

SALE OF CITY LOTS

As directed by A. J. Blackwelder in his last will and testament, I, as executor, will sell at public auction, for cash to the highest bidder at the court house door in Concord, North Carolina, on Tuesday, April 14th, at 12 o'clock, P. M., the following lots, lying in Ward No. 4 of the City of Concord:

1. Beginning at an iron stake on Young Street, near M. L. Scott's corner, and runs N. 41 1/4 W. 168 feet to an iron stake on Mrs. Scott's line; thence S. 71 1/2 W. 161 1/2 feet to an iron stake on Young Street; thence with Young Street N. 54 N. 12 feet to the beginning and is lot No. 1 on the blue print made by R. E. Long, 1913.

2. Beginning at an iron stake on Young Street, and runs N. 49 W. 95 feet to an iron stake in the line of lot No. 1; thence with the line of lot No. 1 S. 68 1/2 W. 29 feet to an iron stake on Young Street; thence with Young Street N. 44 E. 32 feet to the beginning, and is lot No. 2 on said blue print.

3. Beginning at an iron stake on Young Street, corner of lot No. 4, and runs S. 23 1/2 E. 104 feet to an iron stake in the line of lot No. 2; thence S. 53 1/4 W. 44 feet to an iron stake in the line of lot No. 1; thence N. 27 1/2 W. 106 1/2 feet to an iron stake on Young Street; thence with Young Street N. 54 E. 42 feet to the beginning, and is lot No. 3 on said blue print.

4. Beginning at an iron stake on Young Street, corner of lot No. 4, and runs S. 41 1/4 E. 104 1/2 feet to an iron stake on the line of lot No. 2; thence S. 53 1/4 W. 44 feet to an iron stake on the line of lot No. 1; thence N. 27 1/2 W. 106 1/2 feet to an iron stake on Young Street; thence with Young Street N. 54 E. 42 feet to the beginning, and is lot No. 4 on said blue print.

5. Beginning at an iron stake on Young Street, corner of Mrs. M. L. Scott, and runs S. 41 1/4 E. 104 feet to an iron stake, corner of lot No. 3; thence with the line of lot No. 3 S. 53 1/4 W. 44 feet to an iron stake on Young Street; thence with Young Street N. 54 E. 42 feet to the beginning, and is lot No. 5 on said blue print.

6. Beginning at an iron stake on Ring Street, corner of lot No. 7, and runs N. 42 1/4 W. 112 feet to an iron stake, corner of lot No. 9; thence S. 53 1/4 W. 49 feet to an iron stake on Ring Street; thence with Ring Street N. 43 1/4 E. 49 feet to the beginning, and is lot No. 6 on said blue print.

7. Beginning at an iron stake on Ring Street, corner of lot No. 8, and runs N. 41 1/4 W. 112 feet to an iron stake on the line of lot No. 6; thence S. 53 1/4 W. 52 1/2 feet to an iron stake, corner of lot No. 7; thence with the line of lot No. 7 S. 41 1/4 E. 112 feet to an iron stake on Ring Street; thence with Ring Street N. 43 1/4 E. 49 feet to the beginning, and is lot No. 7 on said blue print.

8. Beginning at an iron stake on Ring Street, corner of lot No. 9, and runs N. 41 1/4 W. 112 feet to an iron stake on the line of lot No. 7; thence S. 53 1/4 W. 50 feet to an iron stake, corner of lot No. 8; thence S. 41 1/4 E. 112 feet to an iron stake on Ring Street; thence with Ring Street N. 43 1/4 E. 49 feet to the beginning, and is lot No. 8 on said blue print.

9. Beginning at an iron stake on Ring Street, corner of lot No. 7, and runs N. 42 1/4 W. 112 feet to an iron stake, corner of lot No. 6; thence S. 53 1/4 W. 49 feet to an iron stake on Ring Street; thence with Ring Street N. 43 1/4 E. 49 feet to the beginning, and is lot No. 9 on said blue print.

Also two shares of stock in the Citizens Bank & Trust Company, of Concord, North Carolina.

This 10th day of March, 1914.

ARTHUR F. BLACKWELDER,
Executor.

By I. T. Hartsell, Attorney.

A STRETCH OF GOOD ROAD AT JACKSONVILLE

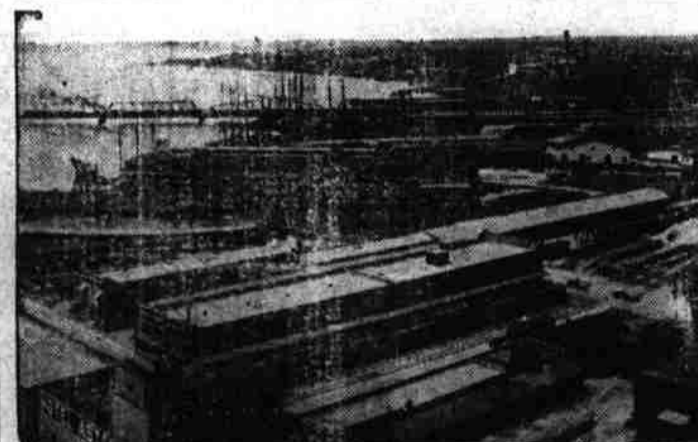


Jacksonville, Fla., March.—Jacksonville and Duval county have a greater number of miles of good streets and roads than any other city and county of like population in the south. The streets of Jacksonville are modern, well paved thoroughfares over which it will be a pleasure for the veterans and maids and sponsors to parade during the reunion in May, while out in the suburbs and throughout the county, miles of good roads will be found where automobiles may be driven at high speed. There are many picnic spots along these roads, among palms, live oak and holly and a profusion of flowers. Jacksonville and Duval county are alive to the benefits of good streets and roads.



A FLORIDA ALLIGATOR FARM

Jacksonville, Fla., March.—Visitors to the Confederate reunion in Jacksonville, May 5-8 inclusive, will have an opportunity to see one of the largest alligator farms in the country. The Florida alligator farm is located at Phoenix park, connected with the city by trolley lines, and is a popular place with all visitors. The illustration here shown is a pen of the largest alligators in the collection of some 3,000. The oldest alligator in captivity is owned by this farm. The specimen is about 25 feet long and weighs 921 pounds.



SECTION OF JACKSONVILLE'S WATER FRONT

Jacksonville, Fla., March.—One of the triumphs of bridge engineering and building in the southern states was accomplished at Jacksonville, Fla., by the Florida East Coast railroad in bringing the St. Johns river as shown in the accompanying illustration. This bridge is the main reliance for traffic between the East Coast of Florida and the balance of the world, since practically all of it passes over the structure. The illustration also shows a section of Jacksonville's eleven miles of deep water front. During the Confederate reunion in May excursions to historic points will be arranged on St. Johns river steamers, and pleasure craft.

Volcanic Eruption to Lower Price of Pumice

Tokio, April 3.—A sharp drop in pumice stone market may be expected as soon as it is delivered here today, as the pumice stones created by the eruption of Sakurajima are placed on the market. Since the eruption the gulf of Koshima has been covered by such a mass of floating pumice stone that navigation has been difficult and many large masses of the useful stone have floated out to sea. A few days ago a heavy rain on

WEAKNESS OF THE UNITED STATES IN COUNTRIES OF SOUTH AMERICA

John T. Lenfestey Tells of American Commerce on the Southern Continent—European Nations, Germany, England and France, Now Get Lion's Share of the Business—Three Causes for This Are Named.

Chicago.—John T. Lenfestey has returned to Chicago from his tour of the principal states of South America, with numerous vivid stories of his experiences, as shown by his comments made to the London correspondent of The Daily News and reiterated here. He was deeply impressed by the mental alertness and the proud spirit of the peoples among whom he traveled. "It is high time," said Mr. Lenfestey, "that we people in the north disabused our minds of the foolish notion that we can treat South Americans with indifferent courtesy and have their friendship. They are wonderfully responsive to respectful and cordial treatment. I hope the American people will grasp this fact quickly, and I hope that in future no citizen of the United States, distinguished or undistinguished, will come to Central or South America and be have otherwise than he would behave if he were traveling among the most civilized and powerful people of the world.

"Enough on that point. England has the same spirit in commerce that 'No Flint' Gen. Grey displayed in the conquest of the West Indies for England. British capitalists have sought all over South America placing money with South American republics, and English contractors are on the ground to bring it back home for railroads, docks, harbors, battleships, explosives, guns and factories of all kinds. The Belgians, French and Germans are not far behind, gumshoing around for governments, corporations and individuals who need money and have security to offer for its use. In this way they remove resistance and make it easy for the manufacturers of their nations to sell the products they desire to move.

"Many Americans, looking around for openings without money, return home disappointed. North American salesmen in South America who speak Spanish are well satisfied with the success they are enjoying, and North American goods are given the preference more than ever before. There are three elements of weakness in the development of North American commerce. First, the absence of banking facilities under North American influence; second, ignorance of the geography of South America, and third, failure to properly fill orders and pack goods safely so as to insure them against the rough handling they receive in cargo steamers.

"There are abundant facilities for carrying freight safely, reasonably and promptly, if the same care and wisdom are used in addressing and packing shipments for South America as for domestic trade in the United States.

"The commercial instinct for merchandising is not very highly developed in South America, but the people there have much the same nature as elsewhere, and are reached in much the same manner, except that they are more sentimental and like to be made love to. The love making they

succeeded in making ten heads of wheat grow where one grew before, and by their labor have been able to utilize the land, hitherto nonproductive, controlled by the members of the Buenos Ayres Jockey club.

"Brazil is dominated commercially, to a great extent, by Germans, who sit steady in the boat and daily enlarge their sphere of influence. They are ever ready on the ground with technical knowledge to produce whatever is wanted, and when wanted, packed to arrive in the units wanted, with customs duty paid and bill rendered for delivery where and when wanted. This is one of the secrets of their success in Brazil, as they stand alone among nations for giving such complete service.

"South American republics are in much the same position as many unfortunate manufacturers in North America who are short of capital, owing to the inability of their bank-

ers to see visions. It is said that in North America there are only two bankers who are big enough to recognize good visions and capitalize them.

"A foreign consul remarked to me that Europe was supplying the money and North America was selling the goods. By that he meant to say that American influence and commerce were growing rapidly in South America.

"I had a great time wherever I went. I found the people, native and foreign, sympathetic and generous of time, effort and money. I must tell you about a thrilling ride I had in Peru. By the way, I found the railroads of the west coast, though owned by the English, operated by Americans from the top to bottom. It seems to be clearly recognized that the operating genius of American railway men, is unrivaled. At Lima, Peru, expressing to J. H. Feehan, manager of the Central railroad of Peru, desire to go up the mountain, my request was immediately granted. For seven hours we ascended the grade—a four per cent one—finally arriving at our destination, Rio Blanco, 12,300 feet up. The rain clouds were driving about us and the blue sky gleamed beautifully through them. The view was vast and superb. I was 'tobogganed' back to Lima, 75 miles. That is to say, a man named Kelley took me on a handcar and ran down the line right into the city by gravity. We made the return trip in two and a half hours. It was rather late when we started back and for half an hour at the end of the journey we ran in the dark. It was my most thrilling experience in South America.

"I do not feel that one can too strongly underline the fact that for most part the American diplomatic and consular representatives now in South America are rendering service of the highest possible value to the United States. Undoubtedly the foremost man among these able public servants is Ambassador E. V. Morgan at Rio de Janeiro. He is an ideal ambassador. His tact, intelligence, sympathy and intimate knowledge of all classes and conditions of society mark him off as a diplomatist of extraordinary ability. So popular is he both with the public and Brazilian government that when it came to be understood that he was at the point of retiring from the service, the Brazilian government specially requested the Washington government not to permit him to retire. I say this about Mr. Morgan because I realize how important it is that the United States should have in South America men thoroughly initiated into the life of those countries. To change a man like Mr. Morgan at Rio de Janeiro, or our ambassadors at Montevideo, Buenos Ayres, Santiago or Valparaiso would be a calamity. They all have won a position that only tact and time give one and they have spent a great deal of money over and above the pitance allowed by our government."



Street of Tegucigalpa, Honduras.



The Capitol of Buenos Ayres.

appreciate most is a display of confidence in them manifested by loaning them money for the purpose of building up and developing the republic they live under and love.

"Spain and Portugal have sacked and sapped the South American republics for hundreds of years. Last year 147,000 emigrants from Spain moved into Argentina to till the soil thus atoning in part for the injury wrought by their ancestors to the South American countries. These poor people from Spain are more needed in Argentina than the rich; they have

FOR SALE CHEAP.

Twenty-five acres fine bottom land on Big Cold Water creek, east of the Jacob Dove home; five acres in ash timber. Price \$42.50 per acre; a bargain.

Thirty-five acres of land on big road, one mile north of courthouse; four room dwelling, stable and out-buildings; 150 fine three-year-old fruit trees, \$1,250.

JOHN K. PATTERSON,
Real Estate Agent.

NORFOLK SOUTHERN SCHEDULE

Effective February 1, 1914. 12.01 a. m. No. 30 leave Charlotte 6:30 a. m. Arrive Raleigh 1:30 p. m. No. 32 leave Raleigh 8:10 p. m. Arrive Charlotte 5:35 a. m. No. 31 leave Raleigh 7:30 a. m. Arrive Charlotte 2:30 p. m. No. 33 leave Raleigh 10 p. m. Arrive Charlotte 7:35 a. m. Trains arrive and depart station College and Ninth streets.

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Ladies' Colonial Pump

We are showing this popular style in patent and Gun metal, with Cuban and the new Kidney heel. Drop in and try on this new style, we believe you will like it. All sizes, all widths.

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We fit your feet as they should be fitted. Come and see these.

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Notes These Points

Interesting to men and women having Kidney and Bladder troubles.

That Foley Kidney Pills are successful everywhere with all kidney and bladder troubles, backache, weak back, rheumatism, stiff and aching joints, because they are a true medicine, honestly made, that you cannot take into your system without having good results.

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Keeps in the Spot and Restores the Cause

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Takes Off Freckles, Removes Tan.

Beauty your complexion. Get rid of those freckles. You can't leave life in a jar of WILSON'S FRECKLE CREAM and they'll disappear. Severe cases may require two jars—no more. We positively guarantee this, and if your complexion isn't fully restored to its natural beauty, we agree to refund your money without argument. And in addition, WILSON'S FRECKLE CREAM is a fine, fragrant toilet cream. Doesn't cause hair to grow, and does positively remove TAN and FRECKLES. Try it at our risk. Price 50c sent by mail if desired. Mammoth jars 8.00.

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JNO. K. PATTERSON.

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