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"Southward the Path of Empire Takes It's Way."

Manchester, N. H. Leader.
 The West may not have had its day, but it is plain that for some time to come its star will not be the zenith, or to use another astronomical metaphor, will be in occultation. Consider the greivous plight of the great western railroads and the glittering prosperity of the southern railroads. The mercury of financial life sinks down to five and a half a share, twenty and twenty-five a share, eight and fifteen dollars, a share in the case of western roads whose shares were once, and that within no long time, from fifty to one hundred and twenty dollars each according to whether preferred or common.

But the shares of the Southern roads tell such a different story. Even had they gone down somewhat in sympathy with a supposed national slowing down, even if they had shrunk in price somewhat, but less than did the shares of western roads, the south could have chortled. But behold that never have they been higher in most instances, and if the Louisville and Nashville is not so high as at one time in the past we must remember that its capital stock was doubled, that all stockholders were given one new share with each old one, and that its shares are again nearly as high as when that melon was about to be cut. Behold the fortune of the Roads that run from the North to the South, behold the Proud Chicago and North-western, one of the best managed roads in America, conservative, yet progressive, running through one of the wealthiest regions of the country, linking great and opulent cities, this great road all in the west, hardly able to pay dividends, while the Illinois, Central, which abruptly leaves the North, springs from that Chicago that is its principal northern terminus, leaping toward the South, behold this road richer than ever, fat with the bounty of the South. Behold the Southern Railroad with its common stock higher than its preferred stock not long ago, and with rumors of a stock dividend. Behold the Southern Pacific expanding, the Missouri Pacific getting back on its feet, the Atlantic Coast Line bursting with money and the Seaboard Air Line full of promise of soon being a dividend

payer.
 These roads that run in the South, that lead into and out of the South, could not be rich if money were not in the South and whether that money be but money poured down there, out of our coffers, with the old stockings of New Hampshire depleted to furnish part of that tribute, not the less have we eloquent evidence that the South has money. Money talks and it is proclaiming the South rich. Rich when we are mourning, when our railroads are hard up, distressed, their backs against the wall and the wall caving in.

You can not get away from it. The South is rich and gets richer. If it be tourists, as in part it is, think what we are neglecting, what an empire we of New Hampshire are letting slip from our nerveless hands, asleep on our once mighty throne, of the White Mountains, oldest and still most famous resort region of America, if we will but let the country know it. Never did we so much need publicity. Of all bills before the legislature what more vital to our future and our very present than measures that provide for good roads, permanent roads, pendule roads, and for publicity, for more money to be spent by intelligent and devoted citizens to bring us back again to the knowledge of our country, to put us again in their daily thoughts.

Just now, it is the South and California that is in their mind. Just now it is the South that has money to spend, and we shall do well to spend some of our money in the South, to cooperate with the South, to meditate joining hands with their active and most intelligent publicity bureaus to the mutual benefit of ourselves and themselves.

The South has money. It has the tourist trade of America. No such horde of pleasure seekers moves over the face of nature anywhere else. It goes after them and gets them. It has cotton, it has fruit and early vegetables and its empire here is unassailable. Once more the ancient port of New Orleans, whose possession was a crucial problem in the early history of our nation, promises to become, if not our greatest port, not far from it. Southward the star of empire takes its way.

Simply Don't Believe It.

Stanly News-Herald.

A writer from Voluntown, Conn., says that a man there recently found a small jar of butter in a well, to which was attached a tag showing that it was made 50 years ago. "He ate some of the butter," says the writer, "and it was still sweet."

Now, ladies and gentlemen, we have no right to doubt the gentleman's statement, but we've had considerable experience with old butter, and the man who claims that butter can be kept "sweet" for any great length of time, is seems to us, is stretching the cloth, to say the least. Of course, naturally, we are not on friendly terms with old rank butter, nor any butter that is old enough to sprout whiskers, and we may not be able to act as an impartial jurge, but we believe we would recognize butter more than a week old, were we to meet it in the middle of the Sahara Desert at 2 o'clock at night, the driest and darkest night in history. We don't believe, therefore, than any butter will remain sweet over a week, and certainly it will not for fifty years. And, while we are discussing it, we can't refrain from taking advantage of the opportunity to say "Down with all grades of butter old enough to sleep by itself."

Fannie Hurst, who began her literary career scarcely more than ten years ago, is now the highest paid short story writer in the world.

Spilled Milk.

Lexington Dispatch.

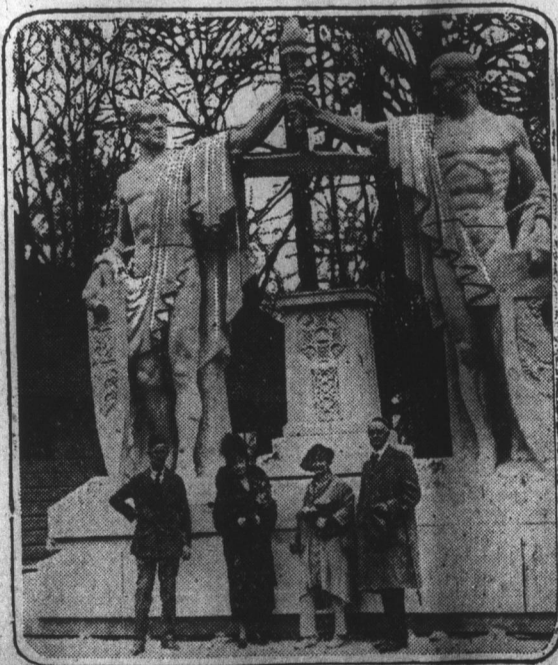
P. H. Hanes, pioneer tobacco manufacturer, died in Winston-Salem, N. C. He was not only a factor for many years in the tobacco trade, but more recently the largest single under-very factory in the world was given his name. In church, civic and educational life of his city and state he wrought well. And thereby hangs a tale:

P. H. Hanes wanted to put up his first tobacco factory in Lexington and tried to buy a brick building that still stands and is now used as a residence. The price asked him was more than he wanted to pay. He went then to the small town of Winston, hardly more than a village, where he was received with open arms. With him went one of the Browns who also became a large tobacco manufacturer. Because these two men located, at Winston, R. J. Reynolds and W. N. Reynolds also went there and started their factories.

Today Winston-Salem is the biggest tobacco manufacturing city in the world, and the largest city in North Carolina. But who can say that if P. H. Hanes had been given the proper encouragement that Lexington, with the advantage of superior location, might not have been an even larger city than Winston-Salem now is.

USE PENNY COLUMN—IT PAYS

London Fixes Fourth of July as Date for Unveiling American Peace Statue



LEFT TO RIGHT: BAILLE, MRS. BUSH, MISS HOFFMAN, BUSH.

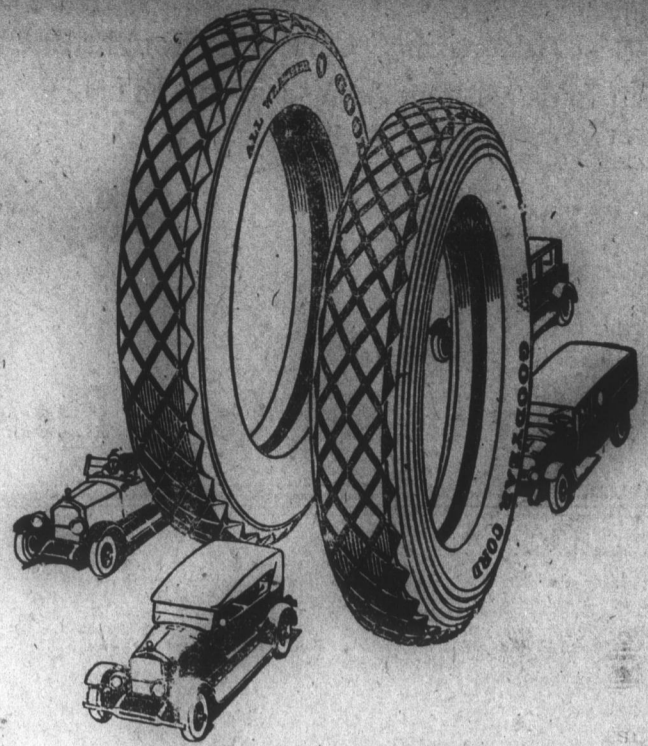
A striking statue symbolizing the mighty tie that binds Great Britain and America was recently completed by the sculptor, Miss Hoffman.

Two giant stone figures, fifteen feet high, each representing a beautiful Indian, which many of America's outstanding buildings constructed, were unveiled.

On next July 4th, the group was designed for the unveiling of the statue. The group was designed for the unveiling of the statue. The group was designed for the unveiling of the statue.

porties of Bush House, an international sales building erected in the heart of London, and will form the center of a large recessed arch supported by Corinthian pillars.

Emphasizing the thought of co-operation and friendship, a stalwart masculine figure stands on the right side of an altar, and represents "Great Britain and the Empire." The stone altar carries the inscription of a Celtic cross used by our forefathers in religious ceremonies before the two nations met at Cranford a century ago. The other hands delicately clasped in prayer, the American and the British represent, the two nations, standing side by side, united in the hills of the future.



Who's Right About This? Goodyear Heavy-Duty Cord

Had an argument with the publisher of this paper yesterday. "You ought to tell folks about that new Goodyear Heavy-Duty Cord," he says. "No, no," we protest, "not very many people want a tire this good. Not enough drive hard, on any old kind of road, to get out of it all the mileage built into it. "You know, this is a he-man tire. The Goodyear Company put everything into it that the rough riders want. More plies of Goodyear SUPERTWIST—tough, sinewy cord fabric that'll bend but not break. Thick, circumferential ribs to buttress its sidewalls against the ruts. And the good old All-Weather Tread for grip and power and non-skid going. "Well, says he, "that's a tire. Guess it costs a lot more, eh?"
 NOW, THERE'S SOMETHING INTERESTING. THIS TIRE COSTS SO LITTLE MORE THAN THE ORDINARY SHOE, YOU'D BE SURPRISED.
 Call up and be tickled!

Yorke & Wadsworth Co.

Extra Large Reduction
On the No. 873 Oriole Cabinet
While Our Stock Lasts

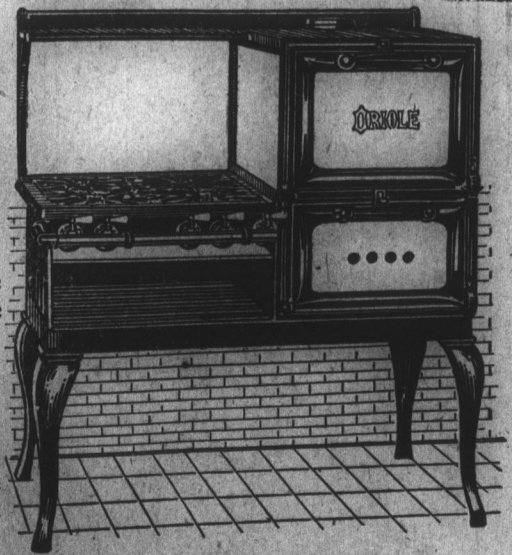
Come in and see this beautiful, modern gas range—see how perfectly it answers all requirements of the average home—see what an amazingly big value it is even at the regular price—then you'll recognize an extraordinary opportunity in the EXTRA LARGE REDUCTION on this range during this sale.

All Styles and Sizes Reduced
 —during this sale—

Many styles and sizes—to meet every requirement of price, cooking capacity and kitchen space. ALL ORIOLES AT REDUCED PRICES for this month only. Surprisingly low monthly terms—5c can be as bold as a dollar during this sale.

You'll Be Proud of Your Cooking on This Range

Work without pride in the results is sheer drudgery. You'll take great pride in your cooking on this or on any ORIOLE you select. Come in and see them. See all the latest conveniences—the Oriole Raising and Lowering Broiler that does perfect broiling without ever touching the hot broiler. See the Oriole CLEANTOP—keeps the range free of grease and wipes clean and easily as a china dish. Now's the time to get that new gas range!



Concord & Kannapolis Gas Co.

USE THE TIMES AND TRIBUNE PENNY COLUMN—IT ALWAYS PAYS