

The Times Covers Concord and Cabarrus Like the Dew.

Strong Safe Conservative

Good Service and Absolute Security

is the only basis upon which this Bank solicits the banking business of the people of this community.

Citizens Bank and Trust Company.

A. JONES YORKE, President. CHAS. B. WAGONER, Cashier.
H. L. PARKS, Vice President. JOHN FOX, Assistant Cashier.

Tobacco! Tobacco!

We have just received
1000 pounds of Tagless
Tobacco that we are going
to sell to the farmers
at wholesale price, * * *

\$2.75 PER BOX.

The D. J. Bost Co.

Opposite the Court House and Gibson Mill.

The Concord National Bank

Capital \$100,000

Surplus and Undivided Profits \$29,000

Your Business Solicited. Every Accommodation Extended
Consistent with Sound Banking.

D. B. COLTRANE, PRESIDENT.

L. D. COLTRANE, CASHIER.

JNO. P. ALLISON, VICE PRES.

SOUTHERN RAILWAY

Operating over 7,000 Miles of Railway.

Quick Route to all Points, North, South, East and West.
Through Trains between Principal Cities and Resorts.
Affording First-Class Accommodations.
Elegant Sleeping Cars on all Through Trains, Dining, Club
and Observation Cars.

For Speed, Comfort and Courteous Employees, travel via
the Southern Railway.

Rates, Schedules, and other information furnished by addressing the undersigned.

S. H. HARDWICK, Pass. Traffic Manager, W. H. TAYLOR, G. P. A.,
Washington, D. C.

R. L. VERNON, T. P. A., Charlotte, N. C.

SEABOARD

Air Line Railway.

Winter Tourist and all year round
Special Rates.

Winter Tourist Rates from Charlotte to—

Candlen, N. C. \$ 4.40
Havana, Cuba 42.50
Jacksonville, Fla. 25.00
St. Augustine, Fla. 25.00
Tampa, Fla. 42.50
Fort Beach, Fla. 25.00
Tallahassee, Fla. 25.00

Tickets sold daily with fifteen days return limit
permitting stop-over, and has final return limit
until May 31st 1908.

All year round Tourist Rates from
Charlotte to—

Hot Springs, Ark. \$ 40.50
San Jose, Cal. 25.00
San Francisco, Cal. 131.50
Los Angeles, Cal. 131.50

Tickets to Hot Springs limited to return with
in ninety (90) days. On stopovers all-ways to
other points, tickets limited to return within
ninety (90) days. Permits of stop-overs, and are sold
via diverse routes.

Wagoner double-daily vestibule service, with
through Pullman sleeping cars to Jacksonville,
St. Augustine, Atlanta, Birmingham, Memphis,
Portland, Norfolk, Richmond, Washington,
Baltimore, Philadelphia and New York.

For Time Tables, Booklets, Reservations, or
any information, address or call on

JAMES KEEL, Jr., G. P. A., Charlotte,
C. A. G. STUBBS, Trav. Pass. Agt.,
No. 4 Queen Building, Raleigh, N. C.
Telephone No. 117.

For sale—40 acres near Bradford's mill
5 1/2 miles from Concord. Fine orchard
of 150 trees. Two-story building, new
good buildings. Price \$1500 cash.
Jno. E. Patterson & Co.

USE ONLY PURE MOLASSES

We have just received
a shipment of the

Pure Porto Rico

which we guarantee to be
the best. Send us your
jug to be filled and be
convinced.

Dove-Bost Company,

Phone 21. Pure Food Store

Wedding Invitations!

Printed or Engraved in the
Very Latest Style.

We wish to say that we furnish the
most beautiful Wedding Invitations,
either printed or engraved, that can be
produced. Call and see our complete
line of samples.

Prices: Engraved, \$9.00 for first 50
printed, \$2.50 for first 50.

The Times Printing Office,

Concord, N. C.

VOTE FOR PROHIBITION.

Greenboro Christian Advocate.

The advocates of whiskey appeal to
appetite and claim that a man has a
right to do as he pleases and eat and
drink what he wants to—that every
man liveth to himself. St. Paul to the
contrary notwithstanding.

They say that if a man drinks
even to excess he does not hurt any
body, forgetting that every
time a poor man spends for drink
means less bread and shoes and coal
and comfort to wife and children,
forgetting too the crimes he may
commit against family and society
and the resultant expenses of poor-
houses and jails and hospitals which
innocent taxpayers are compelled to
meet because of the extravagances
and crimes of drunken men.

Dependent women and innocent
children and law-abiding taxpayers
have rights which law should re-
spect and which count for a great
deal more than the right of a man
to poison his brain with grog and
degrade himself by drink to the level
of a brute.

The advocates of whiskey not only
appeal to appetite but to the covet-
ous spirit in men when their business
is endangered they claim to be great
philanthropists and are suddenly
concerned about how the poor chil-
dren of the land are to be educated;

that if saloon tax is removed the
graded schools will have to close or
else the taxes for schools will be so
high as to be prohibitive. They forget
for a time that the saloon is the
worst for the school and church en-
counters. Then at this particular
time they are distressed for the poor
farmers of the country and claim
that if breweries and still houses are
closed that the farmer will have no
market for his corn. These philan-
thropic souls are much concerned
now lest the farmer by voting for
prohibition will vote away the market
for his crop.

But every farmer knows the re-
moval of the saloon is a blessing to
any community. That the men who
wasted their money for drink will
without the saloon be able to buy
more flour, corn, potatoes, every-
thing the farmer grows and that
prohibition never closes a market
but opens a wider field for trade.

Prohibition pays any community
because it is right and for that
reason we should stand for it, pay or
no pay. But then it pays in the mat-
erial prosperity which it brings. So-
briety, frugality, prosperity, mor-
ality, these four are all related, and
whiskey selling and whiskey drink-
ing are opposites eternally to all four.

Do Not Be "Deceived."

The pastors of the churches in
Alamance county, thirty-two in num-
ber, have issued a pastoral address
to the voters of Alamance county
that has the right ring. From it
these extracts are taken:

"This is the opportunity for which
we have been long praying, and one
which, if neglected now, may never
come again. If we let our cause be
lost now, we serve notice on our
Legislature that our people are op-
posed to State prohibition; to win
by a small majority will mean the
indefinite continuance of the fight;
to win overwhelmingly will settle
the question over for all.

"Let us not be deceived by the
soothing assurance that victory will
be easily won. On the contrary we
need strenuous efforts of every tem-
perance man and woman, a thorough
organization in every township, and
every vote that can be cast. The li-
quor manufacturers and dealers of
the whole country are pouring money
into our State and flooding it
with pernicious literature filled
with specious falsehoods. And some
of our own newspapers and politi-
cians are using all their influence to
prejudice the people against prohibi-
tion."

Bryan's Strength.

In our opinion, Mr. Bryan's nomi-
nation is the only hope of Democratic
success. What can Johnson or Gray
or any other that has been mentioned
accomplish in the way of stirring
the country to enthusiasm? Can
they do more than Judge Parker?
They are of the same type, and utterly
hopeless. Bryan in 1896 got a
million more votes than Cleveland in
1892, and a million and a half more
votes than Parker in 1904. Bryan
will be the leader.

Columbia State.

Mr. M. D. Smith was in the News
of old times said the land that his
father owned and that he paid about
\$5 tax on, was now divided into 14
parts and supported 14 families, and
that each of the 14 families made
just about as much on their part
as his father made on the whole of
it and that the tax on the land was
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TEXAS BUZZARDS IN DEMAND.

Few Carloads Wanted for Shipment to the North.

Henry Fielding, of Bangor, Me.,
arrived in the city recently and is
stopping at the Bexar Hotel. His
mission in the Lone Star State is to
purchase and acquire Texas buzzards
of various ages for shipment to
Maine for scavenger purposes. He
is representing a number of boards
of trade, chambers, of commerce,
business clubs, etc., of Maine cities,
which have recently awakened to
the fact that the supply of buzzards
in Maine is rapidly decreasing, which
is injurious to the rural districts in
Maine.

Mr. Fielding was instructed to se-
lect the most strategic point as head-
quarters in a section of the some-
what well populated with the crim-
son-headed creatures, and to begin
operations.

Mr. Fielding says it is a matter of
general knowledge that buzzards are
thickest in a cattle country, and in-
quiries by mail and otherwise proved
that southwest Texas is well stocked
with what he is seeking. The ship-
ments will be in car lots to various
points in Maine.

Most of them will probably move
out of San Antonio, coming here in
cars that are loaded. However, if
Mr. Fielding secures a carload at any
particular point in the southwest the
shipment will be made from there.

Mr. Fielding admits that his mis-
sion is unique and seems strange in
a community where buzzards are
plentiful, yet one that can be per-
fectly appreciated in a community
where the stock of buzzards were
almost wholly destroyed.

He says the last legislation in the
State of Maine passed stringent laws
relating to the slaughter of the buz-
zards and that during the next two
or three years an effort will be made
to undo the damage that has been
done and to remedy present con-
ditions.

"Naturally," said Mr. Fielding,
"any one will admit that the buzzard
is a very necessary bird to rural dis-
tricts. He is not only a great de-
stroyer of carrion, but he is a great
detective and calls the attention of
many farmers and ranch owners to
the presence of nearby carrion, cal-
culated to injure health if not dis-
posed of. We believe that by a
general campaign it will be possible
to restock the State of Maine in the
course of two or three years, and
believe that the money will be well
expended."

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TO CUBA BY RAIL.

The opening of Henry M. Flag-
ler's Key West extension of the Flor-
ida East Coast railway as far as
Knight's Key signifies the success
of a remarkable engineering project.
It is also a great personal triumph
for Mr. Flagler, who stuck to his
pet enterprise in the face of all kinds
of discouragement. It was often
predicted that he would never live
to see the railway from New York
to Key West completed, but trains
are now running to Knight's Key,
from which point passengers are
conveyed by steamer to Key West
and Havana. It is now recognized
that there is no insuperable engi-
neering or financial obstacle in the
way of the speedy completion of the
extension to the terminus at Key
West. At that point, which is only
sixty miles from Havana, large
ferryboats will take the trains across
the intervening stretch of ocean so
that they may be run solid from
Miami to Havana. In this way the
Pullman passenger can remain in
his stateroom if he desires all the
way from Jersey City to the capital
of Cuba.

The completion of the line will al-
so render it possible to ship freight
from many parts of the United
States to Cuba without breaking
bulk en route. This is an important
factor when one considers the in-
crease in volume of trade with the
West Indies and South America likely
to come as one result of the completion
of the Panama canal. But it is ex-
pected that trade along continental
lines will feel a new impulse even
before the opening of the Panama
canal by reason of the extension to
Key West of Mr. Flagler's railway.

The commercial importance of the
port of Key West will be much in-
creased. In fact, the port has al-
ready attained a considerable im-
portance in commercial prestige be-
cause of the recent opening of the
extension to Knight's Key.

To construct a railroad across the
rushing waters of the gulf of Mex-
ico is a task of no small magnitude,
and the engineering problem the
exact parallel of which has never
been encountered before. It is com-
plicated by the necessity of build-
ing a portion of the line so that the
tropical storms encountered in that
part of the road run some times
over concrete arches, and on this
part of the road and several others
the traveler can look out on either
side without being able to see any
land. As he cannot see the tracks
beneath the train, he is like a blind
man feeling his way over a road
strewn with holes and pits.