

### BILL ARP IS BETTER.

Thinks He Will for a While Continue to Make His Weekly Visits.

Bill Arp in Atlanta Constitution.

Good health is the best of earthly blessings, but if we were not sick sometimes we would not appreciate it. And there is a good side to almost every misfortune. Old age has its privileges and sickness its compensations. I knew that my family loved me, but I did not realize how much until this lingering attack required nursing and night watching, and they had to sit up with me as I sat in a chair and struggled for breath. Breath, more breath, was what I wanted and I could not get it lying down. I thought of the last verse that David ever wrote, "Let everything that has breath praise the Lord."

All during my long illness I have had three trained nurses—my wife and two daughters, and two married daughters and a grand-daughter besides on the relief corps, and they have been so watchful and willing and so good. The oldest of the nurses has been in training for fifty years and has spent all her married life in nursing and training others and knows just what to do and when to do it. What would a large family do without a good old mother? But at last the girls had to force her to go up stairs where she could sleep without hearing my cough that was wearing out the bronchial tube and the larynx and epiglottis and Scylla and Charybdis and other mysterious organs. And I had good doctors, too, who diagnosed me twice a day and sounded my heart with their telephone tubes and thumped my chest and beat my stomach and looked at my tongue and ran the handle of a spoon down my throat and gagged me and prized open my eyelids and tied my pulse and then wrote a long list of prescriptions that broke a drug store and made up a menu of what I should drink, and then confined me to the trained nurses to carry out the program.

I was as humble as a wet dog, for the truth is I was alarmed and so was my wife and children. I didn't see how they could get along without me, but I am better now, and for three nights have slept in my bed and recovered my breath and only lack strength, and am gaining that. It is worth being sick to have such nursing and find so many friends who sympathize and wish me to get well. It pleases me to have them call and cheer me with their presence, but my doctors say, "Don't you talk much. Let them do the talking. You have no breath to spare." And every mail brings such good, kind, loving letters from all over the Sunny South and some from Ohio and Illinois and Iowa. They humble me and cause me to wonder what I have been to my people all these years that brings me such benedictions.

Yes, I call them my people, for now I am a patriarch, and even children write to me and call me grandpa. I have been too sick to answer all these letters and could only reply by proxy, but I will answer them when I get well. I am writing this to thank them all and to say that I believe my heavenly Father has given me another lease and I shall continue for a while longer to make a weekly visit to the homes and hearts of all our people.

There is another good thing about a protracted illness. It gives a man such good opportunities to look back, to ponder and ruminate. His helplessness makes him humble and humility makes him kind. Right now I love everybody, except some. I believe I could love Teddy if he would retract and apologize. He ought to do that if he expects any peace of mind. A letter from Blue Mountain college, Mississippi, begs me to write and ask him not to visit that state until he does retract, and says the bears have had a convention and resolved to keep in their dens when he comes. I thought he was a pretty fair speaker, but a friend of mine heard him at Asheville the other day and says he acts like a bull in breeches and cavors all round and threatens his arms and shakes his legs and twists up his nose and mouth and slobbers out his words, but he don't retract.

But this is enough about Teddy. Let us turn him over to the tender mercy of Dr. Wharton, who told us why he was shy of his mother's state and people.

Subscribe to THE GAZETTE.

### A VICTORY FOR THE SOUTHERN

The C. & N. W. Will be its Feeder—Story of the Game of Bluff Carried on by the Mill Men and the Railroad Officials—The "People's Own Line" Seizes a Golden Opportunity Just in Time.

J. L. A. in Charlotte Observer.

Newton, Sept. 22.—A trip over the new line of the Carolina & Northwestern Railroad from Dallas to Lincolnton is calculated to raise the query, Why was it not built years ago? There are doubtless few such opportunities for railroad development lying around loose these days. The managers of the Carolina & Northwestern have swapped one small station, Hardin, for the exclusive business of five cotton mills and at least a portion of the carriage of other manufacturing enterprises. In addition to this the mill owners agree to pay the road about \$20,000 bonus. The latter amount is the estimated cost of drayage which the road will save the factories in five years' time.

The new road has been extended from Lenoir to Gastonia, on which portion standard-gauge freight and passenger trains now make daily trips, while the section from Chester to Gastonia is yet operating the three-foot cars. The transfer is made at Gastonia. Capt. Ross continues to stand by the small outfit, but says he will run it on a siding for the last time about December 1st.

On the trip North from Gastonia the engine is run backward because no turning facilities have yet been arranged for the standard-gauge locomotives. As a consequence the mail car is in the rear, while the passengers in the first-class coach may amuse themselves by watching the iron horse's many movements.

A large force of hands is at work at the South Fork River, about three miles north of Dallas, building stone piers for an iron bridge, the material for which is already at hand. Leaving the old road-bed on the north bank of the stream the new line follows the river in nearly all its crooks and turns for about twelve miles, passing the doors of the following mills in the order named: Hardin, High Shoals, Long Shoals, Lincoln, Laboratory and Daniel. With the exception of the latter, which is connected with the Seaboard Air Line by spur tracks, all were heretofore without railroad facilities. This change of route on the part of the railroad involved considerable heavy grading and gave the road somewhat the appearance of climbing a mountain, but lengthened the course from Dallas to Lincolnton by only one-quarter of a mile, I am told. In addition to the new freight traffic secured by the Carolina & Northwestern, the passenger business promises well. There are many people at every mill and they will doubtless travel more since the trains approach their doors.

Whether there is any truth in the report that the Southern Railway is behind the Carolina & Northwestern is probably only known to parties interested, but it is a fact that the big system will be benefitted to the extent of adding the traffic of these mills to its business at the expense of the Seaboard Air Line, for the little road has no connection with the latter system, and I am told that no provision will be made for a transfer of cars at Lincolnton, but that in order to reach points between Gastonia and Lincolnton they must be delivered to the Carolina & Northwestern either at the former place or some other point, thereby giving the Southern a share of the carriage. The fact that the Chester-Lenoir road now uses the Southern's track from here to Hickory, ten miles, and that it procured its standard-gauge rolling stock from the same concern are also cited as proof that the two roads are on exceedingly good terms. It is said, however, that this is as far as the Carolina & Northwestern officers will admit that the connection goes.

The mill men who arranged the building of the road via their plants relate a story at the expense of the Seaboard Air Line people which is at least interesting and shows to some extent that there is bluffing done in other things besides poker-playing. After making repeated attempts to get the Seaboard people to agree to build a spur track to their factories without result the scheme of calling on the narrow gauge folks was proposed. But the mill men didn't

want a narrow gauge road and even after they began to consult with the Carolina & Northwestern officials they were doubtful about their being prepared to undertake a change of their entire system. Each step in the deal with the narrow gauge people, however, caused some signs of activity on the part of the Seaboard and so the game went on. Finally some time last year President Barber, of the Carolina & Northwestern, appeared at Lincolnton and notified the interested parties that he was ready for business and would sign the papers. This was done, the railroad official binding himself to run a standard-gauge train over the proposed route on the first day of July last. Despite heavy rains and many drawbacks on the day named an engine and several cars made the trip, complying with the letter of the contract. It is said that a day or two after the signing of the agreement with Barber the Seaboard sent a representative to Lincolnton with the papers ready, but he was told that he was too late.

When the time came for crossing the Seaboard track the builders of the new road selected a high fill just north of Lincolnton and went through at night to escape possible delay on account of legal complications, it is said. The new line goes through Lincolnton in a deep cut, which involves a "y" at a depth of about 25 feet. The right of way through the town is said to have cost in the neighborhood of \$5,000. Among other things, a brick store had to be purchased and torn down.

### A Waste of Good Rhetoric.

Washington Post.

The New York Sun's double-leaded protest against any plank in the New York Republican State platform in favor of a constitutional amendment empowering Congress to regulate corporations is an extravagant waste of good rhetoric. No harm could possibly result from the adoption of such a plank. There is a world-wide difference between a declaration by a party convention and the endorsement of that declaration by a New York legislature. And the infinite distances of the universe are scarcely greater than the difference between the construction of a plank by a State convention and the planting of it in our national Constitution by a two-thirds vote of both Houses of Congress and the consent of the legislatures of three-fourths of the States.

There is not even a remote probability that this question will be an issue in 1904. Should Mr. Platt's convention make a plank of it, which it probably will not, it will pass for surplus buncombe. Indorsement of President Roosevelt's candidacy need not be accompanied by indorsement of any suggestion of a change in the relation of the States to the nation. As The Post has recently asserted, with the exception of the three war amendments, there has been no enlargement of the area of Federal authority, no surrender of the powers reserved to the people and the States, since the Constitution was adopted. And there isn't going to be any surrender. Nothing that Mr. Platt's convention may say on the subject will have the least effect on the situation—a situation so fixed in permanent solidity that only a great domestic war can change it.

### Treasures to Dream About.

New York Tribune.

Unfortunate victims of unscrupulous lawyers are still hopeful of obtaining mythical millions in England and on the continent of Europe. Proof has been heaped on proof almost to the height of Pella on Ossa that no such unclaimed properties of huge proportions exist anywhere on earth. These over sanguine heirs of Queen Mab fantasies should advise their attorneys to take a journey to the moon or to some distant planet and to collect their contingent fees when they come back with the treasures which they have secured, either in cash or in easily negotiable securities.

The Annele Jans "gold brick" has been decided by the concurrent action of the courts to be the cheapest of brass; and so of scores of similar schemes. Neither in the British Court of Chancery nor anywhere else in the Old World or the New are there huge fortunes in unclaimed estates to be obtained by litigation. Melancholy is the fate of those who put their trust in plans to get possession of such rainbow pots of gold.

### NEWS ITEMS.

A Cleveland county lady recently sold a 50 acre farm in South Carolina, near Grover, for \$2,000.

A convention will be held at Asheville in October in the interest of the Appalachian Park movement.

At Sandy Ridge, in Union county, Thursday, Goodman Haney, a well known resident, committed suicide by hanging himself.

The Annual debate between Trinity and Wake Forest Colleges was abolished Friday by action of the Literary Societies of Trinity.

The Hoover gold mine near Rozzell's ferry, in Mecklenburg county, has been purchased by a Pittsburg, Pa., firm and will be operated on an extensive scale.

In North Carolina there are now 188 free rural mail routes with a prospect of reaching 200 in the next few days. A year ago there were only about twenty.

In the case of Seawall vs. Carolina Central Railway at Charlotte the jury rendered a verdict Friday for \$4,500 in favor of the plaintiff. The amount asked for was \$10,000.

The American Molasses Company was incorporated a few days ago at Trenton, New Jersey, with a capitalization of \$3,000,000. It is another trust to control sugar, syrup, molasses, glucose, sorghum and the like.

A special term of the United States District Court has been ordered to convene at Charlotte November the 20th to try the Reese-Dickerson embezzlement case from Asheville. Judge McDonnell, of the Western District of Virginia, will preside.

The wife of Captain Frank Marshall, one of the most efficient conductors of the Southern Railway, died Monday at Norcross, Ga., after an illness of several weeks. A brave and very tender hearted man is sorely bereaved by this great affliction.

As at other places where the disease once gets a foot hold, so in Charlotte small-pox is difficult to eradicate. Another nest of it involving three or four persons, one of them "broken out" with a severe case, was found Tuesday in a house on Corner of Stone-wall and Brevard Street.

Mr. Charles Lockery, superintendent of the spinning room of the Richmond Cotton Mills near Laurinburg was shot and killed Friday by Norris Saunders. The shooting occurred as a result of the discharge of Saunders' son, who was employed in the mill. Saunders is in jail at Laurinburg.

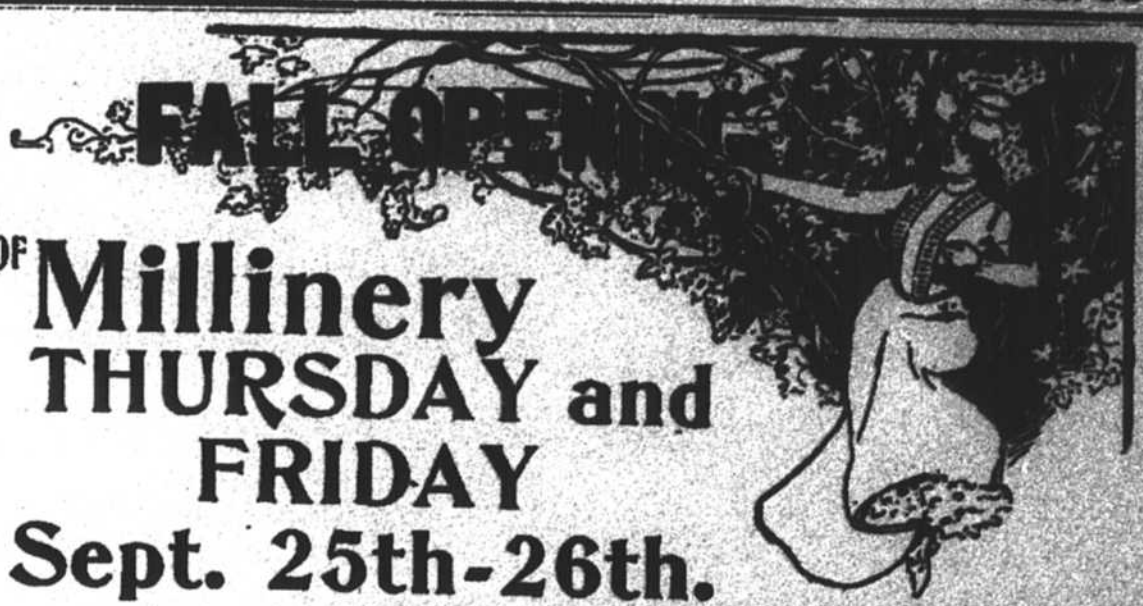
The population of Cuba in 1887 was 1,931,687, or 59,000 more than 1896. Allowing for the probable increase between 1887 and 1895, the year in which the insurrection broke out the loss of life as indicated by the two censuses is estimated at nearly 200,000 a loss to be attributed to the war and the policy of reconcentration.

Mrs. Jno. W. Stafford whose elopement from Greensboro in July with Mr. Earnest Hardin created such a sensation, returned incognito, to that city Wednesday night from Baltimore, where they have been living. Her avowed object was to see her sick child. The general belief is that the family will be re-united.

Mr. John I. Douglass, who recently eloped with Miss Hattie Summers from Statesville returned Friday from Texas and was placed under arrest. He denied running away with the girl and said he knew nothing of her whereabouts. He gave bond in the sum of \$500 for his appearance to answer the charge of desertion.

Stole the Assistant Postmaster Statesville Lockmaster.

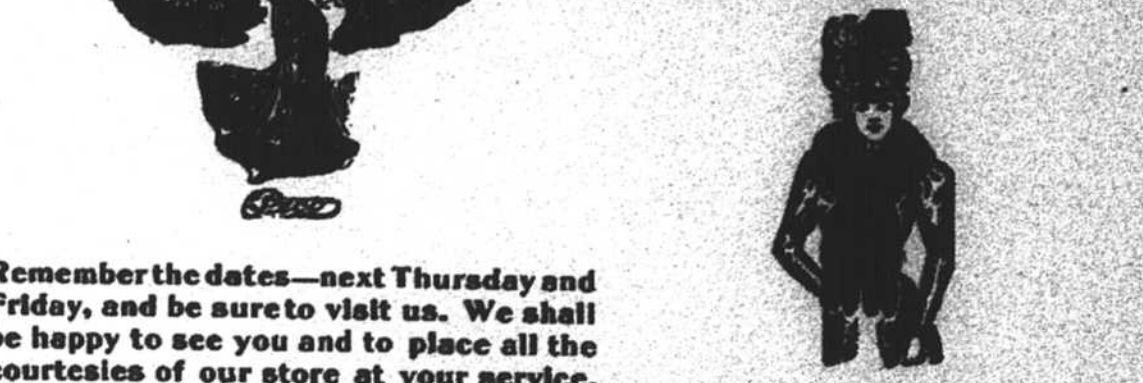
A young man named Brown was recently appointed postmaster at Crouse, Lincoln county. Being ignorant of the management of the postoffice he applied to Postmaster Barkley, of Lincolnton, for assistance. Postmaster Barkley sent his daughter to teach Mr. Brown how to manage the postoffice. Mr. Brown was so well pleased with his teacher that he wanted to retain her permanently, but her father objected. The young lady, however, was willing and about 5 o'clock Tuesday morning, while she was in the Lincolnton postoffice arranging the mails, Mr. Brown came along and invited her to ride. She consented and the couple went to South Carolina and got married.



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### THE UNIQUE CITY OF DALNY.

Not a Foot of Land has Been Sold, Though Over \$6,000,000 Have Been Expended for Improvements and Public Buildings.

Municipal Journal.  
At present there is being founded on the shores of the Pacific Ocean the Russian city of Dalny. This city will form the terminus of the new Siberian and Manchurian Railway, and its site has heretofore been known as Tailenwan.

The unique thing about this new city is that it begins its municipal life with all modern improvements. There are piers of stone and cement; a large breaker, with no ships to seek refuge behind it. The streets are graded and paved, although there is no traffic for them as yet. The different quarters of the town have been laid out, space provided for parks, schools, churches, etc. Gardens are already beautifying the parks. Electric lights and electric railways are already in operation. As yet not a foot of land has been sold, although over \$6,000,000 have been expended for improvements and public buildings. The population now exceeds 50,000, 25,000 of which are employed in building the railroad, which is to be owned by the Russian Government.

It is calculated that the city will cost \$18,000 before the present plans are completed. It is provided that when lands are sold taxation will begin, and the city's government will be placed in the hands of a council, elected by the taxpayers, of which two members must be Russian subjects and not more than two Chinese or Japanese. The port will be an absolutely free one, as the Government wishes to encourage trade.

Chas. Holmes, colored, was firing a brick kiln at Cooleemee cotton mill Thursday night when a side of the flue slipped out and Holmes was buried under hot bricks. He was so severely injured that he died next day.

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