

THE MONROE JOURNAL.

R. F. BEASLEY, PUBLISHERS. G. M. BEASLEY.

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Brother Johnson Comes to Bat in Fine Form.

The editor of Our Home of Marshville, who is a mighty sensible man except when he wants to carry a point...

"Editor Beasley said he didn't have any intention to 'butt in' this controversy, but he must have rooted in, and now he can either root back out or stand up to the trough and hold his ground."

We herewith introduce Brother Archibald Johnson of Charity and Children, who does some rooting as follows, which applies to all women who are chained down to the household grind, wherever they live.

"The Monroe Journal went after Brother Greene of Our Home last week, because of the criticism of the latter upon women who attend 'societies' and leave their children at home."

When the link of new road that is to connect the Seaboard with the coal fields of Kentucky is completed it will be of vast importance to Monroe. The company has already decided to put a small repair shop here, and when the new line comes along and trebles the business over the Rutherfordton branch, it is pretty safe to think that the situation will require big shops. This has been hinted at already. The story of the new road is told in the Charlotte Observer as follows, and what is said as to Charlotte applies with more than equal force to Monroe.

Much has been said lately of the new South & Western Railway, which is to be run from the coal and iron fields of east Tennessee, Kentucky and West Virginia to the Atlantic Seaboard. Railroad men have thought the Seaboard Air Line was backing the new road financially. Recent developments go to show that the current reports are true. There is but little doubt that the men who are furnishing the money for the construction of the new road are holders of big slices of Seaboard Air Line stock. It is believed that the two roads are to all intents and purposes one.

As to a Democratic Platform.

The Richmond Times-Dispatch says, in the course of an editorial on what the Democratic party should stand for: "Our greatest victory since the war was in 1892, when we went before the people on an ideal platform, with tariff-for-revenue-only as the paramount issue."

And that is the time that the Democratic party, with ample majority in Congress and a Democratic president, showed itself absolutely incapable of enacting a tariff-for-revenue-only. Has our contemporary forgot that the party failed to do the very thing that it was put into power to do? From that campaign till this good day the country has shown no inclination to listen to Democratic eloquence on this subject. The party failed to make good any difference between a revenue tariff and a protective tariff, and the people will not enthrone again. The Charlotte Observer, in commenting on the editorial from which the above extract is taken, says: "My! but the talk of an ideal Democratic platform, with tariff-for-revenue-only as the paramount issue and no thought of a debased currency and other compromising vagaries, is calculated to thrill."

We cannot agree with our contemporary. The tariff was once a great question, and is today, but not in the sense that its solution is so pressing as others. Since the Cleveland victory of 1892, when the party failed to make good, other questions have arisen that overshadow this old one. Think what a platform such as the old ideal one would be, would mean now—a bundle of platitudes that would have little bearing on real present day questions. It would stand for "individual rights, freedom and individualism," says the Indianapolis News. It would stand for these in graceful platform flourishes and turned in the face at the suggestion that the forces that are rapidly making these things impossible should be bridled. Any menace to individual liberty from legislation in this country has long since passed. The fearful accumulation of power in the hands of a few men through the control of immense corporate wealth, is the thing that is strangling individual rights and freedom in this country, even the freedom of States, and yet the old time, ideal Democracy regards this assertion as a piece of

populism. The tariff was once thought to be the mother of trusts, yet today the greatest and most dangerous of the trusts would not be hurt by a repeal of the tariff. The Oil Trust and the Tobacco Trust have already divided up the world. Any great trust that might be injured by a reduction of a tariff schedule would find it easy to secure enough money to absorb all foreign competition. The dream of defeating the trusts by abolishing the tariff might have been good ten years ago, but it won't do today. The coal trust would be blissfully ignored in your old time platform, the railroad trust, which can and does destroy individual liberty, States' rights and local self government at a blow, would not be spoken of. The real question in this country is the fundamental one of whether the people will rule or whether corporate wealth will continue to run things. This vital issue would be a vagary to the old-time. States' rights, local self government, freedom and no paternalism in the platform, and the whole country in reality dominated by the benevolent pirates of New York, who, like President Baer, consider that the old exploded shibboleth of monarchy, divine right, has been resurrected and committed to their hands. The people would not listen to the reading of an old time Democratic platform, much less vote for it.

MONROE TO BE IMPORTANT.

New Railway from the Coal Fields of Kentucky will Centre Big Business Here—New Road a Reality.

When the link of new road that is to connect the Seaboard with the coal fields of Kentucky is completed it will be of vast importance to Monroe. The company has already decided to put a small repair shop here, and when the new line comes along and trebles the business over the Rutherfordton branch, it is pretty safe to think that the situation will require big shops. This has been hinted at already. The story of the new road is told in the Charlotte Observer as follows, and what is said as to Charlotte applies with more than equal force to Monroe.

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The South & Western road extends from Elkhorn, Ky., via Erwin, Tenn., to Spruce Pine, this State. The line from Spruce Pine to Marion is now being built, several thousand laborers being employed in the work. When the road is finished to Marion, it will then be run to Rutherfordton, a distance of about 21 miles. At Rutherfordton the new line will intersect the Seaboard road, which connects with Charlotte, Monroe, Wilmington and the coast at Southport. From Rutherfordton, the new road will be extended to Spartanburg, S. C., where it will connect with the Charleston and Western Carolina road, running to Augusta, Ga., and on to the Atlantic Seaboard at Port Royal, S. C. Should one take the trouble to examine the map of this section, it will be seen that the new road will be a direct route from the coal and iron fields of eastern Tennessee, Kentucky and West Virginia to the sea coast.

This means much for Charlotte. It will give the city direct connection with the coal fields and thus the heavy freight charges which have been such a heavy burden in the past will be materially lowered. The fact that the two roads will be under the same management will assure better service as well as cheaper rates.

At present the coal fields are approximately 375 miles from Charlotte. Should a manufacturer order a car of coal direct from Peachamas, which is practically the center of the coal district it would come via Lynchburg, Va., travelling the distance named above. By the new route, via Rutherfordton, Marion, Johnson City and the coal fields of East Tennessee or Kentucky, the distance is only approximately 275 miles, which is 100 miles shorter than the present route. This will mean a saving of at least 50 cents on the ton, with the possibility of a further reduction if the two lines compete.

The new road will connect with the Chesapeake & Ohio at Elkhorn, Ky., which gives it a direct line into Cincinnati and points in the Middle West. In this way the great grain and provision centers of the country will be brought into closer relationship with Charlotte.

The building of the Panama Canal will give influence and prestige to the Southern seaports. The construction of this new railroad connecting the seaport with the Middle West will increase the trade of the shipping centers and all intervening points on the connecting road. In anticipation of the heavy traffic that will have to be hauled over the line running from Charlotte to Rutherfordton when the new line is finished already a survey has been made of the track from Monroe to Rutherfordton, and during the next year, many of the heavy grades will be cut down, the line will be straightened and other improvements made.

Jello and Cocoa, canned goods, white cherries, pineapple, beans, peas, grated pineapple, maple syrup and condensed milk. J. A. Lingie & Co.

Visitor Writes of a Trip in Sandy Ridge.

Having recently made a tour through Sandy Ridge township and seeing the many improvements on the line of good schools, fine churches, and nice homes and also on the line of farming, I will give a few facts from this section which I trust will be interesting to the many readers of The Journal.

This township produces more cotton than any other in the county. A large per cent. of this township, as the name implies, is sandy. The land is extremely high and is less subject to late frost in the spring or early frost in the fall than any other section of the county. And as a result of this, cotton can be planted about ten days earlier than in many other sections of the county.

The first stop I made was at Pocrith. This is a small village eighteen miles west of Monroe. This village contains two churches, Marvin Methodist and Banks Presbyterian, and one school, which is taught by Miss Emma Hunter, also one store, blacksmith shop, telephone exchange and a number of nicely painted homes. Mr. F. S. Crane has just finished a nice home at a cost of \$2000. This is perhaps the finest country home in Union county. It is built on the very latest architectural plans. This place has good mail facilities, being supplied with rural routes from Waxhaw and Osceola. This section contains many good citizens, among them are F. S. Crane, G. W. Sutton, Esq., C. C. McIlwain, T. J. Kozell and others.

The next stop I made was at Weddington. Before reaching this place, however, I passed through the large farm of Mr. R. A. Hudson. He is perhaps the largest planter in the county. Mr. Hudson is a member of the Cotton Growers' Association and has great faith in Harrie Jordan. Weddington is another beautiful village. It has one church, Methodist and two stores. One is run by Mr. E. R. Biggers who carries a general line of merchandise and is doing a fine business. The Price-Hemby Co. has just completed a large store house and are doing a handling business. This firm owns and operates a large ginning and milling plant at this place. They have a good school and a fine school building—Weddington Academy. The late R. W. Weddington was the founder of this school and he also gave liberally of his means to the church. Prof. Chegg and his crew of teachers are doing good work. They also have a nice dormitory for girls. They have a nice parsonage at this place which is owned by Rev. J. O. Sholly, who is pastor of the Weddington church. Mr. E. W. Thomas has just completed a nice house which will very soon be occupied by his wife, Mrs. E. W. Thomas. Among them are ex-Sheriff A. J. Price, R. A. Hudson, E. R. Biggers, E. W. Thomas, J. W. Matthews, Charlton Howard, J. S. Deane, W. S. P. Hunter, Dr. W. H. Price, J. D. Hembly and others. Weddington is in the midst of a fine farming country. Land sells at from \$20 to \$50 per acre and can hardly be had at those prices.

The next place of special interest was Pocrith Mill. Before reaching there, however, I passed many nice country homes and several good churches and school houses, which go to show that the people are wide awake and progressive. I found two large stores at Price's Mill. One is run by Mr. H. L. Price and Moore Bros. They carry a general line of merchandise and are doing an extensive business. The other one is run by the Price-Hemby Co. who are doing a tremendous business at this place, handling a general line. The first car load of buggies that ever went to a country store can be found at this place. They also have a large store at Stout, which is their shipping point, buying the goods mostly in car load lots. This firm has recently been incorporated with A. J. Price president, J. D. Hembly treasurer and J. N. Price secretary and general manager. They have a large paid in capital with privilege of increasing to \$50,000. They also own and operate a large ginning and ginning plant at this place. This section has one church, Methodist which has recently been painted. They also have a good school, the well known Wesley Chapel graded school. It will be remembered that this is the first rural graded school ever established in North Carolina. This school was established through the influence of Hon. J. N. Price. Mr. Price realizing the fact that they needed a school, conceived the idea that such a school would meet the demands of his people. With the co-operation of his neighbors, among them H. L. Price, R. H. Howie, S. G. Howie and others, he went to work, framed the bill, secured its passage in the legislature, which gave them an election that was carried by an overwhelming majority. Now they have one of the best schools and one of the nicest school houses in the county. The school house has been recently painted. Prof. H. E. Stacy is principal of the school and is ably assisted by the Misses Ashcraft and Thompson. This section also has a large number of good citizens. Among them is Capt. S. G. Howie, Esq., J. H. Winchester, Robt. Fowler, W. D. Hawfield, E. M. Moore, and others.

The next place of interest was Mr. F. M. Sutton's. I found him as usual, busy. He belongs to that class of farmers who are employed twelve months in the year. Mr. Sutton is a fair specimen of success in Union county. He began in early life a poor boy and now he is one of the largest land owners in the county. He is also extensively engaged in saw milling and ginning. I was told while in Sandy Ridge that Mr. James N. Price would be a candidate for one of the representatives of this county. It will be remembered that Mr. Price represented this county in 1897 and made a fine record.

Nice, well cured and trimmed country hams, at Doster Grocery Co's.

Talking With the People.

Mr. J. C. SHANNON of Jackson township was called to court last week as a witness in a frivolous case, and remarked that he had left six hands at home to boss themselves. This sounded so unusual that he was asked more about it. "You don't say that you have regularly employed on your farm six hands, do you?" he was asked, "and if so, where did you get them and how do you manage to keep them?"

Mr. Shannon said: "I never have any trouble in getting and keeping hands. I give them work all the year round at one thing or another, except in August when they want to rest. Today my hands are working the roads about the farm, tomorrow they may be hauling litter or cutting cord-wood. I always employ colored hands and have never had any trouble in managing them. I once employed a set of white hands and they got up a strike and turned their teams in the stable till I should agree to their demands. I told them to go, and have employed darkies ever since."

This is certainly a strange note in the general cry that no hands can be had, and if found are no account. It will appear the more wonderful when it is known that Mr. Shannon lives in a mile and a half of the Coburns gold mine, one of the agencies that are taking the laborers from the farms.

Squire Shannon informs The Journal that the statement made last week to the effect that Col. Buford was killed with his men when they were murdered in the famous massacre by Tarlton, is a mistake. Col. Buford himself and a few of his men escaped.

Squire William H. Austin of New Salem was in town last week dressed in his usual suit of homespun. Squire Austin clings to the old landmarks. He is a sturdy citizen and a man to whom the people in his community go for advice. He takes life easy and the currents of the strenuous life whirl about and leave him unaffected. Among his neighbors he is called by various names. Some call him just 'Squire,' others 'Squire William,' and from some he has acquired the title of Major, and with the usual American desire to give a man all that is due him in the way of titles, some call him 'Squire Major William H. Austin.' But whatever they call him makes no difference. He is the same quiet man with his voice never raised above its even tenor. He carries a clear head, gentle heart and a good conscience.

'Squire Austin stopped long enough to say that he thought the primary ought to be held in July or August and that the canvass should be held before hand.

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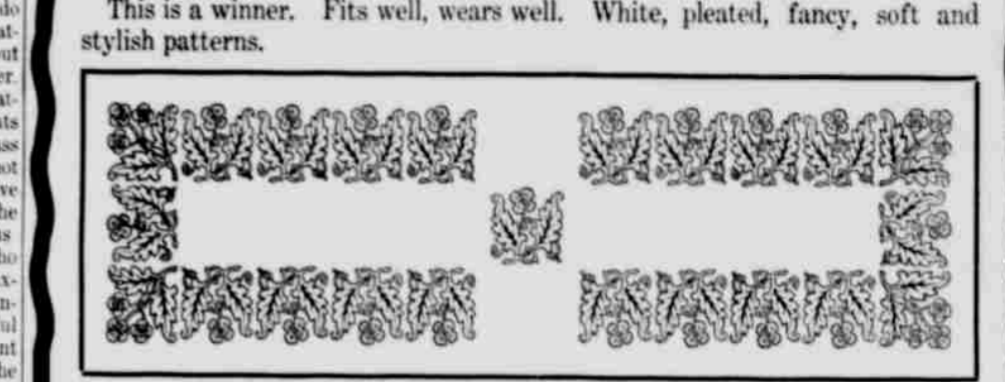
Cheapest Store on Earth! Belk Bros. Men's Wear. Cheapest Store on Earth!

Better goods and better styles every season is our aim in our Clothing and Gents' Furnishing Department. It is a little early yet, but we are showing and selling the nobbiest

\$10.00 Special Suits that can be found. These suits would be cheap at \$15.00. Kratzenstein High Standard Clothing, together with other popular lines, puts us in the front.

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EVERYBODY WILL RECEIVE A COUPON ENTITLING HOLDER TO A FREE SET OF SUNSHINE FURNITURE. "Put a Little SUNSHINE in Your Home" AND MAKE IT MORE CHEERFUL AND ATTRACTIVE. C. N. SIMPSON, JR., DRUGGIST.

Card of Thanks.

Please allow us space in your valuable columns to express our sincere thanks for the kindness and sympathy shown us by our friends during the recent illness of our dear and beloved mother at the home of our uncle, Mr. Sanford S. Richardson. We desire especially to thank Mr. and Mrs. John Griffith for their untiring attention and kindness. OSCAR AND KARL TAYLOR. Mt. Croghan, S.C., March 26, 1906.

The Gordon Family.

Mr. Jonathan F. Gordon furnishes the following information about the Gordon family in this county: John Gordon, the ancestor of the family in this county, went from Ireland to Scotland, where he married, and subsequently sailed for America. He settled on Twelve Mile creek, about nine miles west of where Monroe now is, about the middle of the eighteenth century. The records show several grants of land to him and one bears date of 1768. Jonathan Gordon, his son, was born in 1773. His children were: John Gordon, born in 1810; Matthew, Ezekiel, Jackson, Louis, Mrs. Margaret Porter, Mrs. Polly Howie, Tabitha and Millie. Of the eight children of John Gordon all are now living, the oldest being 71 and the youngest 51. They are: G. N., lives in Arkansas; M. H., R. K., Jane, Martha (Mrs. Raper), Jonathan F., L. P. and W. J. Gordon. It is rare that so large a family of children are reared and reach such ages without the loss of one. The Journal will be glad to publish data about any of the old families of the county that may be furnished. Among our new arrivals is a...

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