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C. B. ALISON

General Merchandise

Dillsboro, N. C.

Asheville, N. C., May 7.—better facilities than ever before given for reaching the tourist resorts of Western North Carolina are provided in the summer schedules and through car arrangements just announced by the Southern Railway.

Beginning June 1, two sleeping cars will be operated daily between New Orleans and Asheville, one via Mobile, Montgomery, and Atlanta, and the other via Meridian, Birmingham and Chattanooga. On the same date the sleeping car service between Memphis and Asheville on trains 35 and 36 will be extended to Lake Toxaway and a through sleeping car line will be established between Memphis, Asheville and Waynesville, this car to be handled on the Memphis Special. Through sleeping cars between Savannah and Asheville will be put into service June 1, and between Charleston, Asheville and Waynesville on June 2.

Greatly improved service between Augusta and Asheville has been arranged. The parlor car service which was operated last year in connection with the "Carolina Special" will again be given and in addition a new sleeping car line will be inaugurated via Blackville and Columbia, leaving Augusta at 11:45 P. M., arriving Asheville at 4:30 P. M., arriving Augusta at 8:20 A. M.

On June 15 a sleeping car line will be established between Jacksonville and Cincinnati via Asheville. Daily sleeping car service between Atlanta and Lake Toxaway will be established on June 22, additional trains being operated between Hendersonville and Lake Toxaway to handle this car. Parlor car service on trains 5 and 6 between Asheville and Lake Toxaway will be inaugurated May 25.

Effective Monday, June 2, additional trains will be inaugurated between Columbia and Asheville: Northbound, leave Columbia 11:50 P. M., arrive Hendersonville 5:50 A. M., Asheville 7:00 Southbound, leave Asheville 1:30 P. M., arrive Columbia 9:25 P. M. Northbound this train will handle the Charleston-Waynesville, Macon-Atlanta and Atlanta Lake Toxaway sleeping cars.

On and after June 15, trains 9 and 10 between Columbia and Asheville will be operated in two sections. The first section will handle coach equipment and baggage car, while the second section will be made up of Pullman sleeping cars and dining car and will make only the important stops.

Great improvements will be made in the service between Salisbury and Asheville. The parlor cafe cars now operated on trains 11 and 12 will be transferred to trains 15 and 16 and full dining cars will be operated between Salisbury and Knoxville on trains 11 and 12. Observation cars will be placed in the Norfolk-Asheville line operated between Salisbury and Asheville on trains 11 and 12.

Trains 11 and 12 will be operated in two sections between Salisbury and Asheville whenever justified by the business during the early part of the season and about July 1 a second section of these trains carrying the Pullman cars and dining car will be operated daily, making only the important stops.

Effective May 25, trains 13 and 14, now operated between Richmond and Danville, will be extended to Salisbury and thence to Asheville on train 35. Northbound this car will be handled from Asheville to Danville on train 36 as at present and thence to Richmond on train 14. The extension of trains 13 and 14 from Danville to Salisbury will relieve main line trains 35 and 36 and facilitate the handling of these fast heavy trains running between New Orleans and New York.

To provide for the convenience of coach passengers who prefer daylight travel it has been arranged to have train 7, leaving Richmond at 6:10 a. m., connect at Salisbury with train 21, the "East and West North Carolina Express," arriving Asheville at 7:40 p. m., and Waynesville 9:20 p. m., handling parlor car to Waynesville. This connection will serve passengers from Richmond and all intermediate points to Greensboro. Similar service in the return direction is afforded by trains 36 and 14, leaving Asheville 7:10 a. m. and arriving Richmond 8:05 p. m.

Beginning June 1 a through coach will be operated between Charlotte and Asheville on trains 39 and 40 between Spartanburg and Asheville.

This comprehensive service which is in addition to the excellent schedules operated to Western North Carolina throughout the year has been arranged by the Southern Railway as a part of its efforts to make this favored section the great summer resort of the nation. The popularity of the resorts of Western North Carolina is not only a great advertisement for the State but is also a substantial business asset simulating many lines of trade and industry and the Southern Railway is doing everything in its power to increase this popularity.

HEINOUS CRIME.

One of the most cowardly and atrocious crimes in the history of Swain county was perpetrated by Cairo Hall, the 21 year old son of Bob Hall, living four miles south of Bryson City, on Saturday afternoon between the hours of five and six o'clock. From the evidence in the case, tried before Esquire Battle Monday, it appears that Mrs. G. E. Buckner, living on a farm two and a half miles south of town, sent her two little girls, Bonnie, age 14, and Lizzie, age 11, in search of some calves. When about a mile from home they encountered Cairo Hall, who outran the older girl, threw her to the ground and criminally assaulted her. After being released the girls hurried home and told their mother. The father, G. E. Buckner, was in Bryson City and after sending word to him she enlisted the services of D. Teague, a neighbor, who captured young Hall a short distance south of the scene of his crime. Mr. Buckner arrived at his home about the time that Mr. Teague appeared with the prisoner. The two girls positively identified young Hall, even to a large boil that had formed on the right side of his neck. He was brought to town and turned over to the sheriff. Monday, he was remanded to jail without bail to await the action of the grand jury. Mrs. Buckner testified to having examined her daughter and to the finding of a quantity of blood on her clothes. No evidence was introduced by the prisoner and but few questions were asked the witnesses by his counsel.

City Marshal Mack Thomas had arrested young Hall Saturday afternoon, about 3 o'clock, for drunkenness but on promising to go home he was released. He was evidently under the influence of intoxicants when he encountered the two little girls and committed the dastardly crime, the penalty of which is death. Since his arrest he has been quiet and morose, talks but little, and when asked about his crime denied his guilt. The examination of the prisoner was held behind closed doors, only the witnesses and those closely interested in the case being permitted to hear the evidence.—Bryson City Times.

MAD DOG IN HOME OF JUDGE COOKE

(Special to News and Observer.)

Louisburg, May 1.—"Beware of dogs" is an injunction that should be followed literally. The home of Judge C. M. Cooke, of this city was recently thrown into a state of consternation by a very innocent looking and perfectly fascinating two-months old shepherd puppy.

Three of Judge Cooke's grand children, Fuller, 14 years old, Louise 12 years old, Percy, 10 years old, together with their mother, Mrs. P. H. Cooke, and two negro servants were bitten by the puppy, and they are all now in Raleigh taking the Pasteur treatment.

In a mad fit Saturday morning the little canine seized little Percy by the leg. His mother came to his relief only to be bitten herself, and so were the others as they came, one after the others to the rescue, Mrs. Judge Cooke alone escaping uninjured. At first the puppy's unusual conduct was thought to be due to a lick on the head it had recently received.

On Tuesday the dog's head was sent to Dr. C. A. Shore of Raleigh, who pronounced it a victim of hydrophobia. On ascertaining this fact, Mrs. Cooke and the others who were bitten left for Raleigh Wednesday, in time, it is hoped, for the treatment to be effective.

DAIRYING IN SOUTH.

Atlanta, Ga., May 1.—To take advantage of the immense interest created in the dairy and poultry industries throughout the Southeast as a result of the operation of its dairy instruction car, the Southern Railway Company has enlarged the scope of its work for the upbuilding of these industries by appointing seven additional dairy and poultry experts who will devote their entire time in the field advising and helping dairymen and farmers.

Headquarters of the reorganized dairy division will be removed from Washington to Atlanta with Dr. C. M. Morgan, dairy agent, in charge. Working under his direction will be the following assistant dairy and poultry agents: F. H. Denniss, with headquarters at Columbus, Miss.; G. W. Humphrey, Birmingham, Ala.; C. A. Hutton, Knoxville, Tenn.; Walter W. Fitzpatrick, Atlanta, Ga.; T. Rice, Greensboro, N. C.; Carlton Ball, St. Louis, Mo.; J. P. Quinerly Jr., who will continue to travel with the dairy instruction car.

The services of these men, all of whom have had wide practical experience and are thoroughly conversant with Southern conditions, will be without cost to dairymen, farmers and all persons interested in poultry, or dairying along the lines of the Southern Railway, Mobile and Ohio Railroad, Georgia Southern and Florida Railway, Virginia and Southwestern Railway and Southern Railway in Mississippi. The new organization becomes effective May 1.

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