

Fire in Belk Bros. Charlotte Store.

On last Thursday night fire in the large stores of Belk Bros. in Charlotte did damage between \$75,000 and \$100,000. After a time the flames were subdued and since that time stock taking and readjustment of the stock has been taking place to determine the loss, which is covered with insurance to the usual three-fourths value. The Observer of Sunday morning published the following interview with Mr. Henry Belk:

"Mr. W. H. Belk is a philosopher as well as a good business man. When asked at the Seaboard station last night about the fire he stated that there was a bright side to it as well as a dark side.

"I have had hundreds of friends and even only those I know only slightly to express their sympathy and interest and it is not so bad after all. True, there was a destructive blaze in our establishment, and in the new store as well, but such troubles are to be expected in the sum-total and aggregate of life. I was out in the country at a pop-corn party when informed of the fire, but it did not worry me much. It was not our fault and we did all we could to abate it and when it came there was nothing more to do. Such misfortunes are to be expected in business as well as in other things."

"Mr. Belk did not appear worried in the least about the fire. He was thankful that it was no worse and grateful that it came after the holiday rush. He left last night for Monroe to spend to-day at his old home."

Down in the New Bern section the other night friends congregated around a home to serenade a pair of newweds. Some one in the house took a shot at the serenaders with a rifle and the ball passed through the collar of one of them. Needless to say the serenading was at an end and it is safe to say that the serenaders "burnt the wind."

How a Famous Railroad Man Got His First Job.

Jas. D. Laying, who died in 1908 at the age of seventy-five years, probably had the longest unbroken experience in railway management and operation of any man of his time, at least any who held important executive positions.

He began as a surveyor and went out with the first party that began to survey the railroad which connected Pittsburgh and Cincinnati with Columbus, Ohio. That was in 1849, and from that time until he retired, in 1900, from active railroad service he was continuously occupied with railroad operation and management. For years he was stationed at Pittsburgh. From there he went to Chicago to accept high responsibility in the management of the Chicago and Northwestern Railroad. When the Vanderbilts secured control of the West shore Railroad Mr. Laying was called to New York. He was appointed vice-president and general manager of the West Shore, and he was the executive head of that company until, in 1900, it was completely absorbed by the New York Central.

Mr. Laying was also for years vice-president of the Big Four Railroad. Much of his personal experience had been in association with the development of railway systems west of Pittsburgh, across Ohio to Chicago, Cincinnati and St. Louis. He was of the company of experts who made tests of the steel rails brought over from England by J. Edgar Thompson when he was president of the Pennsylvania Railroad.

It was at Mr. Laying's suggestion that the English manufacturers were suggested to make certain changes in the manufacture of the rails which would enable the track layers more conveniently to handle these heavy articles.

Mr. Laying was also the inventor of the apparatus universally used

by the linemen employed by railroads by which they were enabled to cut out telegraph lines anywhere on the line and reunite them by very simple contrivance after the wires had been used to convey messages from the field to the home office.

I asked Mr. Laying one day what he regarded as the most essential part of his early equipment for his association with the railroads.

"I will tell you a little story to illustrate that," he said. "You may not know how speedily the telegraph lines were constructed all over the country after Prof. Morse made his first demonstration at Baltimore and Washington of the commercial practicability of this system. This rapid development brought large telegraph service into Pittsburgh. I think I am safe in saying that the telegraph was one of the chief factors at that time in the development of the railway system west of Pittsburgh and also of the wonderfully swift growth of Pittsburgh itself.

"I mention this merely by way of introduction. I had mastered surveying and some of the technical features of railroad construction, and I thought that was sufficient to give me an opening in one of the railroad offices in Pittsburgh. Fortified by my diploma and certain letters of recommendation I called upon the manager and applied for a place. He asked me all about myself and when I had finished telling him he said: 'You are shy of one absolutely essential qualification for a railway manager. You don't know how to telegraph.'"

"It never occurred to me that it was necessary to learn that," I replied.

"Well, it must occur to you now, for I have told you so. You go to work and learn to work the key. When you have mastered it you come to see me. I will give you a test. Then I will tell what I will do with you."

"I did go to work and I mastered the key in about six months. I

mean to say that I really mastered it. Then I called upon the general manager again and he tested me with the instrument at a table near his desk. When he had done so he said: 'I will give you a job,' and in that way my railroad career began.

"How sound that advice was you can best realize when I tell you that in my entire fifty years of railroad management there never was a time, except when I was away from home, when I did not have a telegraph apparatus on a table standing next to my bed. I used to dread to hear the call at night because I was always apprehensive that it was preliminary to an announcement that there had been an accident somewhere on the line. Yet that dread announcement was made only two or three times to me at night after I had gone to bed."

The new twin-screw torpedo boat destroyer Parker, the largest of its class and called the "Destroyer of Destroyers," has been formally turned over to the government by the builders at the Philadelphia navy yard. The Parker is one of the new oil burning destroyers in the navy and with its tanks loaded to their capacity of 200 tons is capable of 7,000 miles at cruising speed or 800 miles at its highest velocity.

John A. Ottinger, charged with killing his wife, formerly Miss May Donaldson, has been arrested in Morristown, Tenn. Mrs. Ottinger was found on the street in Asheville Christmas night seriously wounded and died Saturday. She and Ottinger, both deaf mutes, were married in New York on the 20th of November.

COLDS & LaGRIPPE

5 or 6 doses C66 will break any case of Chills & Fever, Colds & LaGrippe; it acts on the liver better than Calomel and does not gripe or sicken. Price 25c.

ROYAL BAKING POWDER
Absolutely Pure

Cakes, hot biscuit, hot breads, and other pastry, are daily necessities in the American family. Royal Baking Powder will make them more digestible, wholesome, appetizing.

No Alum—No Lime Phosphates

While hunting near Stanley, Gascon county, Wednesday, Mr. W. C. Doud, editor and proprietor of the Charlotte News, was sprinkled with shot but not seriously injured. Gun in the hands of a bystander accidentally discharged.

A stranger peddling spectacles, giving the name of W. M. Sullivan of Roanoke, Va., was killed near Oxford Tuesday night by Sam Tyler, a negro. Tyler, who surrendered to the officers, claimed that when he reached home he found that Sullivan had forced his way into his house and had built a fire in the kitchen, and that when he ordered him away Sullivan approached him in a menacing manner. The negro is in jail.

A good receipt book for 10 cents at The Journal office.

Special Demonstration and Sale

OF

Great Majestic Ranges

JANUARY 19th to 24th
ONE WEEK ONLY

SAVE \$8.00.

As a special inducement during our demonstration week only, with every Majestic Range sold (prices always the same) we will give free one handsome set of ware as illustrated here.

Every piece of this ware is the best of its kind. Not a piece that is not needed in every kitchen. It cannot possibly be bought for less than \$8.00. This ware is on exhibition at our store. DON'T FAIL TO SEE IT.

Which Shall It Be?

Do you intend to continue laboring, burning valuable fuel and destroying high-priced food with that old worn-out cook stove?

You KNOW that old stove eats up a lot of fuel each year.

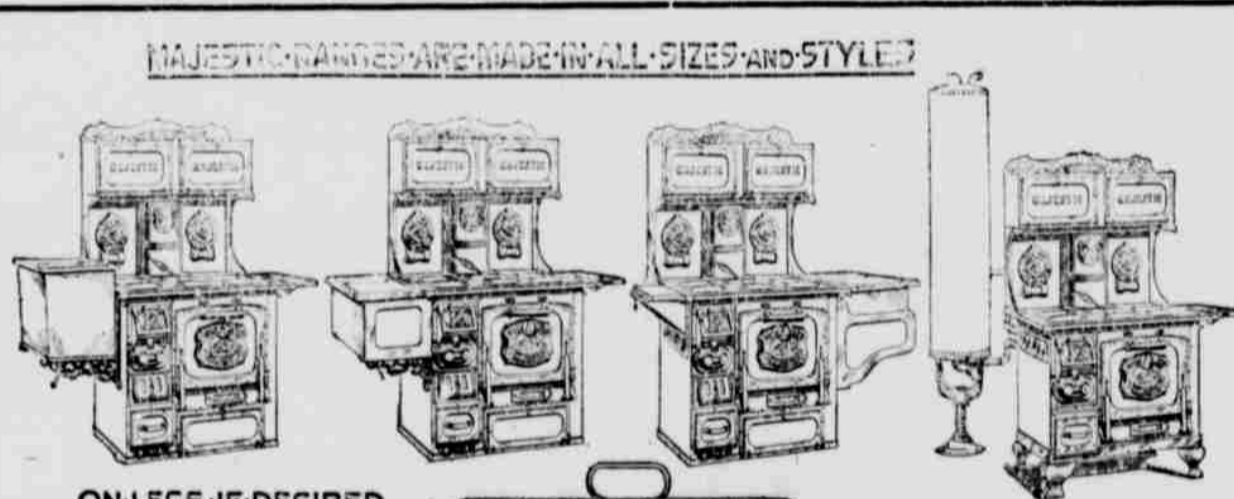
You KNOW you have trouble in getting it to bake just right, in fact, spoil a batch of bread every once and a while—you know it costs considerable for yearly repairs.

Stop and think and figure. Wouldn't it pay you to buy a good range—a range with a reputation—

THE GREAT MAJESTIC
Malleable and Charcoal
Iron Range.

You make no mistake in buying the GREAT MAJESTIC — it's the range with the REPUTATION—ask your neighbors. Then, too, it's made just right and of the right kind of material — Malleable and Charcoal Iron — riveted together practically air tight — lined with pure asbestos — parts being malleable can't break — has a movable reservoir and an oven that doesn't warp — that's why the MAJESTIC uses so little fuel, bakes just right every day in the year (browns bread just right all over without turning), heats 15 gallons of water while breakfast is cooking — properly handled lasts a lifetime, and costs practically nothing for repairs.

Don't buy the range you expect to last a lifetime "unsight unseen;" you'll be sure to be disappointed. Come to our store during demonstration week, see the GREAT MAJESTIC — have its many exclusive features explained — find out why the MAJESTIC IS 300 per cent stronger than other ranges where most ranges are weakest.



MAJESTIC RANGES ARE MADE IN ALL SIZES AND STYLES

ON LEGS IF DESIRED

MAJESTIC NEVER-BURN COOKER-STEAMER-CULLENDER-AND-DRAINER-HEAVY STAMPED IRON-MARBLEIZED KETTLE: 18 OZ. ALL COPPER-TEA KETTLE: 14 OZ. ALL COPPER-COFFEE POT.

HEAVY-MARBLEIZED-PUDDING-PAN-LARGE-NEVER-BURN WIRED-DIPPING-PAN: 2 SMALL-NEVER-BURN WIRED-DIPPING-PANS-2 SMALL DRIP-PANS-CAN ALSO BE USED AS ROASTER



SET OF WARE FREE!

Don't overlook the date. This is a special invitation to you and your friends and neighbors.

Children Souvenir Day.

150 MAJESTIC FREE BIRDS
TUESDAY, between 3 and 5 P. M.

The first 150 boys and girls who present to THE MAJESTIC RANGE SALESMAN at our store, between 3 and 5 p. m. TUESDAY, Jan. 20, written answers to the following questions, will receive a "Canary Bird Souvenir" FREE.

- 1—What range is your mother now using?
- 2—Do you know anyone needing a new range? Who?
- 3—Why is the great MAJESTIC the most durable range made?

\$1.00 Article Free!

The one giving neatest and best answer to the last question may select any \$1.00 article from our stock, in addition to the Souvenir.

Don't be discouraged if you are not one of the 150 to get a Canary Bird Souvenir. You will get a MAJESTIC PUZZLE CARD. Something for the boys and girls.

You can have worlds of fun with the MAJESTIC BIRD — it imitates the canary to perfection.

Be sure to have your answers ready to hand in at our store Tuesday afternoon, between 3 and 5.

SPECIAL.

All during this week a special demonstrator direct from the Majestic factory will be glad to show you "ALL ABOUT RANGES" — show you why the MAJESTIC is the "best range on earth at any price."

Come, if You intend to Buy or Not.

EDUCATION lies in KNOWING THINGS — KNOW why the oven of a range is heated — KNOW how the water is heated — how the top is heated — WHY the MAJESTIC uses so little fuel — KNOW how a range is made inside and outside. This education may serve you in the future. DON'T OVERLOOK a chance to KNOW THINGS shown by one who knows. Come.

HEATH HARDWARE COMPANY.