

ONLY 866 SURVIVE OF 2358 PASSENGERS

Largest Ship in the World Goes to the Bottom of the Sea.

THE CARPATHIA WAS ONLY BOAT THAT ARRIVED IN TIME TO MAKE A RESCUE.

Many Prominent People Among Those Drowned—Carpathia With Survivors on Board Now Rushing to New York—Excited Crowds Throng New York and London Streets Seeking News of Relatives.—Virginia Arrived Too Late to Aid in Rescue.

Carpathian Only Boat That Made Rescue.

Montréal, April 15.—Capt. Gammell, of the Virginia, reported as follows to his agents here today: "We arrived too late to rescue anyone from the Titanic. We are now proceeding to Liverpool. Sable Island wireless reports to the Marconi wireless station at Cape Race communicated with Parisan. She has no Titanic passengers aboard. This is taken to mean that the Carpathian is the only boat that made any rescue."

More than 1,500 persons sank to death early yesterday when within four hours after she crashed into an iceberg the mammoth White Star Line steamer Titanic, bound from Liverpool to New York, on her maiden voyage, went to the bottom off the Newfoundland banks. Of the approximately 2,300 persons on board, the giant liner, some of them of world wide prominence, only 866 are known to have been saved.

New York, April 15.—Because of variance between the official and unofficial reports it was almost impossible to say definitely today just what number are saved, and lost. The latest word received from the Carpathia placed the number on her at 866. If all others are lost the death toll will be 1,492 as her manifest.

The manifest of the Titanic telegraphed from London this morning and said there were 2,358 aboard when the liner started. These are the latest and definite figures. E. J. Bernard, director of the White Star Line at 10:45 confirmed the report that there are at least 800 survivors from the Titanic aboard the Carpathia. Vague reports, not verified in steamship circles today, told of additional rescues. One report said that there were over 400 survivors aboard the Virginia, the first vessel to go to the Titanic's rescue. Officials are trying to communicate with the Virginia to verify the report.

Vice President Franklin looked himself in his office at 10:45 and it is announced will see no one. Inquiry showed through doors asking whether he had any news of reported of 400 additional passengers, Franklin replied in a shaking voice: "I hope it is true, but I have no such information."

The Cunard Line issued the following:

A wireless message today from the commander of the Carpathia says: 7:55, a. m. I am proceeding to New York unless otherwise ordered, with about 800 survivors. Considering the circumstances with so much ice about think best to make New York. A large number of icebergs and twenty miles filled with ice with bergs amongst it."

New York, April 16. Crowds of men, many on the verge of tears, with a few women, crowded the White Star Line office today, and remained hoping for news regarding the Titanic disaster. Police reserves found great difficulty in keeping a passage open for traffic along lower Broadway, as a result of the crowd outside the office. There were many heart-rendering scenes among persons when told that friends' or relatives' names did not appear in the list of survivors.

London, April 16.—A tearful and excited crowd stormed the London office of the White Star Line today begging definite news of the Titanic disaster. London went to bed last night thinking all was well aboard the liner and awake to confront a terrible death list. Meagre information has been received at the steamship office. Shipping and steamship offices have lowered flags to half mast for the Titanic victims.

Boston, April 16.—The local officers of the White Star Line today said that a wireless message from St. John, N. B., says that the Allan liner, the Virginia, is headed for Boston. If this is true it is believed she would carry survivors of the Titanic, as she is a mail steamer and was bound.

Cape Race, April 15.—A wireless message picked up today today from the Olympic confirmed the report that the Carpathia, with 866 survivors, made contact with children aboard.

for the safety of the remainder of the passengers and crew."

New York, April 16.—The White Star Line officials at eight o'clock today said that the latest information they received from the scene of the wrecked Titanic was that there were only 866 survivors. All are aboard the Cunarder Carpathia, which is en route to New York.

New York, April 16.—The vice president of the White Star Line at 5:20 today said the line was without authentic information other than what already had been announced. He was nearly hysterical and said: "This is a terrible, horrible disaster. Whether the Virginia or the Parisian managed to rescue any more passengers we don't know. We will probably not hear from the Olympia until she reaches the other side. It's terrible."

At seven o'clock this morning the line received a Marconigram from the Carpathia, stating that among the survivors aboard were Mrs. John Jacob Astor and her maid, but it was feared that Col. Astor was drowned. The following message was received at the Charlestown navy yards wireless station: "Six hundred and fifty passengers, mostly women and children aboard the liner Carpathia are the only survivors of the Titanic, the others went down with the ship. Other rescue ships failed to find any more of the Titanic's passengers. This was the Marconi message relayed by at least two ships, which caught it some distance near Cape Cod and sent it here today."

The Titanic was insured at Lloyd's for \$5,000,000, according to advices from London. The cost of building the great liner has been estimated at \$10,000,000, although Vice President Franklin of the White Star Line insisted tonight that her value was not over \$8,000,000.

The total monetary loss caused by the sinking of the ship, however, is certain to run to many millions more, but the total amount cannot even be conjectured. It is generally understood that the vessel had aboard diamonds of great value estimated as high as \$5,000,000, and also a large amount of bonds. The amount of freight carried according to a White Star official tonight would not reach over \$500,000.

The Titanic carried 3,342 bags of mail of unknown value which it is hardly likely was saved.

Untold wealth was represented among the passengers of the Titanic, there being on board at least six men, each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first class passenger list would reach over a half billion dollars.

The wealthiest of the list is Colonel John Jacob Astor, head of the famous house whose name he bears, who is reputed to be worth \$150,000,000. Mr. Astor was returning from a tour of Egypt with his bride, who was Miss Madeline Force to whom he was married in Providence on September 9.

The Titanic was the biggest boat in the world, she had on board more than 2,000 persons—1,470 passengers and a crew of 860 men. A large percentage, if not the majority of the passengers, were Americans. She was 892 feet long and has 45,328 tons displacement. She was launched last May. This was her maiden trip.

Boston, April 16.—Local agents of the Allan line don't believe the reports that the Virginia has any survivors aboard. One local agent said today: "We dare not hope that the Virginia reached the scene of the wreck of the Titanic in time to rescue any one. Had she done this she would immediately have put back here and would have been in speaking distance of some wireless station, through which we have been trying fruitfully to reach her since yesterday. We believe she is now eastern bound with no survivors aboard."

Washington, April 16.—President Taft was visibly touched and kept in communication with White Star Line officials at New York today, endeavoring to get just a word concerning Major Butt, who it is feared lost his life in the Titanic disaster.

President Charles Murphy of the Ohio, says that in Charles, Evans, Taylor and Lenoir is his the great est indeed in the world. President Charles has made it a duty to stand by saying the "greatest," but you have to admit it is certainly more in

THE GOLD WATER DRAINAGE DISTRICT.

Engineer Wetmore Now Has Work Well Underway.

Engineer Wetmore now has the surveying work underway on the Gold Water drainage district. This will be the final survey and when completed Mr. Wetmore will submit his estimates of the cost for the survey. The Gold Water survey is about 10 miles in length and it is estimated that 1,200 acres of bottom lands will be surveyed. It is very probable that the dredge boat will be in operation within a short time. It will take about one year to complete the entire work, although it is likely that a crop can be made next year on part of the land.

The cost per acre to drain this land will not be determined until the survey is completed but there is no doubt that the first year's crops will pay the expense to each land owner whose land is affected. The drainage law provides that the drainage bonds can be issued so as to make the first payment three years after the work is finished. This will give every farmer three full crops off of the lands drained before the first payment is due.

An effort is now being made to drain Buffalo creek and it is very probable that this work will be under way in a short time.

Concord's Menace.

Charlotte Chronicle. The Concord Tribune has sounded a vigorous note of warning over the menace of the great Buffalo swamp, flanking the depot there for miles and miles in either direction. Passengers who have observed this swamp from the car windows have wondered if Concord was not a malarial town. That its citizens have so far escaped is a wonder. In describing the situation, the Tribune says the recent heavy rains filled the creek bed with sand until the waters now spread over a wide area and run in almost every direction. In many places in the marshy swamps, where the waters have receded, cesspools are filled with filthy foul-smelling, disease breeding water with neither an inlet nor an outlet. Not only the creek and water covered areas are within themselves a source of danger but this danger has been enhanced by reason of the fact that there is no proper sewer connection where the city sewer empties into the creek at the railroad bridge. Beginning at the bridge and for quite a distance down the creek the water is green colored with slime from which there emanates such a sickening odor that it is obnoxious to people at the depot and beyond.

Worse than all, a broken sewer connection has polluted this vast stagnant morass and added to its menace. The trouble can be temporarily remedied by excavating about 250 feet of the sand. The Tribune suggests that the city carts be pressed into service for this work. As soon as the dredge boat can be put into operation the great swamp will disappear, but the dredging operations will take time. The Concord people should heed the Tribune when it says the dangerous condition should be remedied now. Every day adds a greater risk. If the work is done at once a serious public calamity may be averted, but if neglected long enough for petty politics to be played time alone can only mark the fatalities.

By Interurban To Lenoir.

Charlotte Chronicle. Probably within the next sixty days, Charlotte people may be able to take an interurban car at Independence Square and speed away for Lenoir, Edgemont and the mountains. This will be made possible by a traffic arrangement between the Carolina & North-Western Railroad of which Mr. L. T. Nichols is general manager, by which the interurban car leaving Charlotte could be switched at Gastonia and carried on to Lenoir, thence to Edgemont without delay. This would be by far the finest mountain traffic service that has been arranged for Charlotte. It seems almost too good to be true, yet it is known that the Southern Power Company operating the interurban has been figuring on running a mountain schedule, provided the arrangements could be made on a satisfactory basis. Nothing authoritative has been given out yet by either side but the fact that such a traffic arrangement is a possibility will be a matter of intense interest to the public. It would be possible for the Charlotte citizen to leave at 6:30 a. m., and reach Lenoir an hour or more earlier than is now possible. If Mr. Nichols and the interurban people succeed in making this traffic arrangement, Charlotte will keep their cars filled.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Miss Lora Cross, of China Grove, is visiting Miss Addie Goodman.

Miss Lora Cross, of China Grove, is visiting Miss Addie Goodman.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

MIXUP IN A WHISKY SHIPMENT

NEGRO GETS PACKAGE THAT CAME IN ANOTHER'S NAME.

Frank Bradshaw Calls and Gets Whiskey in Jack West's Name, And Another Negro Calls for It a Little Later—Bradshaw in Jail.

"Is there a package of liquor here for Jack West?" asked a negro this morning of Mr. Ward, the express agent.

On being informed that there was, the negro asked for it. He paid the charges and signed for the package. In a few minutes another negro approached Mr. Ward and said: "Mister, is there a package of liquor here for Jack West?"

Mr. Ward informed him that such a package had just been signed for and taken out of the office by another negro.

The matter was reported to Chief of Police Boger. Mr. Boger went on the trail of the first negro and overtook and arrested him near the bakery on West Corbin street. He was Frank Bradshaw.

The prisoner was taken to the police headquarters and examined. He stated that a negro by the name of Pharr gave him 45 cents and told him to go to the express office and get a package of liquor in Jack West's name. He said that it was the first time he knew the liquor was there and he had nothing to do with ordering it.

In the meantime Jack West had heard there was a package of liquor at the express office for him. He came up immediately for it. He denied, however, that he had ordered any, but says that it came here in his name and he thinks he is entitled to it.

Bradshaw was committed to jail under the charge of false pretense and will be given a hearing tomorrow morning at 9:30. There is also a Federal statute against ordering liquor in any one else's name and it is probable that a charge against him will be made on this ground.

The Titanic Tragedy.

Charlotte Observer. Shortly after 2 o'clock yesterday morning, the steamship Titanic, of the White Star Line, sank to the bottom of the sea, and, according to the reports at this writing, fifteen hundred human lives were lost. What the monetary loss will be, it is impossible to tell. The ship cost several million dollars; but the value of its cargo and the belongings of the passengers, many of whom were persons of great wealth, cannot be computed. The disaster was one of the greatest in the history of ocean travel and will cause a thrill of horror around the world. When the C. Q. D. of the sinking ship was sent through the air, many steamships rushed to her relief but evidently reached her too late to save her or her people.

Nobody was to blame, apparently. The ship was built with all possible care for the comfort and safety of its passengers. It was furnished with water-tight compartments, designed to keep her afloat in case of accident to her hull or machinery; the Vice President of the White Star Line continued to the last moment the belief that the ship could not possibly sink; yet all the genius of the builders and the skill of the navigators and the care of the officers could not avert the catastrophe which caused the loss of this leviathan of the deep.

Mrs. Wall Meets With Painful Accident.

Mrs. W. T. Wall had the misfortune to strike her foot against the curbing yesterday and broke two bones in it. Mr. Wall and little daughter, Alice Margaret, had just returned from Henrietta. Mrs. Wall went to the carriage to meet them. She took the little girl in her arms and started to return to the house. Just as she turned to step up on the sidewalk her foot struck the curbing. Mrs. Wall tripped and fell. She complained of intense pain in her foot after being assisted into the house by Mr. Wall. Fortunately the little girl was not injured.

A physician was summoned and an examination showed that two small bones were broken. Mrs. Wall suffered considerable pain from the injury last night but is resting very comfortably today.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

Want the Car to Run to Gibson Mill Section.

The citizens at the Gibson mill are daily asking the question why can't the street car run out there? They say the track is finished and they see no reason why the car can't make the entire journey. They contend that they suffered the unpleasant inconvenience of having their street torn up all the while and now that the track is finished they can't ride on it. They also put forth the claim that a track is useless to them unless you put a car on it and if any riding is done around here they want to have the same show as any one else.

BIRTHDAY PARTY.

Little Miss Calloway Celebrated Her Sixth Birthday Yesterday.

Little Miss Georgie Elizabeth Calloway entertained a number of little friends yesterday afternoon at her home on Georgia Avenue, the occasion being her sixth birthday. The little girls and boys had a lively time playing games and enjoying the event in general. Delicious refreshments were served, after which the attractive little hostess was showered with best wishes for many, many more happy birthdays. The invited guests were:

Little Misses Jennie Gibson Brown, Laura May Watson, Sarah Ellen Linker, Catherine Haynes Carpenter, Mary McConnell, Helma Widenhouse, Edith Amick, Cordelia Rife, Nancy Cox, Mildred Morrison, Adelaide Harris, Virginia Walker, Jane White, Catherine Goodman, Margaret Hartwell, Edith Guffy, Donnell Smoot; Masters Joe Orreard Foil, Clarence Ridenhour, Earle Henderson Brown, Jr., Aubrey Hoover, Jr., and Billie Boyd.

Sun to Hide Her Face.

Washington, D. C., April 16.—Observers of the celestial spheres are today discussing the eclipse of the sun which will occur tomorrow. Theoretically, it is a total eclipse, but practically it is not, for the duration of totality will be but a fraction of a second. To the inhabitants of this section of the globe it will be only a partial eclipse, and will be visible only in the eastern States and eastern Canada. Persons living west of a line drawn through Pahrissa, N. D., Sioux City, Memphis and Pensacola will not be able to witness the phenomena. Washington astronomers are apathetic regarding the eclipse, for the reason that it will begin before sunrise in this section.

Rev. Dr. Cox to Return to Rowan.

Salisbury, April 15.—It will be good news to the many Salisbury friends of Rev. Dr. George H. Cox, formerly of this county and at one time president of the North Carolina Lutheran Synod, who has been living with his son, Rev. G. Brown Cox, at Norfolk, and serving churches in that vicinity, to know that he has accepted a call to the pastorate of Christ and Calvary Lutheran churches, the former in East Spencer and the latter in Spence, and will take up his work Sunday, May 19. Dr. Cox is one of the leading Lutheran divines in the Southern Lutheran Synod and his brethren of the North Carolina Synod will welcome his return.

Elks to Give Musical Concert and Dance.

The Elks will give a musical concert and dance at the Elks Home Monday night. The Troubadours Amusement Company has been engaged, and will give a musical concert and furnish music for the dance afterwards. The Troubadours are a combination of genuine entertainers and artistic musicians of high order and the Elks are fortunate in securing them. The programme will consist of flute and violin solos, songs by quartette, impersonations, etc.

"BB Pos TO R 3BH"

"HR E L Fin WW"

"TO WR SH LB Pasker!"

These mysterious characters will be readily understood after reading our new serial story

THE DIAMOND CIPHER

A thrilling baseball romance by one of the best known writers on sports in the country—

W. A. PHELON

We will print the first installment of this great story of the national game in a few days.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.

Don't Gamble in Clothes

THE CINCO'S ORGANIZE.

Officers Elected and Plans Made for Launching the Season.

The Cinco baseball team met last night and formed an organization for the year. The following officers were elected: W. J. Weddington, manager; C. A. Cook, assistant manager; G. G. Dally, captain, and Kay Patterson, secretary and treasurer. Plans were made for securing suitable grounds and to raise funds for beginning the season. An effort will be made to secure the grounds at No. 2 school. A thorough canvass will be made of the business houses and friends of the game here for funds necessary to purchase a canvas to enclose the grounds. The young men feel confident if they succeed in raising money for this purpose the team will be self supporting, as they figure the revenues from patronage in an enclosed ground will be amply sufficient to meet expenses.

Monument Unveiled.

A large number of members of Elm Camp W. O. W. attended the unveiling of the monument of the deceased Sovereign J. P. Jones at Elmwood cemetery. The ceremonies were conducted by the officers of the camp and were witnessed by a large number of friends and relatives in addition to the members of the order. Mr. Frank Petrea paid a fitting tribute to the life of the deceased and his remarks were listened to with intense interest. A feature of the exercises was the music by the Woodman quartette composed of Messrs. Ed. Sherrill, J. C. Fink, Lathan Hathecock and Marshall Mabry.

Roosevelt's North Carolina Tour.

Washington, April 15.—The Roosevelt programme for North Carolina is as follows: He will arrive at Asheville Monday next, April 22, at 6:20 a. m. and remain there until 7:10; from Asheville he goes to Salisbury where he will tarry from 11:55 to 12:05. He will arrive at Greensboro at 1:30 and remain until 5. Senator Dixon does not think now that he will be able to accompany Mr. Roosevelt. Representative William Warfield Wilson, of Chicago, will be with the Colonel in Nebraska, Tennessee and North Carolina.

Meeting of Water and Light Men.

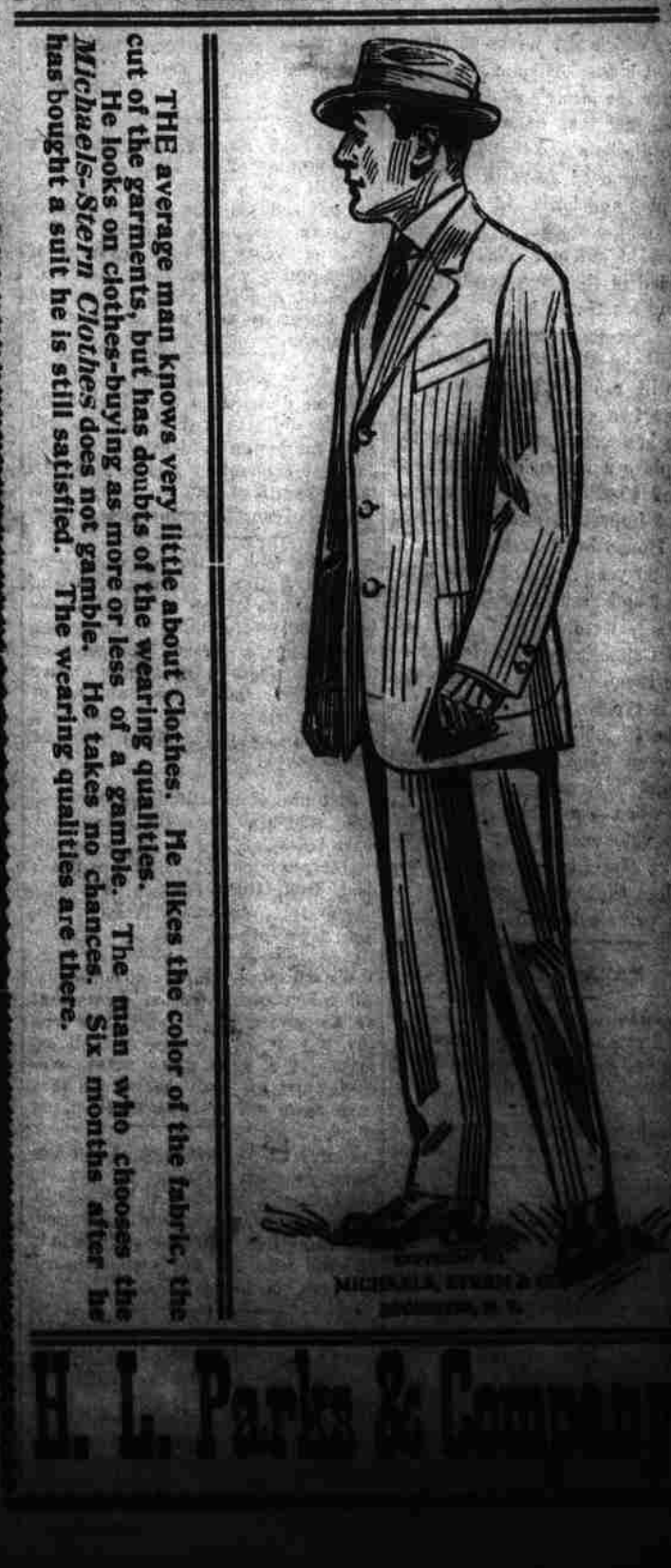
Salisbury, N. C., April 16.—The Tri-State Water and Light Association, embracing Georgia and North and South Carolina, convened in annual meeting here today for a two days' session. President W. T. Steingritz, of Columbia, S. C., presided at the opening-session.

Political Conspiracy Exposed!

A rumor had it yesterday that a boom was being launched by the friends of Mr. J. A. Kennett, the general cotton buyer, for the Democratic nomination for sheriff. Mr. Kennett was asked about the matter by a Tribune reporter. He stated positively that his hat was not abiding in any oval shaped territory and furthermore he had heard of the plan to get his name out for sheriff but that it was nothing in the world but a conspiracy between Mr. E. F. White on one hand and Mr. N. A. Archibald on the other, both cotton buyers, "to get his on the cotton market," and that he did not propose to be "sucker enough to grab the bait!"

The State convention of the North Carolina Baraca and Philatheas closed its session at Salisbury Monday night amid scenes of wild enthusiasm on the part of 750 delegates present. The Baraca had 325 delegates from 95 towns, with 150 classes, including nine denominations. The 425 Philatheas represented 100 towns, 175 classes and nine nine denominations.

DON'T GAMBLE IN CLOTHES



THE average man knows very little about clothes. He likes the color of the fabric, the cut of the garments, but has doubts of the wearing qualities. He looks on clothes-buying as more or less of a gamble. The man who chooses the Michaels-Stern Clothes does not gamble. He takes no chances. Six months after he has bought a suit he is still satisfied. The wearing qualities are there.