900 PERSONS PERISH WHEN SHIP SINKS IN ST. LAWRENCE RIVER

BANADIAN PACIFIC LINER, EM- jured and 22 died after being picked PRESS OF IRELAND, RAMMED BY COLLIER.

A LARGE HOLE IN SIDE

Bteamer Goes Down in Fourteen Min utes After Impact.-Little Time For "Women First."

Rimouski, Quebec.—Sinking in 90 Ireland carried down with her more mail tender, made all speed for the than 900 of her passengers and crew. spot. Of the 1,367 persons on board the

death list 934. Storstad crashed bow on into the side | Empress. of the big Canadian liner, striking her about midway of her length and ripping her side open clear to the apparently perished. Among these in stern.

Crash Near Shore.

The crash occurred not for from the shore off Father Point, 150 miles from Quebec, which the Empress of Ireland left the afternoon before bound for Liverpool and 10 miles from this point on the St. Lawrence. In reality therefore, although the liner was heading for the sea and the collier coming in from it, the disaster was not one of the ocean, but of the river. Unlike the Titanic's victims, the Empress of Ireland's lost their lives within sight of shore-in land-locked waters.

Immediately the ships crew recovered from the shock of the collision and when it was seen that the liner had received a vital blow a wireless "S. O. S." call was sounded.

A special train was made up on and Montreal.

The president of the Canadian Paci- united in a common effert to aid the fic Railway, issued a statement say. sufferers. ing that the Empress had sunk within fourteen minutes. No one aboard had time to size his belongings much less to dress. Those found in the life. lifeboats but who were fatally hurt. boats were in their night clothes. The women suffered most. Only a few were saved, according to the earthly lists, and indications are that they lacked the strength to combat conditions which confronted them. There was not time, as was the case on the Titanic, for calm deliberation and rigid observance of the unwritten rule of ors. the sea, "Women first!"

A party of Salvation Army members en route to London, was almost of those saved not more than 60 were wiped out; Laurence Irving, son of the passengers. Besides Captain Kendall. late Sir Henry Irving, is among the missing and other prominent persons ship's surgeon were rescued. The in the first cabin were unaccounted captain was too overcome to give at

third class passengers predominated. after the vessel was struck, saying: From partial lists available it was evident that but a mere sprinkling of the first cabin passengers were rescued. Only three names of those in list of rescued. They were G. W. G. Henderson and C. R. Burt, address not stated and Walter Fenton of Manchester, Eng.

The stricken vessel sank as if she were lead. An explosion, apparently homes. From cedar chests and closoriginating in her engine room, hastened her end, and those persons who were able to make their way from their cabins found themselves on a perilously slanting deck. Many leapor were picked up by lifeboats. It is for. apparent that the great hole torn in the ship's side admitted such a delugt of water that many must have been overcome in their beds.

The rescued, fighting their way to the lifeboats from the careening deck, slinging desperately to the rails or leaping blindly overboard, broke their arms or legs or otherwise injured themselves so badly that twentytwo died after being picked up. Groaning and in some cases practically insensible, others were landed here while the populace of the village gathered with medicines and stimulants to relieve their suffering.

Vessel Cut Wide Open.

Many Were Injured.

ed to be members of the crew or from | Sherbrooke, Que.

List of Salvation Army Officers. Winnipeg.-Salvation Army delegates to the London World's Conventhe Empress of Ireland is: tion who were booked on the Empress of Ireland follow: Commissioner and Mrs. Rees, Toronto; Feld Secretary Col. Gaskin and wife; Feld Secretary Col. Maidment and wife; Adjutant Becksted, of Grace Hospital, Winnipeg; Brigadier Scott Potter, financial secretary, Toronto; Brigadier | treal. Cry, Tonronto; Mayor and Mrs. Da- Bahamas. vid Creighton, of the immigrant de- Lieut. Col. W. R. Bloomfield

partment. Major and Mrs. Findlay, Winnipeg; Major and Mrs. Howell, Toronto: Major Turtin, manager trading department, Toronto; Major Frank Morris, divisional commander of the London department, London division; Staff Captain Arthur Morris, Toronto: Staff Captain Arthur Morris, Tonronto: Staff Captain McAmmond, Winnipeg; Staff Captain Hayes, commanding officer of the temple corps, Toronto; Staff Captain Goodwin, commanding officer, Ottawa; Adjutant Price Marion, Hamilton rescue home. Hamilton; Adjutant Edwards, men's social department, Ottawa.

the steerage. Many were badly in-

Great Inrush of Water. The crash occurred about 2 o'clock in the morning off Father Point, Quebec. The collier, bound for Quebec struck the Empress of Ireland on the port side about the middle of the ship. She literally tore her way back almost to the liner's screws, leaving a rent through which the water poured in in such a deluge that she sank before many of the passengers were aware of what had happened.

Vessels to Rescue. Brief wireless calls for help sent feet of water within 15 minutes after out by the Marconi operator were being rammed amidship in the upper heard by the pilot boat Eureka here, reaches of the St. Lawrence River, 10 miles from the scene, and the Eurethe Canadian Pacific liner Empress of ka, followed by the Lady Evelyn, a

It was these two boats that found liner, only 433 are known to have affoat the few lifeboats that were been saved, making the probable, launched from the stricken ship and picked up the survivors they contain-Looming up through the river ed. Three hundred and thirty-nine mists, as the Empress of Ireland was were saved by the Lady Evelyn and lying to, waiting for the fog to lift 60 by the Eureka. Among those savor day to break, the Danish collier ed was Captain H. G. Kendall, of the

> Noted Persons Aboard. Most of the first-class passengers

the first cabin were Sir Henry Seton Karr, a noted English lawyer and big game hunter, and Laurence Irving, son of the late Sir Henry Irving, and his wife, Mabel Hackney. Of a party of 140 Salvation Army members on board only 20 were rescued. They had left Quebec for the army's international conference in London.

Pitiable Scene. So quickly did the Empress sink that those passengers fortunate enough to get into the lifeboats found themselves garbed only in their night clothes. No baggage was saved. The condition of the survivors was pitiable. Some had broken arms and legs and all had suffered terribly. E. Gossetin, a prominent lawyer from Montreal, saved himself by clinging to a raft. When the rescue ships decked here the station platform was conwhich many were taken to Quebec verted into a hospital and the townspeople, bringing food and clothing,

> Twelve bodies with faces covered lay side by side on the wharf. They were passengers who had made the

> Wreckage Strews Coast. Wreckage strews the St. Lawrence for a long distance near the spot where the Empress sank. The sun shone brightly during the forenoon and though the water is still icy, the temperature was not low enough to increase the suffering of the surviv-

"Ship Gone." Early estimates here indicated that the first and second engineers and the the time of the crash to do anything. Of those saved crew members and He had sent a wireless to his line

"Ship gone." Townspeople Render Aid.

The residents of Rimouski, numbering 3,000, came silently to the dock the cabin appeared in the preliminary where the dead and exhausted living were being landed, and under the direction of Mayor H. R. Fiset, gave aid wherever possible. Every doctor in the town was on the scene and many of the injured were taken to private ets the townsfolk brought garments of all descriptions for those who had lost their belongings. Two headquarters were established at the wharf and at the station of the Intercolonial ed and were drowned. Others were Railway. At the station those injured fortunate enough to grasp driftwood and not removed to homes were cared

Like Titanic Disaster

The rescue boats, Eureka and Lady Evelyn, found on reaching the point where the Empress sank, a scene not dissimilar to that which greeted the liners that rushed to the Titanic's aid. They found the ship sunk and the surface of the water, fortunately calm, dotted with lifeboats and smeared with floating debris.

In the lifeboats were huddled the survivors, dazed and moaning, some then dying of injuries sustained in the crash or in the rush of leaving the sinking Empress. Few could give anything but incoherent, almost hysterical accounts of what had happen-The vessel bound for Quebec from ed. J. L. Black and Mrs. Black of Liverpool with 77 first, 206 second and Ottowa, said they had jumped togeth-504 third class passengers, was cut er into the river. They had been wide open by the collier Storstad and roused by the shock of the collision sank within 20 minutes in 19 fathoms and unable to get into a lifeboat, had risked the leap. They were picked up by a boat from the Lady Evelyn. Of those saved the majority appear- Another survivor was Mrs. Patten of

> Some Passengers on Ship. Montreal.—The passenger list

Saloon: Mrs. J. R. Abercrombie, Vancouver. J. P. Adie and Mre. Adie, Birming-

A. B. Anderson, London. P. C. Averderck, Manchester.

A. E. Barlow and Mrs. Barlow, Mon-Walker, editor of the Canadian War | Mrs. Hart Bennett, Nassau, N. P.,

Mrs. Bloomfield, Auckland, N. Z.

A. G. Brandon, Manchester. A. J. Burrows, Nottingham. Harwood Cash and Mrs. Cash, Not-

J. J. Cayley, Hamilton. Miss C. P. Cay, Golden, B. C. Miss Wanetta Crathren, Montreal Miss Doris Gaunt, Birmingham. F. P. Godson, Kinston.

R. A. Cunningham, Winnipeg. M. D. A. Darling, London. J. Ferigus Duncan, London. Mrs. R. H. Dunlevy, Denverr. Cox Edwards, Yokohama, W. Fenton, Manchester.

Charles Goldthorpe, Bradford, Eng

BLAMES COLLIER FOR THE DISASTER

CAPTAIN OF LOST SHIP TELLS STORY OF THE RIVER WRECK.

STRUCK WHILE LYING TO SETS NEW COURSE RECORD

Capt. Kendall Gives Account of Sink-Ing Which Cost 957 Lives-Others Describe Last Moments.

FIGURES OF DISASTER.

Lost 957. Saved 403 Passengers lost 746. Crew lost 211.

Crew saved 201. First cabin passengers lost 31 men. 26 women, no children. Second cabin passengers lost 52 men, 63 women, 10 children. First cabin passengers saved

21 men, 8 women, 1 child. Second cabin passengers saved 15 men, 5 women, 1 child. Second class passengers lost 564 men, women and children. Third class passengers saved,

146 men, four women, no chil-Total on board, 1,360.

Rimouski, Que.-Final tabulations of casulties in the sinking of the steamer Empress of Ireland made showed that 403 of her passengers and crew had been rescued and 964 had perished. Capt. Henry George Kendall of the liner was telling his story of the disaster at an inquiry conducted by Coroner Pinault here.

Capt. Kendall in substance declared he had taken all possible precautions against a collision. His ship had been stopped and he gave the requisite signal when the Danish colllier Storstad, which sank the Empress, was two miles away, but the collier kept on through the fog that settled down soon after the two vessels sighted each other and had rammed the Empress while the latter vessel was mo-

Then the End.

Then, despite his plea to the master of the collier that he run his engines full speed ahead to keep the hole in the liners side plugged with the Storstad's bow, said Capt. Kendall, the Danish vessel backed away, the water rushed in and the Empress

Capt. Kendall took up his story of the disaster from the point at which the Empress of Irelaid, bound from Quebec for Liverpool, had dropped her pilot at Father Point.

"We then proceeded full speed," continued Capt. Kendall. "After passing Rock Point gas buoy I sighted the steamer Storstad, it then being

"The Storstad was about one point 12 degrees, on my starboard bow. I saw a slight fog bank coming gradually from the land and knew it would pass between the Storstad and myself. The Storstad was about two miles away. Then the fog came and the Storstad's lights disappeared. stopped my ship.

"At the same time I blew three short blasts on the steamer's whistle, meaning 'I am going full speed astern.' The Stornstad answered.

"I then blew two long blasts, meaning 'My ship was under way but stopped and has now way upon her.' He answered me again.

"It was still foggy. About two minutes afterward I saw red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern. At the same time I had my engine full speed ahead with my helm hard aport with the object of avoiding, if possible, the shock. Almost at the same time she came right in and cut me down in a line between the funnels.

"I shouted to the Storstad to keep full speed ahead to fill the hole he had made. He backed away. The ship began to fill and listed over rapidly. When he struck me I had stopped my engines. I then rang full speed ahead again, with the object of running her on shore. Almost immediately the engines stopped, the ship filled and going over all the time.

Ordered Out Boats. "I had, in the meantime, given orders to get the lifeobats launched. I told the chief officer to tell the wireless operator to send out distress signals. He told me this had been done. I said: 'Get the boats out as quick as possible.' That was the last I saw of the officer. In about three to five minutes after that the ship turned over and foundered.

I was swiftly taken down with the suction. The next thing I re member was seizing a piece of grating. Some men pulled me into a lifeboat. which already had about 30 people

"We pulled around and picked up 20 or 25 more and put about 10 around the side in the water with ropes around their waists, hanging on. We then pulled to the Storstad. I got all the people on board the Storstad and then left her with six of the crew and went back. When we got there everybody had gone."

Order Ax for Roosters. Columbus, O.-A praclamation has been issued by the state agricultural commission calling upon Ihio farmers to kill and market on June 6 all roosthave a chance to develop.

Act to Conserve Liberty Bell. Philadelphia. - The liberty bell, which was endangered by the recent widening of cracks, has been propped up with four jacks to prevent more serious damage.

THOMAS, IN FRENCH MILL MEN OF STATE CAR WINS BIG RACE

RENE THOMAS, VICTOR IN 500-MILE RACE AT SPEEDWAY, INDIANAPOLIS.

Rivalry Among Foreigners Shuts Out Americans, Oldfield's Fifth Place

Being Best Made.

Indianapolis.-Rene Thomas, drivin a French car, won the fourth annual 500-mile race on the Idianapolis motor speedway. All speedway records from five to 500 miles were broken. The first American to finish was Barney Oldfield in fifth place.

Thomas' time was 6 hours, 3 minutes, 45.99 seconds. The winner maintained an average speed of 82.47 miles an hour. The former speed record of 6 hours, 21 minutes, 3.03 seconds, was established by Joe Dawson in 1912. Arthur Duray finished second, seven minutes after the winner. Albert Guyot, team mate of Thomas, was thrid and Jues Goux, winner of the 1913, race, finished fourth, six minutes ahead of Oldfield. Six men were injured, none serious-

ly. Joe Dawson suffered a broken collar bone and minor injuries when his car turned over after trying to dodge the wrecked machine of Ray Gilhooley. Ore Barnes, Dawson's mechanician was hurt and Gilhooley and Nino Zonani, his mechanician, also suffered minor injuries. Jean Sassagne and Albert Mitchell, handling an English it rolled over on a turn. The race was exciting one and rivalry among foreign finishes ever witnessed at the Indianapolis course. Georges Boillott pushed his car to such excessive speed that in the 147th lap when leading the

the pits, Duray two and Guyot one. | treasurer. Thomas drove the last 100 miles at | The interest of the mill men in

Thomas' car was No. 1*, Goux carried the same number to victory last year. Thomas wen first prize of \$20,-000 and accessor prizes and trophies will increase this amount to about

Josef Christiaens, in a Belgian car unished sixth; Harry Grant, in an English machine was seventh; Keene and Rogers in an American car were placed eighth and William Carlson was ninth. E. W. Rickenbacher, in an American car, finished tenth, the last of the prize winners. Haupt, Mulford and Burman in Knipper's entry finished the race in the order named. One hundred thousand persons saw

PEACE CONFERENCE PROLONGED

The Entire Mexican Problem Will Be Threshed Out, is the Plan. Washington. - Every indication in

Washington pointed to prolongation of Mexican mediation negotiations at Niagara Falls. It is known the Washington government desires the Mexican Constitutionalists represented in the proceedings tending for peace. The view of the administration is said to be that terms of peace for Mexico | this part of the state. which will not be permanent peace,

Administration leaders, cognizant o fthis view, reiterated confidence that the mediation conference would not adjourn until the pathway to an adjustment of the whole Mexican problem had been cleared.

After the mediators had accepted the message from General Carranza, chief of the Constitutionalists, carried to Niagara Falls by Juan Urquidt, it was reported that the Huerta delegates had decided they would abide by any decision the mediators might make as to receiving the Carranza delegates into the conference.

Roosevelt Goes to Spain. New York. - Theodore Roosevelt, accompanied by Philip Roosevelt, a cousin and his eldest daughter, Mrs. Nicholas Longworth, sailed for Spain on the steamship Olympic, to attend the wedding of his son Kermit at Madrid on June 10 to Miss Belle Willard, daughter of the American ambassador to Spain. The colonel said he had issued an important poltical statement for publication in the papers. On the steamer Col. Roosevelt met a number of Progressive party leaders before leaving.

Navy Kills Two Birds With One Stone. Washington-The navy department "killed two birds with one stone." Using the lost Baltimore freighter Luckenbach as a "lost enemy's ship" the department sought both to rescue it and work out a war searching problem. Captain Sims, of the Birmingham, in command of the northward bound torpedo flotilla directed the search. With his nine vessels, he proceeded with mathematical nicety to college students in close relations. scour the course about 70 miles off The Coast Artillery band at Charles-Cape Carnavevel in a parallel line run- ton, S. C., has also been ordered to the ning northeast.

Only 126 in "Thin Blue Line." Washington.-Only 126 Grand Army veterans constituted the "thin blue sended upon canes.

WILL MEET JUNE 9

PRESIDENT C. E. HUTCHINSON ISSUES A CALL FOR ANNUAL MEETING.

COAL RATE HEARING JUNE 8

it is Very Important to Tave Large Attendance on Account of Many Vital Issues.

Charlotte.-President C. E. Hutchison of the Cotton Manufacturers' Association of North Carolina has just issued the call for the annual meeting of the organization to be held in Charlotte Tuesday, June 9 at the Southern Manufacturers' Club at 11 o'clock. A large attendance of manufacturers is desired, particularly on account of the hearing that is to be held before the special examiner of the Interstate Commerce Commssion on coal rates, which begins Tuesday, June 8. This will enable the cotton mill men to attend this hearing and also participate in the convention. In addition, there are several important matters to be considered by the manufacturers and hence a large attendance is

The entertainment committee, of which Mr. S. B. Alexander, Jr., is chairman, is making preparations to give the visitors a very enjoyable stay while in the city. A lunch is to be served at the Southern Manufacturers' Club at 1:30, following the meeting, when Special Examiner Eddy and other eminent visitors will be the guests of the association. The car, limped from their machine after afternoon will be given over to sightseeing about the city and at 8:30 a smoker and dance will be tendered teams made one of the most exciting the members of the association and their friends at the Mecklenburg Country Club.

The officers of the Cotton Manufacturers' Association of North Carofield he was forced out because of a lina are as follows: C. E. Hutchison of Mount Holly, president; S. F. Pat-Duray thrilled the spectators by his | terson of Roanoke Rapids, first vice sensational effort to catch Thomas president; Eugene Holt of Burlington, near the end of the contest and Goux | second vice president; L. L. Jenkins of seemed always to be a contender for Asheville, third vice president and T. first place. Thomas made one stop at | L. Black of Charlotte, secretary and

this hearing on coal rates before the special examiner of the Interstate Commerce Commission arises by reason of the fact that the Cotton Manufacturers' Association of North Carolina has intervened in the case wherein various interests are seeking to secure a better alignment of rates from the coal fields in to the Southeastern territory.

HOBSON PLEASES AT NEWBERN

Thousands of People in the City For the Big Event of the Week.

Newbern. - The big homecoming celebration and aviation meet which was in progress in Newbern last week, came to a close with a spectacular fireworks display at the fair grounds. The last was to have been "Bryan Day" and Secretary of State W. J. Bryan was to have made the principal address but at the last moment he found it impossible to come and in his stead Richmond Pearson Hobson, the distinguished Alabamian was secured. In the afternoon Mr. Hobson delivered an address before 6,000 or 7,000 people at the fair grounds and in the estimation of all the address was one of the best ever heard in

Mr. Hobson touched on four vital subjects, viz: education, the need of society, the United States Navy and the valor of Southern men.

He said that the South is now facing a new era and that in order to become leaders of the nation that the children of the south must be educated and he advocated Federal aid

in giving them better schools. As to sobriety he said that alcohol was one of the greatest curses of the south and as long as the southerner permitted the manufacture and sale of alcoholic drinks that they would never attain the highest standard ir

Severe Hailstorm at Statesville. Statesville.—Statesville and vicinity recenly experienced the heaviest hail storm since 1884, ragged stones of ice weighing around an ounce each, falling rapidly for 10 or 15 minutes and doing considerable damage. Many are claiming that the stones were as large as hen eggs, and weighed five or six ounces, but stones that were picked up and weighed by your correspondent before the storm had hardly subdued did not weigh more than an ounce. Fortunately the storm did not etxend over a large territory Camps at Asheville.

Washington.-With the approach of the date set for opening of the students military camps-July 6-War Department officials are making preparations to assure success of the project. Orders were issued recently for troop K or the Fifth Cavalry, now at Fort Myers, to proceed to the camp at Asheville, N. C., as part of the plan to bring the regular troops and the

Asheville camp. Deaf and Dumb School Closes. Morganton.-The North Carolina Deaf and Dumb School commencement line of heroes" who left the national has closed, closing which the direccapitol to invade Virginia for the cele- tors stated in their meeting was by ers over one year old, in order that bration of Decoration Day exercises far the most successful year of the young chickens of better breeds may at Arlington. The march through school. This year considerable inter-Washington streets brought tears to est has been taken in the two miliall eyes, bringing back the day of the tary companies under the instruction great review of the men returning of Maj. V. S. Birch and a special feafrom Virginia at the close of the Civil ture of the commencement was a com-War. Far different looked the men petitive drill for two medals given by who tottered rather than marched. Mr. Leon Burke of Brooklyn, N. Y. Many used crutches, practically all de- The drills were reviewed by Col. J. T. Gardner of Shelby.

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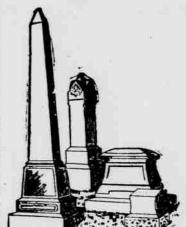
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