating devices, says The Electric News Service.

A shiny nickel-plated coffee percolator was brought on the front porch and placed on a small table and connected to one of the lighting fixtures.

When all was ready the old negro "mammy" was invited to come and inspect the new device.

The old woman's pipe was filled, and as she smoked she was shown the new device, but no explanation of its mysterious powers were added as the current was turned on.

A few minutes later the aged negro began to look quickly under and around the table.

"Fol de Lawd, honey, wh' dat steam comin' frum!" she exclaimed when the percolator began to boil.

"Dat dish am voodoo shure to boil dat way widout no fish."

"Mammy" is convinced. It was several minutes before her alarms were straightened out and she was convinced the boiling was not the work of spirits.

When she was handed a cup of steaming, aromatic coffee she refused both sugar and milk, saying: "Ah jus' want the pure 'lectric coffee."

And then they went to the laundry where "Mammy's" daughter Julia was looking doubtful at the new electric iron.

"Go ahead, Julia," said the mistress. "But mah iron ain't hot," she answered.

"Yes it is, Julia. Try it and see." Julia tried the iron and was astonished to find that it was "sissing" hot.

A few minutes later when the mistress called Julia she answered, "Lawd, missus. Ah hasn't time. Ah has to run dis here iron. Ise feared it might get col'."

This is the story of how electricity came to this Southern plantation.

For upward of thirty years a small flour mill, of thirty-five barrels a day capacity, has been busy operating at Catawba Mills, an active little hamlet three miles west of Fincastle, in Virginia.

The mill was driven by a turbine water wheel of 20 horsepower. A year and a half ago a member of the family chanced to visit the great plant of the General Electric Company at Schenectady, where he was told the possibilities of the utilization of small water power for private electrical plants, and it was not long before he was figuring on securing an electric generator.

Belted to Water Wheel. As soon as the 4-horsepower generator came it was belted to a small wheel shaft on the main grinding floor.

The small switchboard was located in the mill office, with voltmeter, ammeter and small regulator. The residence, seventy yards from the mill, was wired for light in every room and on the porches and in the yards.

Two fans were purchased, also a flatiron, a clothes wringer and a chocolate pot. This total installation cost only about \$250. The plant has been in operation now for about a year, running every night, and has not cost its owner over \$1 for expenses, such expense being mostly for oil.

A small 2-horsepower motor has been purchased to be mounted on a small truck in order that it may be used in the woodyard to run a 10-inch cut-off saw or be readily moved to the barn to run the rotary chaff cutter, grindstone, horseclipper and other devices.

It is intended to use this portable motor in any place about the farm or the buildings where a small amount of power is needed.

The economic values of this private electrical plant are manifold. It keeps the house cool during the hot summer days and supplies a nice source of heat for the damp and dreary days of fall and winter.

The heating devices can be used in place of the hot stoves during the warm weather for cooking the lunches and lighter meals or for preparing evening refreshments. The home is better lighted and the old loathsome oil lamps have been discarded with their obnoxious grease and ever-present danger.

NEWS NOTES FROM THOMASVILLE

Carolina Valley Railway Puts on a Daily Train—Methodists Build New Parsonage—To Build a New Business Block.

Special to The Chronicle. Thomasville, Jan. 25.—The Carolina Valley Railway Company have placed a daily train on their road between Thomasville and Denton.

The train leaves Thomasville at 9:30 a. m. and returns at 2:40 p. m. Mr. E. W. Burton, who has been agent at the Carolina Valley station for some time, has resigned his position and will accept a position with T. C. Thompson & Bros. of Charlotte, cotton mill contractors.

Prof. J. T. Henry has accepted the depot agency and has entered upon the duties of the position.

Mr. E. W. Cates has rented on C. A. Julian's sanatorium building on Randolph street and will move his family into it at once. Dr. Julian has rented three rooms upstairs in the office and equipment in these rooms for the purpose of practicing his profession.

The North Thomasville Methodist congregation are building a beautiful \$2,000 parsonage on the lot recently given them by Mr. J. E. Wyche, near the center of town.

MR. HOLTON HOT UNDER THE COLLAR

District Attorney Issues a Warm Statement Relating to Editor Hildebrand and The Industrial News—The Letter to Marion Butler—New York World Wants News, Which Has Been Democratic, Says Holton.

Winston-Salem, Jan. 25.—Fery and plain is a statement issued today by United States District Attorney A. E. Holton, at the request of Mr. W. A. Hildebrand, whose letter, while editor-in-chief of The Industrial News of Greensboro, berating Mr. J. Elwood Cox, has figured and still operates in the political history of the G. O. P. in this State.

Mr. Holton's statement purports to throw some light on what happened at The News' directors' recent meeting at Greensboro.

The complete statement follows: Mr. Hildebrand, in a recent issue of his Asheville Gazette-News, undertakes to put an exaggerated construction upon what took place in the meeting of the stockholders of The Industrial News relative to the letter I wrote Mr. Marion Butler about the paper.

The letter was not read in the meeting, but only a sentence or two. The letter I wrote Mr. Butler in response to an inquiry from him regarding the status of the paper and the bankruptcy proceedings. What I did say in reference to The New York World was as follows:

"I am under the impression that The New York World is arranging to buy the paper. Willis Dowd told me he was on the staff of The World, and is now trying to negotiate a purchase of the paper. He said it would be run as an independent."

Mr. Dowd had been in Greensboro twice for this purpose. What I did say about the paper was as follows:

STAFF OF PAPER DEMOCRATIC. "Did you know the managers of the paper are all Democratic, with one or two exceptions, and they hold minor positions? Hildebrand is Democratic. Cruikshank is a Democrat. The State news was edited during the campaign by the chairman of the Guilford county Democratic executive committee. As soon as the election was over he seems to have gone out. Judge Bynum tried to have him removed during the campaign, but he offered to pay the salary for a year as a condition of his resignation as a reason why he could not get rid of him."

When this part of the letter referred to in the meeting, Hildebrand said I knew he was a Republican. I asked him how he voted in the last election, and he said he did not vote. I then asked him if he he did not vote, I then asked him if he he did not vote, I then asked him if he he did not vote.

I remained in the meeting for more than half an hour thereafter, during which considerable business was transacted, and nothing further was said upon this subject.

I was fully justified in stating that Hildebrand was Democratic, for he said in a letter to Hon. Charles A. Reynolds while before our Charlotte convention that he would put it in black and white "that if Elwood Cox should be nominated for Governor I would vote for him."

It is not Democratic, what is? Again, during the campaign the board of directors insisted upon his taking a position to transfer part of my stock to him in order to have him take charge of the paper I will say that I was not on the board of directors, but agreed with them that I would give 25 per cent. or more of my stock to secure the continuation of the paper as a Republican organ, and when the board selected Hildebrand as editor I carried out my agreement. He has failed to carry out his contract and has canceled and surrendered this agreement. A. E. HOLTON.

IS UNITED STATES NAVY WASTEFUL? Magazine Writer Thinks It Could be Run for Millions Less.

George Kibbe Turner, in McClure's Magazine, says the United States navy will cost us \$122,000,000 this year—twice what it cost to run the whole Federal government just before the Civil War.

In ten years the naval appropriations has doubled; in fifteen years it has quadrupled. If it keeps on at this rate for twenty-five years more it will cost as much as the Federal government does now—\$750,000,000 a year.

But the matter to be considered now is the \$122,000,000, and the fact that a third of that is wasted. The cry for national economy is abroad. If Congress so desires, here is a chance to save \$40,000,000.

This cannot be proved by exact figures, for the simple reason that the Navy Department books do not furnish the exact figures that are needed. But it can be proved just the same.

Here are the figures for running a fighting navy that is twice as strong for actual warfare as ours is at the present time, and these figures are liberal—they are taken from the Navy Department's own estimates; and they can easily be verified. I will print them in detail:

Annual Appropriations for a Strong Fighting Navy. For maintenance and repairs—\$15,000,000 10 first-class cruisers and other ships 10,000,000 4 first-class navy yards 7,000,000 Remaining shore establishments 25,000,000 Increase of navy 30,000,000

Two new dreadnaughts (complete) 18,000,000 One first-class cruiser and other ships 12,000,000 Total \$77,000,000

This navy personnel being equal, could annihilate ours in a couple of hours of fighting. Making every allowance for the extraordinary exertion that can be operated in the present year, it can be operated at the present time. Why? Simply because the management of the present naval establishment is not military; it is political.

Biographical Calendar

JANUARY 26. One hundred and seventy years ago today, in the little town of Cambrai, in North France, was born Dumouriez, once the popular hero and later in his career the Judas, the arch-traitor, the Benedict Arnold of France. His tragic history, his rise and fall, is told in the inscription on two tablets. The first reads as follows:

THE TOWN OF CAMBRAI is proud of having witnessed THE BIRTH OF DUMOURIEZ January 26, 1732.

And the second inscription reads like this: THE TOWN OF CAMBRAI shudders at having witnessed the birth in her midst of the infamous and wicked DUMOURIEZ.

Let passers by share their horror. Let all traitors tremble.

Entering the army at 18, Dumouriez at 24 was captain. On the eve of the great revolution, he entered into an alliance with the Girondists which gained for him the portfolio of minister of foreign affairs.

When half of Europe had combined against revolutionary France and the allied forces were sweeping toward her northern and eastern boundaries Dumouriez received command of the army of the North as lieutenant-general under Marshal Luckner. His admirable strategy saved the day for France. On September 10, 1792, his victory at Valmy compelled the invaders to retreat. Obviously he had deserved well of his fellow countrymen and his fellow citizens. Barely a fortnight after his triumphal reception in Cambrai he put the seal to their approval by overthrowing the Austrians in a great victory at Jemappes November 6, 1792.

On the heels of his triumph came his downfall. As a conservative, he brought down upon himself the wrath of the radicals who were now in the saddle in France. He was deposed from his command, but he refused to obey.

His officers applauded him. But he found it harder work to win over his troops. The regulars, especially in the cavalry, clung to him stanchly; but, strange to say, the artillery was decidedly republican and the volunteers rampantly Jacobinical.

The word "traitor" and "Judas" now publicly applied to Dumouriez everywhere had its effect, especially when emphasized by the accusation that he intended to hand over the Belgian fortresses to the Austrians.

And now it became plain to him that if he would oppose the convention he must cast in his lot with Austria and the Allies. Most of his supporter shrunk from this extreme step or dropped away afterward, and those who cling to him numbered only 458 foot soldiers and 424 horsemen. With these attendants he rode across the frontier into the Austrian camp. All his plans had failed. From this time on he became an exile and a wanderer.

The action of the town of Cambrai in casting odium on the name of Dumouriez has since been followed by nearly all of the historians of France. He has had his defenders, who have urged that his action was inspired by a high patriotism. For the most part, however, Frenchmen still speak his name with a curse. He is still "the infamous and wicked Dumouriez."

THE HOLTON SUIT. He makes a pitiful complaint about my suit against The Industrial News when I had on various occasions during the year asked for enough money to at least pay the premium on the insurance of the building, no rent having been paid since January 1st, 1908, and I had given \$2,000 in the way of stock. In November I saw Hildebrand and asked him about the rent. He told me I would get nothing without a suit. I then put my claim into the hands of attorneys. No effort was made on the part of the paper to arrange the debt, which could easily have been done upon the slightest disposition to deal fairly.

In regard to the statement that I proposed to transfer part of my stock to him in order to have him take charge of the paper I will say that I was not on the board of directors, but agreed with them that I would give 25 per cent. or more of my stock to secure the continuation of the paper as a Republican organ, and when the board selected Hildebrand as editor I carried out my agreement. He has failed to carry out his contract and has canceled and surrendered this agreement. A. E. HOLTON.

Upper picture shows little Grace Koops, of Brooklyn, 3 years old, for whom Charles Koops, her brother, 14 years old, sacrificed his life in his skin in order that his sister might recover from a bad burn.

Root Resigns. Washington, Jan. 25.—The President today received the resignation of Elihu Root, Secretary of State, to take effect upon the qualification of his successor. At the same time he named Robt. Bacon, Assistant Secretary to become Secretary.

Good Cough Medicine for Children. The season for coughs and colds is now at hand and too much care cannot be used to protect the children. A child is much more likely to contract diphtheria or scarlet fever when he has a cold. The quicker you cure his cold the less the risk. Chamberlain's Cough Remedy is the sole reliance of many mothers, and few of those who have tried it are willing to use any other. Mrs. N. F. Starcher, of Ripley, W. Va., says: "I have never used anything other than Chamberlain's Cough Remedy for my children and it has always given good satisfaction." This remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by R. H. Jordan & Co.

Send your laundry work to THE MODEL LAUNDERING CO. "Correct Laundering." West Fifth St. At Church. Phones 160 and 110.

Tarbell's Teachers' Guide

This work is offered with the fullest assurance that it is the largest, the most extended and the most comprehensive work of the International Series of Sunday school lessons issued anywhere.

Published originally at \$1.25 this great octavo volume is now issued at only \$1.00 net (by mail \$1.15). To see the book itself is enough to awaken surprise that so large a work, with such numerous and excellent illustrations, colored maps and other illuminative embellishments can be supplied at so low a price. Only a very large sale makes this possible.

Use this volume in your study of the lessons this year and you will assuredly enroll yourself among the thousands who in unmeasured terms express their appreciation of this great work of assistance for Sunday school teachers.

Peloubet's Notes for 1909. The basis for teaching all grades in the Sunday school, with all that can aid the teacher in his own study and in teaching.

Price \$1.25.

Stone & Barringer Co. Booksellers and Stationers.

TO-MORROW We will be open for business after our stock taking days. Watch our space for odds and ends sale.

C. H. ROBINSON & CO.

Men's Suits and Overcoats

Stylish new Suits that sold at \$15.00 to \$20.00, sale price \$10.55

Suits we sold at \$10.00 to \$15.00 for \$6.35

Men's Overcoats we sold at \$22.50 for \$15.33

Men's Overcoats we sold at \$12.50 for \$6.35

Men's \$25.00 Raincoats for \$13.65

Boys' Suits and Overcoats

Boys' Raincoats that sold at \$6.00 for \$2.95

Boys' Overcoats, 3 to 8 years, worth \$4.00 to \$5.00, for \$2.45

Boys' Suits worth up to \$5.00 for \$2.45

Boys' \$2.50 Suits for \$1.55

Men's Women's and Children's Shoes

Ladies' \$4.00 Sorosis Shoes \$2.85

American Lady and Artistic \$3.00 Shoes \$1.95

Ladies' fine \$2.00 and \$2.50 Shoes \$1.45

Men's \$5.00 "Dorsch" Shoes \$3.55

Men's fine Dress \$3.50 and \$4.00 Shoes for \$2.95

Men's Fine and Coarse Shoes sold up to \$2.00. Choice \$1.15

Boys' and Misses' \$1.75 and \$2.00 Shoes 78c.

Furnishings

Hawes' \$3.00 Hats, any one for \$1.50

"Emery" \$1.00 and \$1.50 Shirts 79c.

One lot 50 and 75c. new, stylish Negligee Shirts. Choice 35c.

Big assortment Men's Fancy and Plain 50c. Sox, only 25c.

Men's Pure Linen Handkerchiefs, worth 12 1-2c. One dozen for 85c.

Men's \$1.00 and \$1.50 Umbrellas, every one guaranteed. Choice 89c.

The Little-Long Co.

Clothing Store Stays Open Two or Three Days Before Stock Taking

The Clothing Store on Tryon street, containing the Shoes, Clothing and Men's Furnishings, will be kept open for business Monday and Tuesday, and possibly Wednesday, in order to reduce the stock as low as possible before the H. C. Long Company takes it over.

Here's a fine opportunity for Men and Boys to buy anything from head to foot at prices that split dollars in the middle. Here's one of the greatest lines of Women's, Men's and Children's Fine Shoes sold in the city and all these go at extraordinary cuts for the next two or three days. But the Cash must be paid, if we split the price.

Men's Suits and Overcoats

Stylish new Suits that sold at \$15.00 to \$20.00, sale price \$10.55

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Southern Railway

N. B. Following schedule figures posted only as information, and are not guaranteed. January 24, 1909.

1:20 a. m. No. 30, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington.

3:30 a. m. No. 23, daily, for Columbia, Savannah and Jacksonville. Pullman drawing room sleepers to Augusta and Jacksonville. Day coaches to Jacksonville.

5:30 a. m. No. 8, daily, for Richmond and local points.

6:45 a. m. No. 44, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington. Pullman sleeper Atlanta to Raleigh.

6:50 a. m. No. 35, daily, for Columbia and local points.

7:55 a. m. No. 16, daily (except Sunday), for Stateville, Taylorsville and local points. Connects at Mooresville for Winston-Salem and at Statesville for Asheville.

7:55 a. m. No. 39, daily, for Atlanta. Day coaches Charlotte to Atlanta. Stop at principal points en route.

10:05 a. m. No. 36, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington. Dining car service.

11:00 a. m. No. 23, daily, for Winston-Salem, Roanoke and local points.

11:35 a. m. No. 27, daily, New York and New Orleans Limited. Drawing room sleeping cars. Observation and club cars. New York to New Orleans. Drawing room sleeper, New York to Atlanta. Solid Pullman train. Dining car service.

11:55 a. m. No. 11, daily, for Atlanta and local points.

3:00 p. m. No. 46, daily, for Greensboro and local points.

5:20 p. m. No. 41, daily, except Sunday, for Seneca and local points.

4:35 p. m. No. 27, daily, for Columbia, Stateville, Taylorsville and local points. Connects at Statesville for Asheville, Knoxville and Chattanooga.

6:00 p. m. No. 12, daily, for Richmond and local points. Handles Pullman sleeping cars to Washington and Charlotte, to Richmond.

7:35 p. m. No. 38, daily, New York and New Orleans Limited, for Washington and points North. Dining room sleepers. Observation and club cars to New York. Dining car service. Solid Pullman train.

9:35 p. m. No. 35, daily, for Atlanta and points North. Pullman drawing room sleepers to New York. New York to Birmingham, Charlotte to Atlanta. Day coaches Washington to New Orleans. Dining car service.

10:05 p. m. No. 42, fast mail, Pullman sleeper, Raleigh to Atlanta. Tickets, sleeping car reservations and detail information can be obtained at ticket office, No. 11 South Tryon street.

C. H. ACKER, Vice Pres. and Gen. Mgr. S. H. HARDWICK, P. T. M. W. H. TAYLOR, G. P. A. R. L. VERNON, T. P. A. Washington, D. C. Charlotte, N. C.

Chronicle WANT ADS Pay

SEABOARD AIR LINE

These arrivals and departures as well as the time and connection with other companies, are given only as information and are not guaranteed.

Direct lines to the principal cities North, East, South and Southwest. Schedule taking effect September 13, 1908, subject to change without notice.

Tickets for passage on all trains are sold by the principal agents and accepted by the passenger with the understanding that this company will not be responsible for failure to run its trains on schedule time, or for any such delay as may be incident to their operation. Care is exercised to give correct time of connecting lines, but this company is not responsible for errors or omissions.

Trains leave Charlotte as follows: No. 45, daily, at 4:30 a. m., for Monroe, Hamlet, and Wilmington, connecting at Monroe with 33 for Atlanta, Birmingham and the Southwest; with 38 for Raleigh, Weldon and Portsmouth. With 45 at Hamlet for Raleigh, Richmond, Washington, New York.

No. 133, daily at 10:05 a. m., for Lincolnton, Shelby and Rutherfordton. No. 44, daily at 5:00 p. m., for Monroe, Hamlet, Wilmington and all local points, connecting at Hamlet with 44 for Columbia, Savannah and all Florida points.

No. 132, daily, 4:40 p. m., for Monroe, connecting with 44 for Atlanta, Birmingham and the Southwest. With 34 at Hamlet for Richmond, Washington, Weldon and Portsmouth. With 31 at Monroe for Raleigh, Portsmouth and Norfolk. Through sleeper on this train for Charlotte, N. C. Pullman, 7 a. m. daily. Trains arrive in Charlotte as follows:

No. 123, 10:05 a. m., daily from points North and South. No. 45, daily, 11:45 a. m., from Wilmington and all local points. No. 132, daily, 6:30 p. m., from Rutherfordton, Shelby, Lincolnton and C. & N. W. Railway points.

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