

Fall

Opening

Fashionable Millinery Wednesday and Thursday September 27th and 28th

THIS WILL BE THE MOST IMPORTANT DISPLAY of Fashionable Millinery ever made in our store. It will mark the beginning of a season that will more than ever impress upon Charlotte people the advantage of buying at the Morrow-Bass store of quality. Every Hat, regardless of cost, and the range will be wide; will reflect the thought and talent of an artist milliner. Come and see these Hats on our opening days and you will come back some other day to buy, for there is something compelling about our Hats that nothing but possession can satisfy.

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FARMERS AND RAILROADS MUST GET TOGETHER

By Associated Press.
Kansas City, Mo., Sept. 26.—That the future of the United States as an agricultural country depends upon a closer relation between the farmer and the railroads was the gist of an address before the National Conservation Congress here today by Herbert Quick, of Madison, Iowa, editor of a farm journal. Mr. Quick said, while the relations between the farmer and the railroads are not always amicable, it was the farmers who really built the railroads and were "neatly beaten out of their interests."
Mr. Quick placed emphasis upon freight rates as an index not only to the farmer's profit but to the general cost of living. He charged that railroads in fixing rates often connived with great population centers to the detriment of smaller cities and the country in general.
"Mr. Quick enumerated several instances of co-operation between farmer and railway, of the introduction of improved breeds of live stock along the lines of his system by President Hill, of the Great Northern, of the maintaining of demonstration farms on Long Island by the Pennsylvania, and of the running of educational trains for the purpose of bringing agricultural science into touch with the farmers. Railway aid to agriculture, he said, has grown to be a fashion.
"But all these things," he continued, "have been done and are still being done with an eye single to tonnage. We may trust the enlightened selfishness of good business to push this sort of activity to the limit of its profit. But in the great task of conservation do the railroads owe any duty to the farms beyond what they are now performing? This phase has yet to be worked out.

"The greatest transportation fact faced by the American people is the problem of developing remote parts of the country. If the building of a national system of waterways be resorted to, the aid of the railways must still be demanded if success is to be obtained.
"The railways of the United States have enormously retarded agricultural developments and added to the expense of living, by permitting the lodgment in our transportation system of that industrial parasite, the express company. The express companies perform practically no functions which do not belong to the railroads. Every dollar of the huge profits which the express companies make is a burden upon industry, unnecessary and unjust.
"The farmer must be placed in such condition that he can work up trade in the city and ship in small packages to the consumer at just rates.
"Mr. Quick then took up the matter of rate making in the interests of national development. As regards national questions, he said, the railroads must be enlisted in such policies as may be dictated by patriotism.
"The whole structure of rates," he declared, "as they now exist is devised to favor the long haul to and from market, and make up with reference to the demand of certain trade centers, and certain powerful financial interests, some of which are closely allied to ownership of the railway." He referred to the history of rates on the border line between the Gulf of Mexico and the territory of the railways running to Chicago and the Atlantic ports. The farmers of Oklahoma, Kansas, Nebraska, Colorado and much other territory, he said, are entitled to the near outlet by way of the gulf. The battle, he declared, was fought out not along lines best for the nation but with sole reference to the interests of railways.
"The building of the Gulf Line was robbed of its benefits to the farmer. Rates were so adjusted, and still are, as to make the gulf lines as bad for the farmer as the Atlantic lines, instead of making the old lines as good as the new should be. The present railway situation is full of such anomalies."
"One can scarcely conceive," Mr. Quick said, "of such complete development in Iowa, Nebraska, the Dakotas or Oklahoma, as has been attained in some European countries and yet it is merely a question of transportation. If it can be accomplished by land carriage, he declared, the nation will have to have recourse to waterways. The desired end, he said, might be attained through the use of "tapering rates"—that is, by rates which increase not with the distance, but on some basis which gives the remote point a less tariff than the nearby points. As an instance of the benefit of tapering rates he referred to the rates on citrus fruits from Pacific coast points east. The rate on oranges and lemons to all points east of Denver, or from Cheyenne, Wyoming, to Eastport, Maine, is the same.
"The state of Iowa is Chicago's back field, and Iowa's population is shrinking. This fact alone is enough to condemn the rate system which permits it. The Texas system is based on the theory that many medium sized towns and cities are to be preferred for the agricultural welfare of the state to one or two overgrown municipalities with rates made to stimulate their growths at the expense of the rest. This has been accomplished by the establishment of a minimum freight charge. Thus, while such places as Galveston, Houston, Dallas, Fort Worth and Waco are among the most prosperous towns of their size in the country, they are constantly meeting the competition of that numerous class of smaller Texas cities the unsuspected presence of which is such a constant surprise to the traveler from the north.
"The question of what transportation has to do with the soil fertility and development was taken up by Mr. Quick. Potash, nitrogen, lime and other chemicals, he explained, must be got to the land from whatever source it comes and this in most cases is a railroad problem.

CONCORD FOR CHAR-RALEIGH RAILWAY NOW
Concord, N. C., Sept. 26.—Another opportunity will likely present itself to Concord within a few days to secure its greatest need—that of a new railroad. Some time ago Mr. Lewis Hartsell, the hustling secretary of the Retail Merchants' Association, wrote Mr. E. C. Duncan, who recently purchased the charter of the Raleigh & Charlotte Railroad Company, requesting him to consider Concord's claims to the road if it was built as proposed. Yesterday Mr. Hartsell received the following reply:
Raleigh, Sept. 11, 1911.
Mr. Lewis Hartsell, Secretary,
The Merchants' Association,
Concord, N. C.
My Dear Sir:—Your letter of the 7th to hand. In reply will state that I have made arrangements with the incorporators of the Raleigh & Charlotte Railroad Company to take it over. My arrangements will not have been completed with them until the early part of October, and until then I shall not be in a position to take up and discuss the matter.
Yours very truly,
E. C. DUNCAN.
The road, as proposed when first incorporated, several years ago, will run on a direct line from Raleigh to Charlotte. If this course, if adopted, and the maps and surveys showed that it is by far the most feasible route, the road will pass Concord. Beginning at Raleigh and going to Durham it would have a direct line through Chatham, Orange, Alamance, Randolph, Davidson, Rowan and Cabarrus counties on to Charlotte.
The building of this road through this great and populous section of North Carolina would mark the beginning of an industrial renaissance in which Concord could be a potential factor provided the citizens here will offer inducements commensurate with the material benefits that would be derived and sufficiently attractive to induce officials of the road to build its lines here.
The Merchants' Association is manifesting a great interest in the matter and are asking the co-operation and aid of every citizen in the endeavor to get the road if it should prove an actuality.
The citizens of Concord are now thoroughly aroused in their efforts to get large and more adequate railroad connections and should the opportunity present itself, which is very likely, for them to assist in securing the road by giving both their moral and financial support they will gladly welcome it.—Concord Tribune.

Drainage Work In Statesville
Special to The News.
Statesville, Sept. 26.—Within the next few weeks actual drainage work will have begun on the two principal creeks on Iredell county and within two years hundreds of acres of the most fertile bottom lands now almost unfit for anything except to breed fever germs will have been reclaimed for cultivation and the county's corn production will be enormously increased.
Messrs. John M. Sharpe, R. A. Cooper and H. Burke, commissioners for Fourth Creek Drainage district, have just closed a contract with the American Steel Dredge Company of Fort Wayne, Ind., for the drainage of Fourth creek from the Cornelius place in Concord township to the Rowan county line, a distance of 15 1/2 miles. The contract, which was made through Mr. James P. Kerr, a representative of the dredge company, requires that work begin within 60 days and the time limit for its completion is January 1, 1913. Mr. Kerr said that a force of men to build the dredge boat will arrive within a few days.
The big boat which is to carry the dredge on Third creek has been successfully launched and the dredging machinery is now being installed on the boat.

Deserted By His Sweetheart Man Dies
By Associated Press.
St. Joseph, Mich., Sept. 26.—The strange story of how a man died of natural causes before he could fasten a noose about his own neck as he had planned has been brought to light by the finding of the body of E. H. Powers by the roadside near Stevensville. According to the doctors who held an autopsy, Powers died of apoplexy.
The apparent desertion of Powers by his sweetheart, who is said to live in Chicago, is held to be indirectly responsible for his death.

Plan to Finance Holding Movement
By Associated Press.
Sumter, S. C., Sept. 26.—At a joint meeting here the members of the Farmers' Union and bankers of this city, the latter offered to urge their directors to raise \$500,000 to lend on cotton in warehouses, in line with the resolutions adopted at the Montgomery Cotton Growers' Conference for the holding of this year's crop for higher prices. A resolution was adopted urging the farmers of this county to hold their cotton without assistance if possible or if not, to store it in bonded warehouses and borrow money on the certificates.

An Uneasy Feeling in the stomach or bowels, caused by indigestion or constipation, yields quickly to
SIMMONS RED Z LIVER REGULATOR
(THE POWDER FORM)
It removes all impurities or fermented food, cleanses and tones the stomach and bowels and restores that fine feeling of exhilaration, mental activity and cheerfulness that belongs only to perfect health.
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Searching For Three Shooters
Special to The News.
Asheville, Sept. 26.—Additional reports concerning the killing of a white man in Yancey county a few days ago, are to the effect that the dead man was Robert McKay, who had gone to Yancey county in the interest of a railway in Tennessee. The officers are looking for three Petersons, as stated Saturday, two of them brothers and their nephew.
The cause of the shooting is said to have been on account of some trouble the Petersons had with a negro who had been hired by McKay.
Blobs.—"Skinnum boasts that he is as good as his word." Blobs.—"That may be. His word isn't good for anything."

Photographers Meet In Asheville
Special to The News.
Asheville, Sept. 26.—The members of the Virginia-Carolina Photographers Association, which is to hold a four days' session at the Swannanoa-Berkeley hotel, beginning Tuesday, have begun to arrive in the city. Most of the officers came Saturday to make preparations for the convention which it is said promises to be the most successful ever held.
The attendance is expected to be large and the members will probably arrive during the progress of the demonstrations and lectures until they close Friday night.
As three states are included in the association it is customary to alternate in the places of holding the conventions and as the last convention was held in Richmond, it may be expected that the next will be held in some city in South Carolina.

SOMETHING NEW IN MEDICAL HISTORY.
By Associated Press.
Muskegon, Mich., Sept. 26.—Mrs. Grant Devore, of Moorland, a village near here has given birth to twins, the babies being born three days apart. One child is exactly 73 hours older than the other. Physicians say the case is almost without parallel in medical history.

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