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DEVOTED TO THE PROTECTION OF HOME AND THE INTERESTS OF THE COUNTY.

One Dollar a Year in Advance.

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NO. 18.

LIKE A CHINESE PORT.

Japanese Speak Scornfully of the Great Harbor City—Effect of War Plans.

Rita E. Selmore in the Chicago Tribune.
 Nagasaki, January 13.—Coming over from China, Nagasaki always seems the most exquisitely clean and dainty place imaginable. Coming down from Central Japan, it seems almost Chinese in its untidiness, the unkempt, unwashed look of its people, and its close contact with the older country is apparent.

Nagasaki has always had a touch with China, trade being maintained between the two countries after Europeans were excluded and only a few Hollanders were permitted to live here as prisoners. Chinese priests, teachers and painters were always to be found in Nagasaki, and there is much Chinese blood in the Nagasaki people.

Citizens of Tokio and Kioto speak scornfully of Nagasaki. There were never samurai here, only trades people, and they enlarge upon the fact that there are fewer public bath houses here in proportion to the population than in the northern cities.

"They are as dirty as Chinese," says the scornful courier of Yokohama, and there is no doubt that the people have slackened in many ways by contact with the Chinese. One looks into eating shops that are pure Chinese and kept by Chinese, and the degrading influence of its dirt seems to reach to all neighbors. Children of mixed parentage show the sickly Chinese yellow tinge, and in grown people the continental cast of features is distinct. The Japanese New Year's is over and gone, but the Chinese stick to the old lunar calendar and are now growing narcissus bulbs by the bowlful for their Chinese New Year six weeks later.

Yet another New Year is celebrated here and the Russians begin their revels by a fancy dress ball on New Year's Eve. Nagasaki has been a chosen Russian winter preserve ever since the Russians began seriously developing Vladivostok, and when work began in Manchuria Russian families arrived each winter by hundreds. The

hotels were filled, the larger new hotel was really built to accommodate Russian patrons, and every possible house was leased each season.

Russian signs became as common as English on the streets. Shopkeepers, servants and jirikisha coolies picked up Russian, and more of them now speak and understand that difficult language than English.

These winter visitors bought largely, recklessly, but not wisely, in the curio shops, and always paid the largest prices. Their tastes were for the grand and gorgeous, the biggest satin bedspread and curtain, with the biggest branches of cherry blossoms on it, the hugest water jars with the most gilding and painting, which they trustfully accepted as veritable old Satsuma.

"Why do you keep such rubbish?" I asked the great curio dealer, whose shop a dozen and fifteen years ago was a superior art museum.

"For the Russians," he answered blandly.

"But you say they do not know good things." Then, with the slow Japanese smile, he answered: "Yes, that is why they pay such big prices. I keep such things in my godown for you. I ask you no more than before," and at that subtle, flattering appeal I melted, and was overcharged again for blue and white plates.

The families of military and civil officers from Eastern Siberia and Manchuria are fewer this winter naturally. They have gone to colder Shanghai, or tropical Hong-Kong, or remained at Port Arthur and Dalny, despite the scant accommodations in those places, the want of any hotel at all at Port Arthur. The large Nagasaki Hotel is almost empty and the stockholders are gloomy at the prospect of other winters without the Russians. There are no fleets here either, and the forty-two American women who follow upon the movements of their naval husbands are in Honolulu, in Yokohama boarding houses or on the way to Cavite, where the runaway fleet is now supposed to be arriving.

A French man-of-war came in, coaled, and went away, the Japanese cruiser has gone, and only the Italian G. Pisani remains to

play national anthems, night and morning, and lend blue and white sailor colors to street vistas every afternoon.

The swift Russian mail steamer Manchuria that has been running weekly to Dalny to connect with the special train deluxe, or Moscow express, over the Trans-Siberian Road has been in harbor for a month, and by an awkward combination of events must remain here many weeks. Being insured in London, it was examined, or surveyed, for a coming year by the Lloyd agents here. A canny Scot crawled around through its boilers and shafts and vital regions, and announced defects that would require six or eight weeks to repair—so, this swift twenty-knot boat, the latest thing out from continental yards, complete in all the newest appointments of luxury, even to the ladies' smoking room amidships, idles here at anchor, awaiting its turn to go into dry dock. And when it floats out, eight weeks or so hence, what a chance there is of finding itself a Japanese dispatch boat! the Manchuria lost to Russia at least.

Meanwhile, smaller ships of the Chinese Eastern Railway Company make the risky last runs to Nagasaki. A huge Hamburg-American ship is in loaded deeply with Cardiff coal for Vladivostok taking on Japanese coal for its own bunkers, and another monster German cargo boat crammed with Cardiff coal is due a few days later on its way to Port Arthur.

Coal is the one topic of talk, the chief subject of editorials and European cable dispatches. Cardiff and Pocahontas are names to conjure with, and in modern warfare Providence plainly leans to the side of the biggest coal piles, and victory goes with the Cardiff fuel.

The inconveniences of war are beginning to be felt by every one. Every port has its stranded passengers, who had expected to proceed to Australia by the new Japanese steamer the Nikko Maru, and many had delayed sailing in order to go by the luxurious and beautifully appointed new ship to-day. Instead, their passages are canceled, the civilian officers are on shore, and the beautiful new boat with its tapestried,

lacquered, and carved saloons, is at Yokosuka navy yard being fitted with guns and berths to become a fast transport.

In the same way the Hong Kong Maru, which should leave to-morrow for San Francisco, is called off and will go to Yokosuka to be fitted for a transport. In consequence there is no mail to America this week, and the Government having also chartered the two other large Japanese mail steamers running to San Francisco, and the three large ships of the Seattle line, mail communications with America will be much hampered for the coming weeks or months.

Soil Fertility.

To the Editor of the Gazette:

"A half truth is father to a lie," and we are often given a part of the truth on the soil query. It is the most important question that confronts us farmers to-day on soil fertility.

The use of commercial guano if a conditional problem. If the same brand is used on soils of different composition, like results will not be obtained, and why? Because the soil may first contain an abundance of one, and be deficient in the other two; and the other soil may contain the two lacking, and be deficient in one. God speed the day when we shall agree upon some fundamental principles, and when we shall discover and demonstrate the best, and most economic methods for the permanent increase of the productivity of the soil, when we make guano that will suit our soils, instead of buying commercial guano and wasting our money to enrich the guano trust and advertising our ignorance.

The Boyd Atkinson block of buildings in Rockingham was destroyed by fire Saturday morning. Some of the structures were frame buildings and were occupied by negroes. Origin of the fire not accounted for.

The Gibson manufacturing company at Concord has increased its capital stock from \$26,000 to \$500,000.

A large part of the retail dry goods district of Rochester, N. Y., was destroyed by fire Friday. The loss is placed at \$4,000,000.

CANAL TREATY IN EFFECT.

President Signs Proclamation—Some Legal Questions Which Remain to be Settled.

Washington, Feb. 26.—Secretary Hay and Minister Bunsu-Varilla at 10:30 o'clock this forenoon exchanged ratifications of the Panama canal treaty at the State Department. At 11:50 o'clock the President signed the proclamation putting the treaty into effect. As soon as the proclamation was signed it was returned to the State Department. The cabinet was not in session when the proclamation reached the White House from the State Department. Secretary Loeb took the document to the President and he signed it immediately. The proclamation is purely a formal document.

Several legal questions remain to be settled, among them the effect upon canal payments of the pending litigation in France by the Colombian government to prevent the sale of the canal property to the United States. But the State Department has a conviction, based on unofficial assurances, that the French court will reject the Colombian suit.

Another legal question is whether by the terms of the Spooner act the \$10,000,000 which was to be paid Colombia can be paid to Panama and it is for the Attorney General to decide whether additional enabling legislation will be required. It will be some time before these questions can be settled, and meanwhile no money is likely to pass.

Schley is Writing a Book

Charleston News and Courier.

Admiral Winfield Scott Schley, retired, is writing a book of his experiences in public life. He has been engaged in the undertaking for a good many months and it will be some time yet before the work is completed. It is understood that it will contain several interesting chapters on the subject of the famous Schley-Sampson controversy. The Admiral proposes to put into the book a number of facts which were not permitted to be brought out during the Court of Inquiry, and which he thinks should be recorded as part of the history of the naval engagement at Santiago.

WASH GOODS

Attractive lines at Yeager's this week. Shopping here is an inviting task and our new goods and pretty styles make it a pleasing one. Come to see us early and often.
 Figures from yard, 40c to 25c.
 Mercerized Waistings, white and colors, for waist and shirt-waist suits, yard, 15c to 50c.
 Gingham, fast colors, yard, 10c to 25c.
 Brown Linens, yard, 15c to 25c.

Dress Goods.

Etamines and Voiles, cotton, wool, and silk, 27 to 42-in. wide, yard, 25c to \$1.25.
 Plain and fancy Mohairs, from 36 to 44 inches wide, yard, 50c.
 Skirtings, black and colors, from 27 to 56 ins. wide, yd, 25c to \$2.
 Variety of other designs in the newest weaves in sheer fabrics for costumes and shirt-waist suits.

Embroideries.

Our great sellers, at yard, 5c, 10c, 15c and 20c.
 Imitation Torchon laces, complete line at yard 5c.
 Real Linen Torchon laces, with insertions to match, at yard 5c, 10c, 15c. This is the second lot received in the last 30 days. Greatest values on the market.

Trimmings.

In dress trimmings we always have the newest things, which we are happy to show our customers. Sewing and trimming braids, per bunch, 5c, 10c, 15c, and 25c. These are the newest designs and come in white and colors.

Corsets.

W. B., P. N., Royal Worcester and H. & H.—These are the latest models.
 Ideal waists for boys and girls, 25 cents each.

Jas. F. Yeager.

NOTHING TO DROP ON



When a loss by fire occurs it's a good thing to have an insurance policy to fall back on.

BETTER INSURE TO-DAY.

We represent only the strongest companies. Our advice from companies we represent, which had risks in the Baltimore fire district are that some are crippled and that they are already adjusting and paying off claims. Some of them lost nothing by the fire.

We write insurance risks anywhere in Gaston county. Consult us when you want insurance.

GASTON LOAN AND TRUST CO.

W. T. LOVE, President. E. G. McLEOD, Treasurer.
 HEADQUARTERS FOR INSURANCE. GASTONIA, N. C.



The rifle rang out again.

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