

20th May Celebration Visitors Make Our Store Your Home

ONE WEEK OF BARGAIN GIVING.

Specially Purchased--Specially Priced for This Gala Week

DRESSES

500 BEAUTIFUL SUMMER DRESSES—Voiles and Crepes—values up to \$12.50 will be on sale during the week at

\$6.95

100 SILK COAT SUITS—The latest models—the kind you usually pay \$25.00 and \$30.00 our May week price

\$14.75

500 SHIRT WAISTS—Crepes and Voiles—white, pink, blues—values up to \$1.50 May week price

89c

SILK PETTICOATS—wonderful values, beautiful styles

\$1.98

SILK KIMONAS—Special . . . \$2.98

200 BEAUTIFUL Lingerie Gowns, fully worth \$1.50 will be on sale at

98c

Notion Department

A big lot of Pearl Buttons in two and four holes, at per dozen 5c

Try our new Garment Shield and bust supporter, best quality at, each \$1.00

Tango and Justrite Dress Shields at, a pair 50c

One lot of Scissors, regular 25c, price for this week, a pair 19c

During May 20th week only, we will sell ladies' Silk Hose in black and white, \$1.00 quality for 89c

Ladies' Long Silk Gloves in black and white—extra value for, a pair \$1.00

New Sash Ribbons in fancy and Moiré—assorted colors and prices.

One lot of ladies' Hand Bags—assorted colors—a special number for each 98c

Ladies' gauze vests—extra good quality—worth 15c—sale price for this week only, each 9c

Baby Dolls, the hard to break kind—worth \$1.00 and 50c price for this week, each 69c and 29c

Persian and fancy ribbons, assorted colors—worth 35c—to close out the lot this week, your choice a yard, only 19c

MILLINERY

Several hundred, beautifully trimmed summer Hats

\$2.50 to \$5.00

Toilet Department

A few specials in this department, a large size can of Corylopsis Talcum Powder, worth 25c our special price a can, only 19c

A Wash Rag in a pretty case, a special value for 10c

Colgate's and Mennen's Talcum Powder, all the odors at a box 15c

Sub-Floor Specials

Wonderful values always to be found on this floor in Rugs, Carpets, Matings, Linoleums, Curtains, Portiers, Curtain Poles, etc., etc.—By all means visit this department before leaving our store—we will save you money.

The Little-Long Co.

The Little-Long Co.

A CO-OPERATIVE TELEPHONE SYSTEM.

(Cleveland Star.) From the tone of a half page advertisement in The Landmark some big telephone corporation is trying to get a hold in Statesville. That town has the distinction of having perhaps more telephones per capita than any other city of the same size in the South. In the city alone are 896 telephones and more than 600 free connections are given in the county of Iredell. Being purely a home company, it shows the splendid spirit of co-operation that exists in the community. The rates of the home company phones are about the same as in Shelby, yet the system is more up-to-date and the connections are about twice as many. Iredell county with the telephone and Catawba with the creamery, rural credits and co-opera-

tive marketing are teaching other counties of the state the proper spirit of co-operation and the lesson is having more or less effect all over the state.

THE BETTER FISHERMAN OF THE TWO.

Mr. Arch Prevatt thinks he is one of the fishingest men, but his wife put it over on him one day recently. Mr. Prevatt says they were fishing side by side and his wife was pulling them to beat the band, while he was not doing anything but fish. He asked his wife to change sides with him, but after they had changed places she continued to pull them till she had landed 10 nice ones, while he had only brought one puny little cat not much longer than a man's finger to the shore. Mr. Prevatt don't quite understand.

WEEKLY WEATHER AND CROP REPORTS FOR TUESDAY NEWS

In addition to the regular work of issuing forecasts of the weather flood and storm warnings, and the collecting and tabulating of climatological data, the United States weather bureau is soon to take on an additional feature which will doubtless prove of great interest to all growers and dealers in agricultural products. This is the collection of data in regard to growing crops as affected by the weather, and the distribution of the same after it has been properly edited and summarized.

The effects of weather on crops is so great that it is impossible to give a full description of the condition of either for a given period without touching on the other. Realizing this close relationship between crops and weather, the weather bureau will initiate during the coming week a plan for gathering and disseminating information in regard to the growing crops, during the crop season.

A number of reporters, usually farmers or people interested in agricultural advancement, will report from each portion of county of each state to his own section center which is usually located at the state capital, the general result of the week's weather on crop development in his own locality. These reports will be made at each week-end. The data contained in these reports will be summarized at the section centers and then telegraphed to the central offices of the weather bureau at Washington. There, a general summary of the information will be compiled and telegraphed to the distributing centers in each state early on Tuesday, where it will be made public at the noon hour, and published on the regular bureau bulletins for public distribution.

As the local office of the weather bureau publishes daily a cotton region bulletin for the information of those interested in growing conditions over the cotton belt, it is expected that this information will be received regularly for publication with that compendium of weather information which is much valued by cotton growers and dealers.

In these weekly reports, "no attempt will be made to give the so-called 'condition' in percentage of the average or of the normal, but rather it is desired to report the present state of the crop and just what the effect of the week's weather has been on its growth, whether satisfactory or unsatisfactory and to what extent, and the contributing cause."

It is hoped that these reports will be received in time to be given to the readers of The News each Tuesday afternoon.

CITY PLANNING MOVEMENT IS WORLD WIDE

(By CHAS. MULFORD ROBINSON) Author of "The Width and Arrangement of Streets: A Study in Town Planning."

(Exclusive Service The Survey Press Bureau.)

A famous English landscape architect has just been summoned to Greece to make a city plan for Athens. The explanation is that Athens has been experiencing that growth which in recent years has been so marked a feature of city life throughout the world. She finds it necessary to provide ample facilities for her crowding traffic, new and shortened avenues to suburban residence districts that are growing up around her, more and larger parks for a larger population from whom the growing city has been pushing the country further and further away.

Athens' Modern Problem. Athens has been brought face to face with the common, world-wide problem. She could be no more exempt from it than is the railroad junction on the prairie, the mining town of Wales, the clean industrial city of Germany. She has had to send for the city planner, as Topeka lately did; as Calgary, Canada, as Houston Texas, and as staid New Haven did.

Everywhere, the growing city has to meet the problem of readjustment. The boy, putting on long trousers, takes thought as to his future and is better for doing so. It is equally well, and normal, for the city to do these things and all kinds of cities all over the world are doing it.

So it has come about that what is called city planning has developed into one of those rare and epoch-making world-movements that are the great milestones of history and that influence civilization.

For hundreds and hundreds of years cities had been cramped inside of encompassing walls. The people were huddled together for defense, and growth of population meant an ever closer crowding. There were no cleared spaces then for playgrounds and parks. The very streets were narrowed to the limit, many becoming no more than mere slits between the walls. This was possible because the towns, being of such restricted area and doing almost no manufacturing, had very little vehicle traffic. If a person rode anywhere, he went on horseback; but it was not too far to walk wherever one wanted to go, and there was little freight to be transported.

cities a rush of population, that forced expansion and choked their streets with freight.

The cities had to expand; and the more area they covered, the greater, of course, became the use of vehicular transportation, necessitating new street adjustments. The city boundaries were pushed further and further outward and as fast as they went the means of transportation improved. The slow and lumbering old stage, or bus, was followed by the horsecar, drawn more swiftly and smoothly upon rails. Then came the cable car, and then the trolley. A point four miles from the center of town became as near by street car as a point only one mile out had been. As the streets were extended mile upon mile, they created a need for parks and open spaces, and these in their turn, absorbing city land, hastened the town's expansion. Now the telephone and automobile have been developed, and are facilitating the outward march of the town. It has been well said that there has been more change in urban conditions in the last 50 years than in the 2,000 years preceding.

What wonder that such new and strange demands have swamped the facilities of cities built on the old plan; what wonder that the new and more seriously studied science of city planning is suddenly finding a broad field of usefulness; what wonder that cities everywhere are calling for readjustment, and calling the more loudly as they are the more progressive? It is a proof of virility, not of weakness when a community takes up town planning. In Massachusetts, indeed, the legislature has enacted a law requiring every community of 10,000 or more population to have a planning board.

Today's Pioneers—City Planners. To the present generation there has been thus given the working out of a problem that is brand new: The planning of towns for demands that were undreamed of 20 years ago, the building of cities on a scale that must have seemed impossible a generation since. The pioneers of the last century were the tamers of the wilderness; the pioneers of the present are the builders of cities. In London, said John Burns, speaking late in 1913, upwards of 300,000 acres had been absorbed in the urban area in the preceding six years and more than 1,100 streets had been constructed.

From 25 to 40 per cent of all the land in the modern cities is accounted for by streets. In New York city, it was stated last summer, there were 2,677 miles of public streets. The value of the land they occupied was estimated, with its improvements, at \$9,469,000,000—one-fourth as great as the value of all the farm land in the United States.

If the city planners should find some way of platting streets that would effect a saving of as little as one per cent in their area, think of the high finance that it would spell. One per cent for New York alone would have meant \$94,690,000—and New York is only one city. The wise planning of towns is evidently a big and vital problem, even aside from its efficiency and social benefits—which are the aspects of it of which one hears the most.

"To make cities," said Henry Drummond—"that is what we are here for. For the city is strategic. It makes the towns; the towns make the villages; the villages make the country. He who

makes the city makes the world. After all though men make cities, it is cities which make men. Whether our national life is great or mean, whether our social virtues are mature or stunted, whether our sons are moral or vicious, whether religion is possible or impossible, depends upon the city." That is the justification of city planning.

MUCH BUILDING GOING ON. (Henderson Gold Leaf.)

There was probably never another time in the history of Henderson when so much building and construction work was going on in the city than right at the present, and practically all of it is of a highly creditable and substantial character. There are a sufficient number of good brick business houses in the course of construction at this time to make up the entire business section of a nice little town of several hundred inhabitants, and there are also a good number of nice residences and dwellings going up, although it is the constant mistone of Henderson to be short in this respect. It would be interesting if not surprising to almost any citizen of the town who does not go about very much to take a drive all over the city and see for himself just what is now going on in the way of building operations.

A REAL PRESIDENT.

(Greensboro Record.)

President Arthur Lyon, of the North Carolina League, is every inch a man. He has sent out a circular to the newspapers for publication showing just where he stands—that he is going to have clean ball or know the reason why. He says the umpires have been instructed just what to do to have clean ball. He has told them to stand no foolishness; to put a kicker out of the game and to fine him. He advises the crazy fans to abuse him and not the umpires, for these gentlemen are doing just what he told them they must do if they expect to hold their jobs. And in all this Mr. Lyon is to be commended. He knows as we all know that a man sitting even a few feet away from a base or the home plate cannot judge a play or a ball as well as the umpire who is right on the spot. Men who have better sense will pass judgment on a decision when they are a hundred or two feet away and raise a stink if they do not have their way. It is difficult, when an umpire is right on the spot, to make a decision on very close plays. An umpire makes mistakes; he cannot avoid it, but when he is incompetent or crooked Mr. Lyon will see that he is discharged.



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