

The Evening Times

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RALEIGH'S EDUCATIONAL ADVANTAGES.

There is a big feature in our city life that should be advertised more, and that is the superior educational advantages. This is a great asset of Raleigh and one that should be pushed. With 29 schools of various kinds within the city, access to the museum and the well-equipped libraries, the departments of state, all sources of information that are unavailable in other North Carolina cities, we have an advertising advantage that should not be wasted.

Charlotte brags of her business life and of her electrical advantages; Greensboro of her railroad facilities and manufacturing establishments; Winston-Salem of her tobacco industry; Asheville has her beautiful scenery and healthful climate; Wilmington boasts of her shipping interests, and, in fact, every city of note publishes to the world every possible asset that it has to induce people to its borders.

How much greater is our chief advantage than those of other cities. Yet how much is our superior educational facilities advertised? Of course we have many other things to offer the public, but so has every city. The trouble is, we do not sufficiently use the advantage that we have. We have buried our talent, and when the great industrial and homeseeking master asks us what we have done to increase what was given us, we march up with exactly what we had to start with and say we buried our talent, but here it is. Let us take it and put it to use and we will be astonished at how manyfold returns it will produce.

Every time the lie is passed between Cook and Peary we can almost hear the Great Hunter say "bully, bully." If this thing keeps up much longer a certain African trip will come to a sudden termination and there will be a hurried trip made for American shore.

An exchange says that Cook and Peary are applicants for membership in the Ananias Club, and that they should be received at once. Sorry, but they will have to wait until the Grand Mogul returns from Africa to call the meeting to order.

Peary says there was one esqui-maux present when he "nailed the flag to the pole," while his negro lieutenant says there were four. There is something out and just two of them talking.

The shadows of the Cook-Peary controversy are being dispelled by the "Taft Smile" as the president makes his swing around the country.

Good evening. Have you found Sherlock Holmes, Jr?

PRESS COMMENT

Prosperity in North Carolina.

The Wadesboro Ansonian tells us that \$1,000,000 will be spent in that county in the next twelve months to pay laborers at work on the South-bound Railroad and in the construction of the hydro-electric plant at Blewett Falls, on the Yadkin river.

In many other counties there is railroad building, double-tracking, erection of cotton mills, construction of macadam roads, and the improvement of streets and the installation of waterworks and other municipal improvements in numerous cities and towns. Probably there was never a time in the history of the State when there was more contract or public work in progress, and from one end of the State to the other record building operations are noted by the Star's exchanges.

It is almost a daily announcement that some country or town has voted bonds for good roads, paved streets, waterworks, or other improvements. In Washington, N. C., on Tuesday a special election was held for the purpose of voting \$25,000 in bonds for street improvements. The bond proposition carried and thus the growing city of Washington indicates that it is to be counted among North Carolina's progressive cities.

Goldsboro has let a contract for extensive street improvements, and the town of Hickory will soon improve its streets, bonds for that purpose having recently sold at a premium in Cincinnati.

Fayetteville has already spent many thousands of dollars in municipal improvements, and Wilmington has a pile of money to spend for waterworks, sewerage and improvements generally.

This is the story from all over North Carolina, and the instances noted are only a given few to indicate how money is to be turned loose all over the State. It will give employment to the people and will make for good times and prosperity. Hurry up with the work.—Wilmington Star.

A Center Shot.

Once in a while the negro gets a chance to punch the white republican. The other day on the streets of Greensboro a well known white Republican asked a negro, who has been travelling over the Northern and Western States, what the educated negroes of those sections thought of President Taft. He replied that some commended him, others did not, whereupon the aforesaid white Republican let loose and scored the president. "Oh, well," said the colored brother, "you white Republicans have no ground to kick. Mr. Taft is giving you just what you have been giving the negro of the South for forty years." At this point the conversation ceased. But didn't the colored brother "guess the very first time?" And wasn't it a center shot?—Greensboro Record.

Wherein Traveling Conditions Might be Improved.

A heavy railroad traffic being looked upon as safely indicative of better conditions throughout the country leads one to wonder if the railroad companies have prospered beyond their expectations. Complaint has been heard from time to time of crowded trains, formal complaint having been made to Judge Pritchard of conditions that obtain on the Seaboard, now being operated under supervision of a receiver-ship. Judge Pritchard has been very properly commended for taking action looking to better accommodations for passengers, and the statement has been that the Southern has, especially during the end of the summer season, been in need of more adequate facilities for handling passenger traffic. In too many instances people have been compelled to stand.

These complaints bringing to mind a report which came to us recently from a negro, that we believe might rightly and properly be given the attention of the railroad authorities, or commerce commission. This negro said that members of his race felt they had a just grievance against the railroad companies, owing to conditions under which they must travel. He mentioned the fact that the compartments for colored are very small, and therefore frequently crowded. The conductors, he said, paid little attention to them, so long as nobody got drunk and down or tried to amuse themselves by shooting out of the window. Any other means of passing the time is permissible in the little rooms set apart for colored people. Again, said the man, all negroes are classed together, there are times when respectable colored people do not find conditions tolerable. These people pay for a safe tolerable service, but frequently do not get it, and they have no way to escape, such as is open to white passengers when their surroundings are rendered unpleasant. Those, who in the past, have recognized the advantages of a first class car for white people, will understand what is meant by this colored man, who feared to send his daughter to a near-by town unless he accompanied her. And still again, went on this man with a grievance, (and this does look rather hard) it often happens that the little car ends get apart for negroes is so crowded that many of them must stand when, in the very much larger space set apart for whites, there will be only one half dozen passengers, and many empty seats, the colored people paying meanwhile for seats which they are not getting, albeit within reach.

We are sure we don't know what ought to be done about all these things, but it seems to us that those immediately concerned in providing accommodations for all persons who pay their fare should devote to this subject their careful consideration.—Gazette News.

The Sophisticated Romance.

(By George Jardine Milligan.) Things happen more quickly on shipboard than anywhere else, always excepting the Riviera expresses. Between departure and arrival it is

possible for a beautiful, complete in every detail, tragedy to be enacted. And in certain liners it is even possible to be introduced—though this can be dispensed with—engaged, married, divorced and engaged to someone else, and all within the period of which the Almighty created the world. This of course, may be an exaggeration, and you can believe just as much as you choose; but it is certain that valuable experiences can be crammed into the space of a voyage whose lesson should be extremely valuable and should with care last quite a long time.

Miss Charteris met Dekker ten minutes after the boat left Bombay, and their acquaintance ripened like rye in a soft wind and a southern sun. Having nothing to do and plenty of time to do it in, and Dekker being dark and interesting and likely to be in considerable favor in the drawing room, Miss Charteris placed herself entirely at his disposal during the long drawn-out days. Dekker, knowing that he could have nothing better to do, and also having plenty of time to do it in, made the most of his opportunities.

There was no danger in this—no foolish risk of singed wings or cracked hearts. Both Dekker and Miss Charteris knew exactly the game the other was playing, and each knowing it, proceeded to get the fullest satisfaction out of it.

If Dekker ever thought that Miss Charteris might be caring for him a little more than was absolutely necessary, he was always disabused of this idea when Miss Charteris looked at him from under her long lashes and smiled.

On this very satisfactory basis, Miss Charteris and Dekker managed to get as much solid enjoyment out of the voyage as any other two passengers put together and cubed. The other passengers knew this, and it did not improve their tempers or their opinion of Miss Charteris—when she was not present. Both Miss Charteris and Dekker knew this, but with their perfect understanding, and in its full security they only laughed. The other passengers heard them, and Miss Charteris' character became as the flag which has braved the battle and the breeze—a thing of shreds and patches.

This is where Cantrell entered the story. Cantrell was fair and youthful, and believed in the glory of the universal goodness of woman. Reduced to workable dimensions, this meant that he admired Miss Charteris, who was beautiful in a stately, handsome kind of way. Had Miss Charteris not been beautiful, Cantrell would not have given her a second thought, and would have looked for the glory and universal goodness of woman elsewhere. This, however, has nothing to do with the story.

Miss Charteris graciously said that she was entirely at his service.

One day Cantrell overheard some of the women passengers discussing the bright particular virtues of Miss Charteris. They were discussing them with trimmings, and almost unnecessary details, and the "glory and universal goodness" seemed to be missing somewhere. Cantrell went at first extremely hot, and then unpleasantly cold.

Then he retired with a nasty taste in his mouth, and went up on deck to get some clean air.

That night Cantrell waited for Miss Charteris to come on deck after dinner. Then, before Dekker had time to throw away his cigar and appropriate her, he went forward and asked her if she could spare him a few minutes of her valuable time. It was rather important, said Cantrell, who was looking very white, and tense, and earnest.

What followed was so surprising that it is a wonder that Miss Charteris did not show the other passengers something of her astonishment. Cantrell led her to the end of the after deck, arranged a chair for her, and without any preliminaries, but with considerable agitation, began by telling her of the loving kindness and charity of the other passengers—the woman ones—toward her, Miss Charteris.

Knowing all this quite as well as Cantrell, Miss Charteris was wondering a little at his taking so much trouble to tell her, when, without a word of warning, Cantrell plunged into his amazing proposition.

Miss Charteris never heard exactly what Cantrell did say, partly because she was genuinely surprised out of herself and partly because he spoke Cantrell said in effect that the Cantrell had said in effect that the lady passengers had said all the nasty things they had because she, Miss Charteris, was good and beautiful, and that was sufficient for him. But unfortunately in this wicked world it was not sufficient for other people. She, Miss Charteris, could not afford to ignore all the spite and malice that existed on board, and therefore he, Cantrell, in his wisdom and knowledge of the aforesaid wicked world, offered his services to her as a sort of whipping block sutor in order to confound the other passengers. Then the other passengers, beholding, would see how mistaken they had been, and would be filled with contrition.

Miss Charteris, after her first gasp of astonishment, had tightened hold of herself and listened in silence. She may have been grievously tempted more than once during the recital to snub the unfortunate Cantrell, but, being as wise as she was beautiful, she held her peace.

She knew what the other passengers, her sisters, had been saying about her, and also knew that she could not altogether ignore the remarks of her sisters. Then she looked at Cantrell; and saw that he was of a comely countenance and not entirely impossible. So that she did not rise up and blister him where he sat, but dropped her eyes instead and said, "You must give me time to think it over."

Cantrell went away: with the most remarkable emotions, causing him considerable discomfort. Miss Charteris had told him that she would give him her answer during the next day. All of which nearly sent Cantrell headlong down the smoke room staircase before he perceived it.

Cantrell sat apart for a while and watched the last fires of sunset tint the horizon and fade; and his im-

For the Man Who Knows WILLIAMS SHAVING SOAP. WILLIAMS JERSEY CREAM. WILLIAMS TALCUM POWDER. THE HICKS DRUG COMPANY. Both Phones.

agination rioted like the screw-churned water that showed in the wake. Then he went forward so as to get shelter of the wind screens for his pipe. Passing along the deck he heard Miss Charteris' voice. He heard Miss Charteris say, "What could I do? The poor little lambkin was dreadfully in earnest, and I did not want to hurt his feelings. Besides he really meant it." Then he heard Dekker give a short laugh and say "How did you let him down?" To which Miss Charteris replied, "I said I would give him an answer tomorrow; but seriously, Val (Valentine was Dekker's name), we have been rather patiently foolish haven't we?—and this youthful Bayard—for he is good looking—might be a little useful in—diverting public attention, which, you must admit, is becoming a little embarrassing." Again Dekker gave a short laugh, and the conversation switched off into something else.

As Cantrell walked away he noticed the remarkable clearness with which he could hear the revolutions of the screw. Then he went head-long down the smoke room staircase, which he did not perceive this time, and bumped his head so severely that he had to be carried to his cabin, where he remained for the rest of the voyage, suffering from slight concussion. Miss Charteris was very good; she sent a message every day asking how he was progressing.

Double-track S. A. L.

The Charlotte Observer of yesterday contained the following which will be read with interest by the people all over the state, but more particularly in this section:

"There is a rumor afloat that the Seaboard Air Line is making preparations to double-track its line from Hamlet to Norlina. Nothing official on the subject has been learned. If this work were contemplated for the near future the officials would hardly give out the news until they were ready to begin operations. That is the usual policy of railroads. So the fact that the report is neither affirmed nor denied does not take from or add to the probability of it being correct.

The chances are that the owners of the system are looking into the matter of double-tracking that part of the line at some time in the not far distant future. It is a very important part of the system, for at Norlina on the north the road branches to Richmond and to Portsmouth and at Hamlet on the south to Charlotte, Wilmington and to points in Florida and in the southwest. The traffic from all these converging roads has to pass over the stretch of about one hundred and sixty miles of single track. That a double-track is needed at present can hardly be doubted, and with the expected increase of the company's business from extension of its lines and development of the territory it serves the time will soon come when a single track will be unable to accommodate the business of the road. Taking these things into consideration, one can well believe there is truth in the report that double-tracking from Norlina to Hamlet is being considered. The other big railroad systems operating in this state have found it necessary to double-track parts of their lines to prevent train blockading. Similar conditions exist on the Seaboard Air Line, and it will be forced to follow the example of the other two roads.

We hope the rumor that such work is now in contemplation is true, for it would mean expectation of increased business for the road and it will enable the company to give the public much better service.

It is hardly probable that this will be done until the reorganization takes place, and the receivers discharged, but it is thought that this will be done in the near future. The financial condition has greatly improved during the past year, and there is no reason why this much needed improvement should not be made.

SEPT. 17. 1909. A big line of dainty patterns in Curtain Muslins—the biggest variety we have ever shown. Prices run 10c., 12 1/2c., 15c., and 20c. yard.

SEPT. 17. 1909. Sheets and Pillow Cases at 7 Cent Cotton Prices—All Sizes.

HOTEL ST. DENIS BROADWAY and 11th STREET NEW YORK CITY. Within Easy Access of Every Point of Interest. Half Block from Wauson's 'Embrace' walk of Shopping District. NOTED FOR: Excellence of Cuisine, Comfortable Apartments, Courteous Service and Homelike Surroundings. ROOMS \$1.00 PER DAY AND UP. Very Comfortable. Sample Rooms at Reasonable Rates. EUROPEAN PLAN. Table d'Hotel Breakfast 50c. W.M. TAYLOR & SON, Inc.

Our Annual SEPTEMBER Sale of Household DRY GOODS

The housekeeper's bargain opportunity—just at the right time, before the winter season begins.

This September sale, in every way, far exceeds and excels all its predecessors. It is unquestionably the most impressive sale we have ever conducted, and it is worthy of the attention of every housekeeper. There are not any old goods in this sale, but all fresh, new stuffs, right from the mills, and sold at mill prices. A saving on the regular winter prices of 25 to 33 per cent.

A Remarkable Sale.

The last opportunity to buy before the regular winter season begins, and the best opportunity to buy Blankets, Crib Blankets, Bed Spreads, Counterpanes, Bed Comforts, Sheets, Pillow Cases, Curtains, Curtain Stuffs, Portierres, Draperies, Curtain Nets, Curtain Muslins, Table Linens, Table Cloths, Napkins, Towels, Crashes, Trackings, Carpets, Mattings, Rugs Linoleums, Hemp and Napier Mattings, etc., etc.

Come, and be surprised at the big values you can get.

SEPTEMBER SALE. 100 Pairs Best White Wool N. C. 10-4 Blankets—Worth \$4.50—at only \$2.98 a pair. 100 Pairs 11-4 Size—Worth \$5.50—at only \$3.98 a pair.

SEPTEMBER SALE. Bed Comforts. Pure white cotton-filled, light and fluffy, full sizes—Silkline on both sides in pretty printed patterns—and the prices run 98c., \$1.13, \$1.37, \$1.62, \$1.87.

SEPTEMBER SALE. Straw Mattings. New crop—best values we have ever offered—25c. and 35c., and no extra charges for the making and laying.

SEPTEMBER SALE. White Crochet Counterpanes—For Single and Double Beds. Prices run 98c., \$1.00, \$1.25, \$1.50, \$1.85, and \$2.00, and they represent the best values we have ever offered.

SEPTEMBER SALE. White Marseilles Counterpanes. The best American as well as the best English makes at mill prices, and among them is the new Satin Marseilles, embroidered edges and cut corners for brass and iron beds, at big bargain prices.

SEPTEMBER SALE. Lace Curtains. A great big, strictly new and up-to-date line for this coming fall season. Many new and novel effects, as well as most staple styles—in white, ivory and drab. Prices run \$1.13, \$1.58, \$1.97, \$2.23, \$2.67, \$3.22, and up to \$12.50 a pair—and they are worth nearly twice these prices.

SEPTEMBER SALE. Curtain Muslins. A big line of dainty patterns in Curtain Muslins—the biggest variety we have ever shown. Prices run 10c., 12 1/2c., 15c., and 20c. yard.

SEPTEMBER SALE. Sheets and Pillow Cases at 7 Cent Cotton Prices—All Sizes.

READY-TO-WEAR DEPARTMENT

Grand showing of New Fall and Winter Coat Suits—the very latest styles—up-to-date in every respect—at lower prices than ever before, and no extra charges for alterations to perfect a fit. This event, in connection with our great September Sale of Household Dry Goods, should awaken a lively trading interest in every woman. A saving of fully 25 to 35 per cent.

Dobbin-Ferrall Co 123-125 Fayetteville Street, Raleigh, N. C.