



Southern Cultivator.

Hogs have always been a profitable issue upon every farm. They live so cheaply and mature so quickly—that there is always a good margin of profit. Soon after the war of the sixties the stealing of hogs became such a constant source of loss to farmers that very many gave up raising hogs entirely. Having once fallen into the habit of buying meat, a large part of the farming population have continued to do so. This has been particularly so with the tenant class.

This was very unfortunate. Many millions of dollars have been paid for Western meat that should have been kept at home.

At present prices of meat, hogs will pay. Every farmer should at least raise his own home supply. He can raise it for one-half he pays for it. The improved breeds of hogs will make good porkers in from nine to eleven months.

The cost growing them will depend upon the management. If a little care is taken to provide good pastures of Bermuda and then arrangements made to supplement these with suitable forage crops, the cost of growing hogs will be very little. Patches of ground—peas, cow-peas, sorghum, sweet potatoes, etc., may be so arranged that they will have a constant supply of cheap food all through the season.

The old idea of feeding hogs entirely upon corn has given way to new and better methods. Growing a succession of such crops as those mentioned above and many others not mentioned, makes it easy to have fine hogs for killing that have cost very little.

BETTER BREEDS.
The new and improved breeds help to do this. The hog is no longer dependent upon "rooting" for a living. The old adage, "Root hog or die," is no longer applicable. It is now "Eat hog and grow." The best hogs have very little disposition to root. They prefer to eat and lie down and digest. The roaming razor-back roadster has had his day and passed away. The compact, quick growing, easy fattening, lazy hog has taken his place.

The chief point is to keep them healthy by giving them plenty of water, and clean beds and a constant change of food. The much dreaded cholera is easily avoided by feeding upon vegetables, such as turnips, cabbages, potatoes, and fruits that fall from the trees.

Not only is it well for every farmer to raise hogs enough to make the meat for his own farm, but hogs are a profitable crop to grow for sale. There is money raising hogs as a business. Not only can money be made selling pure breeds at fancy prices, but by selling meat.

THE OLD TIME HOG KILLING.
From all we can learn the North-west will be very short on corn. That means short on hogs. That means money to the man who has hogs for sale. We remember the old time hog killing, and it thrills us with pleasing emotions to this day. Our farm was a small affair, yet we had about forty fine fat hogs to kill every fall. Up before daylight the great log fire, heat the rocks and with them the water. Take the keen knife, whirl the hog upon his back and find his heart. Then the pulling off the hair, and frying the melts on the hot rocks, and blowing the bladders for Christmas. It was a jolly good time, feasting on spare-ribs, and crackling bread and brains. We can not help feeling a sort of pity for the boy who never took part in old time hog killing.

If it paid to raise hogs in those days when meat was cheap it will pay better now when it is high.

A small family can raise a few hogs from the household and kitchen slops. These will often make a year's supply of meat and cost nothing but a little forethought.

We urge our readers to try hogs at least a home supply.

Alton's Jubilee.
Alton, Ill., July 19.—The Alton jubilee and street carnival, for which the citizens have been preparing for nearly a year, opened today in a blaze of glory. The city is thronged with visitors and the carnival promises to be one of the most brilliant affairs of the kind ever seen in this part of the state.

MacArthur has returned from the Philippines and is expected to tell why it is necessary to keep an army of 50,000 men in our pacified possessions.

Cen. Sta.	No. of stations reporting	Dit. Averages.	
		Temp.	Pre-cip.
		Max.	Min.
Atlanta.	12	86	68
Augusta.	11	88	70
Charleston.	5	86	72
Galveston.	28	98	74
Little Rock.	12	96	72
Memphis.	14	86	70
Mobile.	1	88	74
Montgomery.	8	88	72
New Orleans.	15	96	76
Savannah.	11	88	72
Vicksburg.	11	92	74
Wilmington.	10	88	72
Wichita.	4	94	68

REMARKS.
Local rains have fallen in nearly all sections of the Cotton Belt. High temperatures prevail in southern and western districts.

HEAVY RAINFALL.
Allendale, S. C., 1.80
G. R. OBERHOLZER,
Official in Charge.

ALADDIN OIL
The Best Oil For Lamps.
For sale by all Dealers.
STANDARD OIL COMPANY.

Southern Industrial Growth.

Philadelphia business men had their eyes opened to the fact that the South has become a formidable industrial rival to the North through the convention of the Southern Industrial Association in this city last June. They were then thoroughly convinced that the South has ceased to fight lost battles, and is now engaged in winning the victories of peace and hard work.

Figures furnished by late official statistics of the United States Government show the industrial growth of the South during the past twenty years to have been phenomenal. Since 1880 the cotton product has increased from 5,761,252 bales to 10,300,000 bales. The capital invested in cotton mills has increased from \$21,976,000 to \$150,000,000; the cotton manufactured from 188,744 bales to 1,597,000 bales. The cottonseed oil industry was in its infancy twenty years ago, only \$3,500,000 being invested in the business. Now the cottonseed oil capitalization is \$50,000,000. The yearly output of Southern pig iron in 1880 was 397,300 tons. Last year it was 2,604,671 tons. The Southern coal mined in that year was 6,049,471. In 1900 the coal output had increased eightfold, amounting to 48,192,053 tons. The railway mileage increased during the twenty years from 26,612 to 53,000. The phosphate product increased from 190,000 to 1,550,000 tons; the petroleum product from 179,000 to 15,000 barrels. The total capital invested in manufacturers increased from \$251,692,638 to \$1,000,000,000, and the manufactured output from \$445,576,462 to \$1,500,000,000. The value of the grain product increased from \$571,000,000 to \$1,200,000,000, and the exports from \$291,031,448 to \$530,317,000.

A similar showing might be made of the growth of the lumber, fruit, truck farming and other industries; but it is not within while to extend the list. All this advance has been made without the addition of a single acre to Southern territory. The South has simply been making two blades of grass to grow where one grew before. It has been developing its stored and hidden wealth of coal, iron ore and phosphate. It has been building factories to manufacture its own products, and railways to carry them to market. Each forward step in this march of industrial development has revealed new and heretofore undiscovered sources of wealth. The South is justly entitled to boast of its marvelous industrial growth during the past twenty years, and the figures which reveal its growing prosperity should convince our own business men that Southern trade is more and more worth seeking by every means that may promote honorable trade.—Philadelphia Record.

Casualties on Railways.

Recently the inter-State commerce commission has prepared an abstract of statistics showing the total number of casualties on railroads for the fiscal year ending June 30, 1901.

During the period in question there were 7,865 persons killed and 50,320 injured. Many of the victims were railway employees, the number killed being 2,550 and the number injured 39,643. Itemized somewhat more in detail the casualties among the employees were as follows: Trainmen, 1,396 killed and 17,571 wounded; switchmen, flagmen and watchmen, 272 killed and 3,060 injured; other employees, 82 killed and 19,012 injured. Classified with respect to the immediate cause of accident, 260 were killed and 6,765 injured in coupling and uncoupling trains, and 529 were killed and 3,435 injured in falling from trains and engines.

With respect to passengers, 249 were killed and 4,128 injured, while of trespassers there were 5,066 killed and 6,549 injured.

Looking at the above figures it seems that the casualties for the fiscal year in question have been exceedingly heavy, but when referred to the bulk of travel and the vast amount of business carried on the casualties are comparatively light.—Atlanta Constitution.

THE MARKETS.

Charlotte Cotton market.	
Corrected Daily for the News by Hester Reid Jobbing and Commission Company	
Good Middling	8 1/4
Strict Middling	8 1/2
Stains	7 1/2 to 7 3/4
Quiet.	

New York Cotton	
By Private Wire to Harrison Watts	
New York Cotton August 19 1901	
High Low Close	
January	7 46 7 38 7 44-45
February	7 44 7 44 7 44-45
March	7 49 7 45 7 47-48
April	7 49 7 44 7 48-50
May	7 23 7 20 7 22-24
August	7 25 7 20 7 24-25
September	7 35 7 28 7 34-35
October	7 39 7 33 7 38-40
November	7 43 7 35 7 42-43
December	7 43 7 35 7 42-43
Middling 8 Cents	
Steady	

Liverpool Cotton.	
Liverpool August 19 1901	
January	6-7b
February	6-7b
March	6-7b
April	6-7b
May	6-7b
June	6-7b
July	6-7b
August	6-7b

August-September	4	9-3b
September	4	9-3b
October	4	11b
October-November	4	0-6b
November-December	4	6-7b
December-January	4	6-7b
Sales 7,000.	Middling	9-16
Quiet.		

Chicago Grain and Produce
Chicago August 19 1901

WHEAT	
September	71 1/2
October	71 1/2
December	73 1/2
CORN	
September	58 1/2
October	59
December	60 1/4
OATS	
September	35 1/2
October	36 1/2
December	37 1/2
PORK	
September	14 45
October	14 55
January	15 72
LARD	
September	8 95
October	9 02
January	8 92
RIBS	
September	8 32
October	8 42
January	8 16

Stocks.
New York August 19 1901

United States Steel Preferred	91 3/4
United States Steel Common	43 1/2
Sugar	132 1/2
Anaconda Copper	44 1/2
St. Paul	165
B. & O. T.	74 1/4
Amalgamated Copper	115 1/4
Southern Railway Preferred	86
Tennessee Coal and Iron	62
Rock Island	141
Manhattan	117
Western Union	93 1/2
N. Y. C.	153 1/2
Missouri Pacific	101 1/2
Louisville & Nashville	109 1/4

Charlotte Produce Market
Charlotte August 19 1901
Corrected by C. R. McLaughlin

Eggs per dozen	8c
Chickens hens	30 @ 32
Chickens small	12 1/2 @ 20
Fruit Lemons	\$5.00
Tomatoes per Crate	\$1.00 @ \$1.25
Apples	\$5.50 @ \$6.00
Oranges	\$3.25 @ \$3.90
Irish Potatoes Per Barrel	\$2.50 @ \$3.00
Bans Per Crate	\$1.00 @ \$1.25
Cabbage Per Crate	1.50 @ \$1.70

The Leading Jewelers,
GARIBALDI & BRUNS.

Is the place for you to purchase your Wedding Gift. A beautiful selection just in. Call and inspect them.

Garibaldi & Bruns.

LEADING JEWELERS.

Lawn Hose

and hose goods are staples with us.
COTTON HOSE,
RUBBER HOSE,
HOSE REELS AND RACKS,
NOZZLES, COUPLING etc.,
HOSE BIBBS,
WOOD HYDRANTS,
GARRET WASHERS.

Remember always that high Grade Hose is cheapest and "cheap" hose is dear at any price.

The Dowd & King
Supply Company,

Corner E. 7th and R. R

Central Hotel,
Charlotte, N. C.

Headquarters for commercial men under new management. We appreciate the liberal patronage extended in the past and shall strive to merit a continuance.
C. E. HOOPER & CO.

Every Woman

is interested and should know about the wonderful MARVEL Whirling Spray. The new Vaginal Syringe. Injection and Suction. Best—safest—most convenient. It cleanses tastefully.
Ask your druggist for it. If he cannot supply the MARVEL, send stamp for full illustrated book—sealed. It gives full particulars and directions in valuable to ladies. MARVEL CO., Room Times Bldg., New York.

On account of Recent Ordinance of the Board of Aldermen, forbidding hacks and Carriages standing on the streets, for the accommodation of the public, we will keep a line of Hacks at our stable, which we will send out at a moments notice.
Both Phones No. 26.
WADSWORTH TRANSFER CO.



THE PERFECT MAN
has yet to be born; but immaculate linen goes a long way toward making perfection in one's apparel. No matter how fine your outer clothing, if your shirts and underwear are not well laundered you won't feel comfortable. You won't go far wrong in sending your laundry work to... or ordering it called for if you like.

Model Steam Laundry,

TO GROW STRONG

Unless we get good meat we may as well let it alone. There is no strength in tough meats—instead of giving it takes strength to digest it.

It pays to be careful in buying Meats.

Be sure to get the best—tender and choice. Pay a little more if need be and put something in your stomach which will put flesh on your bones and strong blood in your heart. We sell Armour Packing Co.'s Western Meats, the very best to be had.

Parlor Market.
EYLER & CO. Props



Call Us By
Telephone No. 2575.

When anything goes wrong with the plumbing. If you're going to put in plumbing, let us do the work, and you won't have any trouble with the pipes.

J. A. HALEY,

Practical Plumber and Gas Fitter.
18 E. 5th street.
Bell Phone 2575.

HOTEL MONTREAT.

"Land of the Sky."
An ideal spot at which to spend the summer. New hotel—with all modern comforts. Elevation 3,000 feet. Rates reasonable. For booklet, address,
W. D. PAXTON, Prop.,
Montreat, N. C.

Cook's Duchess Tablets.

Are successfully used by over 10,000 Ladies; are prepared by an old and experienced physician. Ladies ask your druggist for Cook's Duchess Tablets, as they are the only safe and reliable monthly medicine known. Price, \$1. By mail, \$1.08. Send 4 cents postage for Free Sample and full particulars. Address The Cook Company, Room 3, No. 253 Woodward Ave., Detroit, Mich.

Southern Railway.

This condensed schedule is published as information and is subject to change without notice to the public. In effect June 30th 1901.

5:00 a. m., No. 8—Daily for Richmond, connects at Greensboro for Raleigh, Goldsboro, Winston-Salem, Norfolk and Winston-Salem. At Goldsboro for Newberne and Morehead City.
8:20 a. m., No. 33—Daily, Florida Express, for Columbia, Savannah and C. C. and A. local stations. Pullman sleepers to Jacksonville and Fort Tampa and to Augusta.
8:25 a. m., No. 33—Daily, Atlanta Express and first class coaches. Close connection at Spartanburg for Hendersonville and Asheville, and at Atlanta for all points south. Pullman Tourist Sleeper to San Francisco every Tuesday, Thursday and Saturday, via New Orleans and Southern Pacific.
9:35 a. m., No. 37—Daily, Washington and Southwestern Limited for Atlanta and all points south and southwest. Pullman sleeper to New Orleans and Memphis. Pullman Observation Car service to Macon.
8:45 a. m., No. 16—Daily except Sundays for Statesville, Taylorsville and local stations. Close connections of Mooresville for Mocksville and Winston-Salem, at Statesville for Asheville, Hickory, Lenoir and Blowing Rock.
10:05 a. m., No. 36—Daily, United States Fast Mail, for Washington, Richmond and all points North. Pullman sleeper to New York and Richmond. Dining cars. Close connection at Greensboro for Winston-Salem, Raleigh.
12:50 p. m., No. 11—Daily for Atlanta and local stations. Close connection at Spartanburg for Hendersonville and Asheville.
3:00 p. m., No. 78—Daily except Sunday freight and passenger for Statesville and local stations.
6:40 p. m., No. 12—Daily for Richmond, Raleigh and local points connects at Salisbury for Asheville, Knoxville, Chattanooga and Memphis.
8:18 p. m., No. 38—Daily, Washington and Southwestern Limited for Washington and all points North. Pullman sleepers and observation to New York. Solid Pullman train.
9:15 p. m., No. 34—Florida Express for Washington and points North. Pullman sleepers to New York, Richmond and Norfolk. Close connection at Greensboro for Goldsboro and Morehead City.
10:00 p. m., No. 35—Daily for Atlanta and all points South and Southwest. Pullman sleepers to New Orleans, Birmingham, Dining cars.
9:55 p. m., No. 35—Daily for Columbia, Augusta, Savannah, local stations. Pullman sleeper to Jacksonville and Augusta, Columbia to Charleston.

The first section of all scheduled freight trains carry passengers between points at which they are scheduled to stop.

FRANK S. GANNON,
Third Vice President and General Manager.

S. H. HARDWICK,
General Passenger Agent, Washington, D. C.

R. L. VERNON,
Traveling Passenger Agent.

T. J. WITHERSPOON,
City Ticket Agent, 11 South Tryon Street, Charlotte, N. C.

Seaboard Air Line Ry.

"Capital City Route."
Short line between the Principal Cities of the East, South and South West. Schedule in effect May 26, 1901.

	No. 84.	No. 83.
Lv Charlotte	7:25 p.m.	5:20 a.m.
Ar Monroe	8:10 p.m.	6:00 a.m.
Lv Monroe	8:35 p.m.	6:05 a.m.
Ar Hamlet	10:10 p.m.	7:40 a.m.
Ar Wilmington		12:05 p.m.
Ar So. Pines	11:23 p.m.	9:02 a.m.
Ar Raleigh	1:24 a.m.	11:25 a.m.
Ar Norfolk	3:25 a.m.	1:35 p.m.
Ar Portsmouth	7:00 a.m.	5:50 p.m.
Ar Richmond	6:32 a.m.	8:31 p.m.
Ar Washington	10:10 a.m.	7:05 p.m.
Ar Baltimore	11:25 a.m.	11:25 p.m.
Ar Phil	1:36 p.m.	2:56 a.m.
Ar New York	4:25 p.m.	6:30 a.m.

	No. 81.	No. 41.
Lv Monroe	9:05 a.m.	12:25 a.m.
Ar Athens	2:40 p.m.	6:23 a.m.
Ar Atlanta	3:55 p.m.	9:00 a.m.
Ar Montg'm'y	9:20 p.m.	
Ar Mobile	8:05 a.m.	
Ar New Orleans	7:40 a.m.	
Lv Charlotte	10:11 a.m.	
Lv Lincoln	11:22 a.m.	
Lv Shelby	12:19 p.m.	
Ar Ruth'd'n	1:33 p.m.	

Trains arrive Charlotte daily: 10:01 a. m., 10:15 p. m. From East and South 7:15 p. m. From the West.
Pullman sleeping cars between Charlotte and Portsmouth on Train No. 84. Connections at Monroe with fast through trains and through sleepers to the East and South.
For detailed information address
Ab. V. Harrill Pass. and Ticket Agt.
23 South Tryon St.
Phone 180.
JAS. M. BARR,
1st Vice Pres. and Gen. Man.
R. E. L. BUNCH,
General Pass. Agt., Portsmouth, Va.
H. S. LEARD, T. P. A.,
Raleigh, N. C.

WHEELER

MICHAELSON ARCHITECTS
CHARLOTTE, N. C.

WHEELER

Morphine and Whiskey habits treated without pain or confinement. Cure guaranteed or no pay. B. H. WEALE, Manager, Latta Springs Sanitarium, Box 3, Aulay, Ga.

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Mutual Building & Loan Association,

21st Year.

Oldest in the State.

The books are now open for subscriptions for shares either by BORROWERS OR INVESTORS. Those desiring loans can get their position as to date at once by paying entrance fees and filing application.

Borrowers pay 6 per cent interest. Investors and Money Savers Get 6 7-10 per cent. Net income, free of all taxes.

Call and get a copy of last statement made at the end of 20 years.

A. G. BRENNER, Treas.
P. M. BROWN, Pres.

Trustees' Sale.

Under and by virtue of a Deed of Trust executed to me by N. B. Houser and wife Maggie E. Houser, bearing date March 12th, 1901, and registered in Book 141 at page 524 in office of Register of Deeds Mecklenburg County, N. C., and because of default in the payment of the debt secured thereby I will sell for cash, at public auction, at the County Court House Door in the City of Charlotte, at 12 o'clock, M., on Friday, the 13th day of September, A. D., 1901, that certain lot of land in the City of Charlotte, N. C., in Square No. 47, Ward 2, bounded as follows: Beginning at a stake on the East side of North Brevard Street, ninety-nine feet North from corner Friendship Church lot, and running thence with Brevard Street towards Second Street forty-nine and one-half feet to a Stake, H. G. Springs' corner, thence towards Caldwell Street and parallel with First Street one hundred and ninety feet to a Stake or Post, thence towards First Street and parallel with Brevard Street forty-nine and one-half feet to a Stake, and thence parallel with First Street one hundred and ninety feet to the Beginning.
This August 13th, 1901.
R. E. COCHRANE, Trustee.
8-13tds

ICE

AT

Wholesale and Retail

We are now delivering to any part of the city ice in any quantity desired.