

**Muslin**  
"Belle Isle"  
Best Savings in  
are most evident  
own "Belle Isle,"  
surpassingly fine  
bleached, 36 in.  
unbleached, 39 in.  
yard,  
**10c**

**A NATION-WIDE INSTITUTION**

**OUR 25<sup>TH</sup> YEAR**

**J.C. PENNEY CO.**

**OUR SILVER YEAR**

*"where savings are greatest"*

50-54 SOUTH UNION STREET, CONCORD, N. C.

**Bath Towels**  
Supreme Values  
Popular in size — and  
satisfactory in long wear!  
White or with color stripe  
border. And our price,  
only,  
**10c**

# White Goods Week

— a notable offering of distinctive values — new, fresh and crisp goods await you here.

Never before has the American housewife had such splendid offerings in White Goods Week—the cotton crop broke the records generally—and made the finished cotton much lower in price. Second—with our great Buying Power, we could place most favorable contracts with the largest mills in the world. Third—our prices are always lower! Lead thru these important items. You will find many opportunities for truly notable savings in home needs.

## The Best Yet In Bath Towels Exceedingly Fine Values!



Now we really have surpassed all our previous efforts to get unusual Values for you in Bath Towels! You've been enthusiastic about our past offerings, and you'll be more so about these!

**Double Thread Terry for Triple Wear**

Large — heavy — finely woven—beautiful Towels! Plain white with colored stripes, and with Jacquard borders. Double thread! Our low price, each,

**25c**

### Another Master Purchase

Only our Nation-Wide scope and its great Buying Power effects this splendid price. Our 773 Stores have responded so strongly to this Towel offering that our purchase was really tremendous; hence, the great Value!

### Ramona Cloth A Versatile Fabric



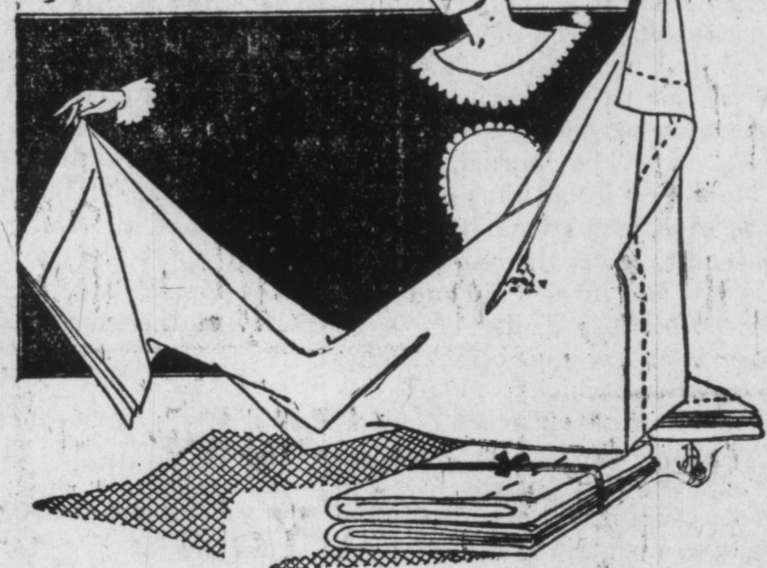
Ramona Cloth—the most useful material you've ever seen—uniforms, table linens, house dresses, children's clothes, etc. 36 inches wide, yard, in the linen finish.

**23c**

Other widths proportionately priced.

### Penco Sheets and Sheeting Our Great Improved Quality

After two years of working, we have produced this superior Penco Sheeting! Tests have proved it far better than other sheetings in its class. Note our low prices!



- 2 1-4 yard wide bleached or 2 1-2 yard unbleached the yard— **55c**
- 81x90 bleached sheets **\$1.45**
- 81x90 Hemstitched Sheets **\$1.69**
- 42x36 Pillow Cases **35c**
- 42x36 Hemstitched Cases **47c**
- 36-inch Linen Finish Tubing **30c**
- 40-inch Linen Finish Tubing **33c**

**White Nainsook**  
For Lingerie  
Always satisfactory for undergarments. The Yard, **23c**

**White Poplin**  
Mercerized  
Finely mercerized poplin, thrifty purchase. The yard, **49c**



Here is a new brand of super-fine Muslin—and it is sold only in our Stores. It has a soft, nainsook finish. The texture will be found beautifully woven. Lustrous!

If you want a quality par excellent in Muslin, you want Silver Moon. And it is very reasonably priced, of course, the yard, **18c**

### Nation-Wide for Great Savings A Serviceable Sheeting and Sheets



Nation-Wide Sheeting and Sheets make hosts of new friends for us every day! Large cotton production plus our great buying power produces this good quality and low price.

**Sold Only In Our Stores**

You just can't buy it anywhere else! And it does mean savings which amount to a lot!

- The 8-4 bleached, or the 9-4 unbleached, the yard— **37c**
- 9-4 Bleached or 10-4 Unbleached the yard— **39c**
- 36-inch Pillow Tubing the yard— **23c**
- 40-inch Pillow Tubing the yard— **25c**
- 42-inch Pillow Tubing per yard— **27c**
- 81x90 Sheets **\$1.10**
- 42x36 inch Pillow Cases **27c**

## HONOR MUSLIN Beautiful Finish Excellent Service—Low Price

Honor Muslin speaks for the whole J. C. Penney Company. It tells the story of our great Values—our intrinsically worthy qualities and our famous low prices!

### Note This New Low Price!

Now, because of our tremendous Buying Power, we can offer to you real Honor Muslin, bleached 36 inches wide, or unbleached, 39 inches wide, the yard, **12<sup>1</sup>/<sub>2</sub>c**

**Jersey Cloth**  
Mercerized  
For chemises, bloomers, vests, etc. The yard, **29c**

**Longcloth**  
An Excellent Value  
Buy longcloth here! Good quality, the yard, only, **15c**

## Demands Of City And Reply Of Southern Are Outlined

### Points at Issue in Controversy Between the City and Railway Company Outlined in Letters and Memorandums Prepared by Officials Representing Each.

The following constitute the demands made by the City of Concord in the controversy with the Southern Railway relative to the maintenance of the overhead bridge, the nearby trestle bridge and the approach to the bridge:

"Railroad Company to do the following—

"Pay one-half of cost of paving concrete bridge across Southern right-of-way 200 feet.

"To maintain concrete structure which is to include wearing surface across Southern right-of-way 200 feet.

"Construct concrete abutments to wood trestle across siding and maintain structure which is to include wearing surface.

"Erect Page guards or pay cost of same on both sides from corporate limits to concrete bridge across main line, excepting that part which was paved by the highway commission, and to pay for or construct Page guards on both sides of this provided the city, after negotiations with the highway commission cannot get the highway commission to construct this portion.

"The above not to in any way effect charges against the railroad company for paying at other points on the line."

In answer the Southern officials at a conference in Washington, adopted a memorandum, stating what it would attend the conference were: Mr. Miller, Vice President; Mr. Prince, General Solicitor; Mr. Hartsell, Special Counsel, Concord, N. C.; Mr. Simpson, General Manager; Mr. Akers, Assistant to Vice President; Mr. Wassum, General Superintendent; and Mr. Hungerford, Superintendent.

The memorandum reads:

"After a full discussion and examination of the files it was concluded to make propositions to the City of Concord, as follows:

"The Railway to construct and maintain necessary abutment at the west end of the trestle over the spur track to the power plant of the Brown Manufacturing Company where the fill has sloughed off and, if necessary, construct and maintain a concrete abutment at the east end of same trestle.

"The Railway Company to maintain in the future the sub-structure, including the floor system, but not including the surface of the cross-trestle over the aforesaid track to the Brown Manufacturing Company's plant.

"The Railway Company to reimburse the City for the amount expended for temporary repairs made in December, 1926, due to the sloughing of the fill. The City to maintain in the future the fills and wearing surface of the roadway."

L. Hartsell, senior, of the law firm of Hartsell and Hartsell, counsel for the Southern, made public the above demands of the City and answer of the Southern. He also made public a letter from S. R. Prince, General Solicitor of the Southern, which sets forth at greater length, the company's intentions in the controversy.

In answer to the first paragraph of the demands Mr. Prince says: "Mr. Miller is willing to agree to this."

In answer to paragraph two he says in part: "Our position with reference to the wearing surface is this: There has been a bridge at this point for more than 30 years. As shown by the extract from the minutes of the town under date of March 4, 1894, the following was agreed to by the town: 'The commission for the Town of Concord will accept the same as a public bridge in said town.' And also: 'That the commission for the Town of Concord will maintain and keep in proper repair at all times after the acceptance thereof the said bridge and approaches thereto for public use, until the bridge shall be declared unsafe for use as hereinafter expressed.'"

"In other words, after the bridge was completed the town agreed to accept it as a public bridge and maintain it. If it was a public bridge, the obligation to maintain it in its entirety was upon this town, but we do not ask that. We are willing to maintain the structure itself and, as heretofore stated, are willing to pay half of the cost of paving the concrete bridge across the right of way."

"When that is done it seems to us that the bridge should be treated as any other paved street. The wearing surface of a street is repaired by the town, and it is only when the street is repaved entirely, just as if it were a new proposition, that abutting property holders are asked to bear any part of the burden."

In answer to paragraph three in the demands Mr. Prince sets forth again the company's willingness to construct two abutments to prevent further sloughing of the road at the ends of the bridge over the trestle, and to maintain the floor system. He also declines to maintain the wearing surface, and says in this connection:

"We are not willing to agree to maintain the surface of the cross-trestle over the track of the Brown Manufacturing Company."

"There is no need for us to discuss the agreement under which this bridge and approach was built, insofar as the recollection of two parties is concerned, because they are diametrically opposed, but I think the city is bound by its own records, and if you will read the record found in the minutes of the town Book 7, page 277, dated April 19, 1907, you will find the following: 'Until the Southern Railway Company shall execute a contract and agreement to keep in repair the approach to its cement bridge, except only the surface macadam and asphalt outside the right of way of the North Carolina Railroad Company, which is to be kept in repair by the City of Concord.'"

"If this does not mean that the City of Concord is to keep in repair

the surface macadam and asphalt outside of the right of way, I do not know the meaning of the English language. This trestle is outside of the limits of the right of way and is a part of the approach and the city is now asking that we maintain the surface macadam. \* \* \* This is no more nor less than any other street, and the city should maintain it."

In regard to paragraph four, which asks for Page guards, the Southern maintains that the city has no right to make such a request. The letter says:

"The railway cannot agree to the foregoing. We hope and think that the city could get the highway commission to put in the necessary guard. It must be borne in mind that the approach to the bridge on the west side of the track was formerly very steep and what the railroad did was to have it straightened out and the grade reduced. If this had not been done, would the city expect us to pay for guarding the old approach? If not, why should it expect us to pay for guarding the new approach?"

As to the ordinance requiring trains to slow down to five miles an hour when crossing Corbin street Mr. Prince says:

"So far as the ordinance requiring trains to stop is concerned, as you well appreciate, that would be an interference with interstate commerce and I do not think we could be required to obey it, but we have no desire to disobey any laws of the town. We hope, therefore, that the ordinance will be repealed."

This letter was written on January 12th, two days before the ordinances went into effect.

The Southern, its officials here maintain, is responsible only for its right of way which extends two hundred feet from the center of the main line tracks. "The right of way the company is under the wooden trestle is just the width of the tracks, those officials point out. Therefore they contend that the Southern is not responsible for the approach to the trestle bridge as the right of way does not extend to that point."

It is hinted now that the only difference in the way of an agreement relates to the demand for the Page guard from the end of the trestle bridge to the edge of the bridge over Buffalo creek. This is not the property of the Railway company, its officials maintain, and therefore they should not be required to furnish the guard for the fills on both sides of the road.

By erecting the concrete abutments at either end of the trestle bridge, the officials say, the sloughing of the street there would be avoided. With the present wooden abutment sand sifts through and allows the surface to drop at either end of the bridge, causing the bridge to be higher than the remainder of the street. With concrete abutments the sand could not sift through and there would be no further sloughing, they contend.

So far as is known there has been no further conference between officials of the contending parties and the situation remains unchanged, with the overhead bridge still closed to traffic which is directed over the Corbin street crossing.

### LIST OF CONFEDERATE VETERANS IN CABARRUS

#### Were Entertained at Dinner At Hotel Concord by Daughters of the Confederacy

- Every Confederate Veteran in Cabarrus county was invited to attend the dinner given Wednesday in the private dining room of Hotel Concord.
- L. A. Weddington, member of the pension board of the county and keeper of Confederate records in Cabarrus, furnishes the following list of Veterans, and adds: "If anyone knows of other Veterans not in the list please report to me."
- No. 1 Township—J. P. Culp, J. S. Hudson, Dr. S. A. Grier.
  - No. 2 Township—T. W. Brumley.
  - No. 4 Township—J. S. Harris, T. S. Shinn, H. J. Blue, R. M. Roberts, A. L. Demarcus, J. R. Ritchie, Jno. H. Sizemore.
  - No. 5 Township—P. J. H. Pless, J. Frank Fink, N. A. Barnhardt.
  - No. 6 township—Jno. M. Safrif, G. Henry Bost, Caleb Cruise, Jacob Carter.
  - No. 7 Township—H. H. Moore.
  - No. 8 Township—G. W. Page, W. G. H. Barringer, J. T. Hahn, A. A. Harvell, J. F. Moore, J. C. Sikes.
  - No. 9 Township—T. S. Rinehardt, A. M. Furr.
  - No. 10 Township—J. S. Russell, W. H. Hudson, T. J. Shinn.
  - No. 11 Township—W. J. Black, Cyrus Allman.
  - No. 12 Township—Dr. L. A. Bickle, D. B. Coltrane, J. C. Honeycutt, G. M. Lore, A. M. Brown, Frank Cook, J. A. Propst, R. O. S. Miller, A. G. Bost, G. G. Richmond, A. M. D. Starnes, W. A. Coleman.

#### Party Saturday Night

The girls Guild of Mt. Pleasant, entertained a few of their young friends at a candy cooking after which sandwiches and coffee were served.

The basement of the church was beautifully decorated with potted plants and the Guild colors of orange and black.

Those enjoying the evening were: Misses Edith and Fay Moore, Ruth and Zula Lowder, Miriam Foil, Elizabeth Nussman, Tena Eudy, Marjorie Mittenbuhler, Myrtle Blackwelder, Alma Tucker, Mrs. G. L. Herrin, Mr. and Mrs. Warlick, John Henry Beant, Nettie, Gailor Lawrence, Spencer Ager, String Bean Davis, George McAllister, Gny Lipe, G. L. Herrin, Jr.

Mr. and Mrs. William Corl, Mr. and Mrs. James Corl and two children, of West City, Mo., are guests of Mr. and Mrs. M. J. Corl on West Depot street.