

THOMSON COMPANY

SHOES

Listen good people. Our Shoe department is one we are proud of.



Hamilton-Brown Shoe Co's Security Face. Listen good people. Our Shoe department is one we are proud of.

HATS AND CAPS

First floor.

Men and boys, you all need new fall headwear and that being the case, you had better see about getting a new one right away.

BIG FALL OPENING! Oct. 1st, 2nd, and 3rd.

THE NEW HATS FOR AUTUMN WEAR

The advance styles are here and ready for your viewing. They are stylish, nobby, swell.

DRESS GOODS AND TRIMMINGS

All the new Dress Goods and Trimmings are here. We have searched the Northern markets.

THE VOICE of the PEOPLE

It has spoken, and in unmistakable tones, that Thomson Company is preeminently the people's great shopping center.

OUR GOODS

are away up in quality, away down in price. This is why this store does the largest business of its kind in the vicinity.

CLOTHING DEPARTMENT

On second floor.

Every suit a fashion plate, and we have them in any style you like—and remember our clothes are particular-made clothes—no slop work—they are correct in cut and pattern; they fit, and our prices are a source of revelation to all.



THOMSON COMPANY

Phone 46

The People's Store

A RIDE ON THE ENGINE.

Dashing 70 Miles an Hour in the Lap of Mad Force—No Other Sensation Like It—What the Southern's New Passenger Engine Can Do.

I. R. Avery in Charlotte Observer, 13th. "Come and ride on the engine" said Mr. H. Baker, superintendent of the Charlotte division of the Southern Railway.

The reporter had found Mr. Baker examining the engine at Atlanta. It was attached to the Washington & Southwestern vestibule limited, the best and fastest train on the Southern.

"She's been running three weeks, he said, "and is perfect. For ten days she was broken in with a freight train, and since then she has been in the passenger service. She runs as smoothly as clock work."

Then he and Mr. Baker who showed as much pride as Costner, discussed the engine technically, and Costner told the superintendent to get on the locomotive at Gainesville, Ga., and watch her movements for a while.

Until the train got to Gainesville Mr. Baker sat at the end of the rear car and watched the track. He studies his division just as one would study a map, and he has learned to know it thoroughly.

When the train stopped he had a hurried word with station masters. When the train didn't stop he bowed now and then to men on other trains or to men standing at little stations.

Everybody seemed to recognize Baker at a glance and there is an evident spirit of good comradeship between himself and his men.

"And they are all good men," he explained. "I never saw a finer type of employes on any road. Of course I am dependent upon them in every sense of the word, and their hearty co-operation with me is absolutely necessary.

I climbed into the engine. He stood by the engineer and put me on the fireman's seat. The fireman, a negro, stood. Not even for two minutes during the ride did he stop shoveling coal into the engine.

Costner, too, was on his feet nearly all the time. The small glass window in front of his seat was half open and so arranged that he didn't get the full force of the air.

Costner played with that engine. He and Baker may say that he didn't, but he did. It was a mere detail that he arrived at Greenville, S. C., the end of his run, on time.

The window in front of the fireman's box, where I sat, was thrown wide open. "If the wind gets too strong for you, close the glass," said Mr. Baker, "but I wanted the air. It came in with a kind of a roar and surcharged my lungs till I gasped, but the sensation was deliciously sweet.

Between Gainesville and Greenville there are stretches of road that require careful going. There are also places that allow an engine to safely do all she may.

When I was down in Mississippi two years ago the railroad men were laughing at the order that Stuyvesant Fish, president of the Illinois Central, gave to an engineer. Mr. Fish was on a special train and he wished to get somewhere quick. The engineer went at a very fast rate,

but Mr. Fish wanted harder going. He sent word to the engineer to: "Take the bride off."

The term appealed to the engineer and he grimly pulled the throttle wide open.

Costner took the bride off No. 1100. I was not versed in such matters, but it seemed to me we might be traveling at about a couple of hundred miles an hour.

I said as much to Mr. Baker and he replied that the engine had not been doing more than a little over 70 miles an hour.

"You ought to see what I see when I ride by night with the big search light shining in the darkness. It is kind of ghostly and uncanny at times. If a man could write what the engine and I see and feel just one night that would be worth the telling."

But in all the world there is no sensation like riding on an engine at any time. It gives an uplifted sort of feeling. I understand why an engineer is unafraid. The majesty of his surroundings, the clang, the roar, the tense leaping into space—these things preclude fear. One feels that the engine itself has a living presence that would mock at fright. And such presence! It is no wonder that the heathens exulted and fell under the juggernaut car. The sight of superhuman force must ever send the quick blood coursing recklessly, and death while the blood leaps is a good sort of death.

Take the bride off and one lives for a while. It is remarkable that the pace doesn't kill with sheer intoxication or excitement. Costner is at the throttle only five hours in every twenty-four. Such service speaks for itself. He saves himself and eats and sleeps most of his time in order that he may be strong enough to let engine No. 1100 have her way for a few brief hours.

I never saw Costner look out of the window at his side as passengers do, and he never looked

back at his train while I was in the engine. He just crouched, and puckered his eyes and looked dead ahead and buried his engine into space. He is paid \$150 a month and more. One may conjecture what his service is worth.

In the economic world an engineer on a passenger train is a class by himself. Costner, and only Costner, handles No. 1100. "We are trying as far as possible," said Capt. Baker, "to give every engineer his own engine. We get good results that way. An engineer who has his own locomotive develops pride in her, and the spirit of competition that is aroused is beneficial to the service generally. Since the first of the year the Southern has purchased 75 new engines that cost from \$10,000 to \$15,000 apiece.

One thing Baker did not mention. This about himself. He is one of the best superintendents on the Southern, and the fact that he is sure to be promoted, as he deserves, is unfortunate for the people who live along the line of his present division. He is a railroad man all the way through; he has the backing and confidence of his superiors, and of all the men under him and he loves his work in a way that even an outsider can appreciate and admire.

A Matter of Skin.

At Gaston county court last week a negro was sent to the roads for playing "skin." It is up to Bro. Marshall, of THE GASTONIA GAZETTE, to explain why he and his fellow countrymen are not liable in the Federal courts for discriminating against the "poor negro" on account of his "skin."

Mortgage Sale of Land.

By virtue of power conferred by a mortgage deed executed to the undersigned on the 10th day of March, 1903, by Geo. J. McCre and recorded in the office of the Register of Deeds of Gaston County in Book No. 49, page 148, the undersigned will offer for sale by the highest bidder for cash at the Court House door in Dallas, N. C. on Thursday, October 22nd, 1903.

Administrator's Notice.

The undersigned having qualified as administrator of the estate of the late R. N. Challant, do hereby notify all persons having claims against said estate to bring them forward on or before the 22nd day of September, 1903, and if they fail to do so, the same will be pleaded in bar of any recovery thereon.

SALE OF VALUABLE LAND.

Whereas, Wm. L. Callant and wife, Pannie R. Callant, do hereby give notice that they have executed a mortgage deed of record in Book No. 49, page 148, in the office of the Register of Deeds of Gaston County, conveying certain lands hereinafter described as security for the payment of a note for two hundred and forty dollars, due to the said Wm. L. Callant and wife, and the interest thereon, and the undersigned, administrator of the will of the said Thos. Wilson, deceased, will on Saturday, October 10th, 1903, at the hour of 12 o'clock noon, at the Court House in Dallas, Gaston County, N. C., sell by public auction to the highest bidder for cash, the following described land, to-wit: A certain parcel of land, situated in the town of Dallas, N. C., adjoining the lands of J. A. Hines, and others; and to-wit: A certain parcel of land, situated on the east side of the old Dallas road and near No. 117, and to-wit: A certain parcel of land, situated on the east side of the old Dallas road and near No. 117, and to-wit: A certain parcel of land, situated on the east side of the old Dallas road and near No. 117.

Commissioner's Sale of Land.

Valuable Lot in Gastonia. By virtue of a decree of the Superior Court of Gaston County in the special proceedings entitled Margaret A. Austin and others against George Hamilton and others, which was a proceeding to sell land for partition, ordering a resale of lands described herein, I will on Saturday, October 17th, 1903, at the hour of 12 o'clock noon, at the door of the Gaston Loan & Trust Company on Main Street in the town of Gastonia, sell to the highest bidder for cash the following described parcel of land, to-wit: A certain parcel of land, situated on the corner of Air Line and Modena streets, known as the Hamilton Cotton Mills, J. D. Bacon, and others, and more particularly described as follows: Beginning at a stone in the east side of Modena street, near a Post Office, and runs thence with the said street S. 1/4 W. 6 poles to 20 links to the center of the Southern Railway track; thence with the said Railway in a westerly direction 178 poles to where the old line crosses the railroad; thence the said old line N. 45° W. 2 poles to an iron stake, J. D. Bacon's corner; thence with his line N. 45° W. 2 poles to an iron stake near a gum tree; thence N. 85° W. 84 poles to a stone and 1/2 iron stake in a ditch or gully thence N. 85° W. 9 poles to an iron stake in the Modena line; 184 poles to the beginning and to the Hamilton home place with the following house and several outbuildings thereon. Terms of the said sale 1/3 cash, 1/3 in 60 days, balance within twelve months from day of sale; deferred payments secured by mortgage or other security approved by the Court, with privilege to purchaser of paying entire sum in cash.

Gastonia Banking Co. Capital and Surplus, \$78,000.00. State Bank Incorporated May 13, 1903. State and County Depository. Officers: JNO. P. LOVE, President; R. C. G. LOVE, Vice Pres.; JAS. A. PAGE, Cashier. Directors: R. C. G. LOVE; JNO. P. LOVE; SBOGA LOVE; ROBT. A. LOVE.

YOUR TAXES! I will meet you at the following places for the purpose of collecting your taxes for 1903: Gastonia, Saturday, September 26, 10:00 a.m. to 4:00 p.m.; Lowell, Monday, 10:00 a.m. to 4:00 p.m.; McAdenville, Tuesday, 10:00 a.m. to 4:00 p.m.; Belmont, Wednesday, 10:00 a.m. to 4:00 p.m.; Stanly Creek, Thursday, October 1, 9:30 a.m. to 4:00 p.m.; Cherryville, Friday, 2:00 p.m. to 4:00 p.m.; Gastonia, Saturday, 10:00 a.m. to 4:00 p.m.; Dallas, Monday, 10:00 a.m. to 4:00 p.m.; Mt. Holly, Tuesday, 10:00 a.m. to 4:00 p.m.; Ninsville, Wednesday, 10:00 a.m. to 4:00 p.m.; Mt. Island, Thursday, 10:00 a.m. to 4:00 p.m.; Lucia, Friday, 10:00 a.m. to 4:00 p.m.; Alexis, Saturday, 10:00 a.m. to 4:00 p.m.; Crowder's Creek, Sunday, 10:00 a.m. to 4:00 p.m.; Pleasant Ridge, Monday, 10:00 a.m. to 4:00 p.m.; Bessemer City, Tuesday, 10:00 a.m. to 4:00 p.m.; Union, Wednesday, 10:00 a.m. to 4:00 p.m.; S. Point Ford's store, Thursday, 10:00 a.m. to 4:00 p.m.; Hardin Mills, Friday, 10:00 a.m. to 4:00 p.m.; High Shoals, Saturday, 10:00 a.m. to 4:00 p.m.; Patterson's school house, Wed., 10:00 a.m. to 4:00 p.m.; Baker's Mill, Thursday, 10:00 a.m. to 4:00 p.m.; Dilling's Mill, Friday, 10:00 a.m. to 4:00 p.m.; Fuller's Store, Saturday, 10:00 a.m. to 4:00 p.m.; Landers' Chapel, Sunday, 10:00 a.m. to 4:00 p.m.; Carpenter's Store, Monday, 10:00 a.m. to 4:00 p.m.