

The Gastonia Gazette.
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 JAS. W. ATKINS, Editor and Manager
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TUESDAY, JAN. 15, 1907.
 Congratulations to The Salisbury Evening Post on the installation of a linotype machine. It was put into operation Friday and "turned out ten point stuff with uncomfortable rapidity for the local reporter." Already a clean and newsy sheet, The Post will now be in a position to give its subscribers even better service. Here's wishing it an increased success.

Senator Tillman and President Roosevelt continue to hold the centre of the stage. Saturday the fire-eating pitch-fork Senator from the Palmetto State delivered himself of a lengthy speech in the Senate, indulging in a tirade against the President for his attitude toward the discharged negro soldiers and also against the negroes. The President had his turn yesterday when he sent to the Senate a special message dealing with the Brownsville affair. The long-suffering public will doubtless have a perceptible sigh of relief when this matter is removed permanently from the programme and entered in the volume of ancient history.

From all sections of the State come reports to the effect that banks are increasing their capital stock, thus preparing to take care of more business. This can be taken as an indication of nothing if it be not success and prosperity. Indeed it would seem that a kind providence had smiled beamingly upon the people of the Old North State during the year 1906. The main fact behind this prosperity and success, however, is not that the citizens of this great commonwealth have relied on providence to fill their barns to bursting and give them great increase of wealth in field and factory but that they have been up and doing every day. With an undaunted faith in the natural resources of the State and in their ability to utilize these natural resources to the best advantage they have pushed forward daily toward the goal. Optimism and right-guided energy are the powers which bring success. Long may these two potent factors dominate in North Carolina.

Senator Simmons has made good. He can be depended upon to do what he says. Some months ago, during the recent campaign, he entered complaint at headquarters in Washington that Federal office-holders in North Carolina were guilty of pernicious activity in politics, stating at the time that he would furnish proofs of his assertions. Many perhaps thought that the Senator was giving vent to a little campaign thunder and that the campaign over, nothing more would be heard of the charges. Mr. Simmons, however, it would seem, has not forgotten his promise. He has put the matter square up to the Federal authorities. He has performed his part of the task. It remains now for the government to investigate. Under date of January 11th, the Senator addressed a communication to the civil service commission in the course of which he designated by name one hundred office-holders who, either as candidates themselves are in behalf of friends, took an active part in the recent campaign. The list is only a supplementary one and contains the names of not a few Republicans of prominence in the State. In the catalogue of names one only is put down from Gaston county—Postmaster Peter Marshall Rhyne, of Dallas. Will anything be done, is the

question that is being asked. Civil Service Commissioner Green is expected to visit the State this week. The work Senator Simmons has outlined for the commission to do, he says, will require a year to complete.

THE ODELL MILLS GO UNDER.

Caesar Cone Made Receiver—Six Concord Mills Involved in the Failure, Which is Attributed to Insufficient Profits and the Stringency of the Money Market—Liabilities Estimated at \$600,000. With Assets at \$1,200,000.
 Charlotte Observer.
 Concord, Jan. 14.—The announcement of the appointment of Mr. Caesar Cone, of Greensboro, as receiver for the Odell Manufacturing Company, of this city, came as a shock to those on the outside of the individual interests, and the failure of the big mill has been the theme of conversation to-day in all circles and much speculation as to the consequences has been indulged in.
 The Odell Manufacturing Company comprises the Odell Mills Number 1, 2, 3, 4 and 5, and the Buffalo Thread Mills, located at this place. For some time past the mills have not been making the profits necessary to conduct a successful business, and on account of the stringency of the money market they were forced to the wall. The mills operate 240,000 spindles and 800 looms. The capital stock is \$597,500. Liabilities, \$600,000, with assets amounting to more than \$1,200,000. Quick assets are said to be about \$280,000. It takes \$3,000 a day to run these mills. The J. M. Odell Manufacturing Company (the Bleachery), and Magnolia Mills Nos. 1 and 2 at this place, are separate and distinct organizations, and are not in the least affected.
 The failure of the Southern Mills and the Vermont Mill, at Bessemer City, is not responsible for the closing of the affairs of the Odell Manufacturing Company at this place. The J. M. Odell Manufacturing Company, of Chatham, is capitalized at \$67,500; the Kerr Bag Manufacturing Company at \$124,000, and the Magnolia Mills at \$25,000.
 Mr. Odell stated that it is not likely that the mills affected will close down at all, and if at all, only temporarily. The annual meeting of stockholders will be held here next Saturday, the 17th, when it is expected that plans for the reorganization of the company will be formulated.

GASTON POULTRYMEN.

A Partial List of Those in the County Who are Interested in the Raising of Fancy Fowls.
 Following is a partial list of Gaston countians who are interested in the raising of fancy fowls:
 R. H. Merritt, McAdenville.
 W. L. Ormand, Bessemer City.
 P. D. Hopper, Dallas.
 B. L. Smith, Stanley.
 W. A. Robinson, Gastonia, Route 1.
 I. N. Alexander, Sr., Gastonia.
 L. N. Glenn, Gastonia.
 A. L. Dilling, Gastonia.
 R. L. Abernethy, Mount Holly.
 R. F. Rankin, Mount Holly.
 P. N. Glenn, Gastonia.
 J. L. Beal, Gastonia.
 J. H. Separk, Gastonia.
 D. S. Thornburg, Cherryville.
 W. H. Webb, Cherryville.
 Breathie Brown, Cherryville.
 W. N. Davis, Gastonia.
 D. M. Jones, Gastonia.
 J. N. Roberts, Gastonia.
 Walter Dilling, King's Mountain.
 M. B. Allen, McAdenville.
 J. L. Webb, McAdenville.
 J. L. Chandler, McAdenville.
 Jake Stafford, McAdenville.
 Will Cavin, McAdenville.
 Wister Roberts, McAdenville.
 J. W. Grover, Lowell.
 Burley George, Bessemer City.
 J. M. Forbis, King's Mountain.
 A. L. Webb, King's Mountain.
 Perry Lewis, Gastonia, Route 2.
 C. C. Ramsey, Crouse.
 H. P. Johnston, Gastonia.
 Mrs. W. C. Abernethy, Gastonia.
 J. D. Derr, Dallas.

Seven people were injured in a wreck on the Atlantic Coast Line yesterday morning near Benson.
 Canada, North Dakota and Montana, says a press dispatch of yesterday, are in the grasp of a cold wave of intense severity.
 Mr. J. G. Brown, of Sharon, Mecklenburg county, tells The Charlotte News that he has five peach trees in blossom.
 Martin F. Ansel was to-day inaugurated Governor of South Carolina, succeeding Gov. D. C. Heyward.
 Dr. Charles Hallett Judson, for 54 years a member of the faculty of Furman University, Greenville, S. C., died Saturday afternoon. He was a native of Connecticut and was born April 20, 1820.
 Mr. C. L. Whisnant, general car inspector for the Southern Railway, aged 52, formerly a resident of Charlotte, was crushed to death under a freight car at Blacksburg, S. C., Saturday morning.
 Subscribe for THE GASTONIA GAZETTE.

LOCAL AFFAIRS

—Services at Main Street Methodist church will continue through the present week.
 —Mr. John Thomas moved yesterday into his residence on Marietta street recently vacated by Mr. Frank Stowe.
 —For several days past the weather has been ideal—spring-like. Too warm for this season of the year, is the general expression.
 —Mr. Huey Webb, father of Supt. George Webb, of the McAden Mills, is critically ill at his home in McAdenville. He is about 80 years of age and fears are entertained for his recovery.
 —A called meeting of the Daughters of the Confederacy will be held in the library at 3 o'clock Wednesday afternoon to perfect arrangements for celebrating the Lee-Jackson birthday.
 —Dr. J. H. Jenkins returned Thursday from Concord, where he had gone the day before to attend his sister-in-law, Mrs. Jacob Jenkins, in the last illness. The funeral of Mrs. Jenkins is to be held at Stanley this afternoon.—Dallas Cor. Charlotte Chronicle, 12th.

—Mr. R. J. Durham received a telegram several days ago telling him of the death of his brother at Greenville, S. C. Mrs. Durham and her daughter, Mrs. Fred Robinson, attended the funeral.—Dallas Cor. Charlotte Chronicle, 12th.

—In naming, in Friday's issue of The Gazette, the officers of the Arlington Cotton Mill, all of whom were re-elected by the directors, the name of Mr. L. L. Jenkins was inadvertently omitted. Mr. Jenkins is a director of this mill and also vice president.

—Several Gastonia firms, it is learned, suffered losses in the failure of the Southern Cotton Mills at Bessemer City last week. A gentleman somewhat familiar with the circumstances and the financial status of the mills stated last night that the creditors might receive a small percentage of the amounts due them.
 —Recently the local cotton mills have been hard put to it to obtain a sufficient amount of cotton to keep the factories in operation. All have plenty of cotton bought and much of it has been shipped. The congestion of freight on the Southern is largely responsible for the shortage. A well-known cotton broker is responsible for the statement that some of the mills would have recently been forced to close down temporarily but for the fact that they were able to borrow cotton from neighboring mills which were luckily better fixed in the matter of staple on hand.

—In renewing his subscription to The Gazette for the year 1907, Rev. George W. Hanna, an old Gaston boy now pastor of the Associate Reformed Presbyterian church in West Chester, Iowa, writing under date of January 10th, says: "We appreciate the nice, clean, newsy paper you are publishing. It takes us home twice a week and lets us look over our old town and community. We are having winter now. This morning the thermometer stands not far from zero." The Gazette appreciates greatly these kind words as it does similar ones which come almost daily from various sources.

—"The Folly of Infidelity" was the subject of a strong sermon by Rev. R. C. Anderson, pastor of the First Presbyterian church, in the First Baptist church Sunday night. The occasion was the usual monthly union services and the house was crowded to the limits by a congregation which heard with interest and was greatly edified by this discourse. The speaker took as his text "The fool hath said in his heart there is no God." He dealt with the subject from a practical viewpoint and the entire discourse was a logical and severe arraignment of infidelity. Special music had been prepared for the occasion, a solo by Mrs. H. B. Moore being the chief feature.

NOTICE.

The Gastonia Chapter of the United Daughters of the Confederacy will celebrate the Lee-Jackson birthday in the Masonic hall on January 19th.
 The orators for the day will be Rev. G. A. Sparrow, who will speak on the life of Jackson.
 The speaking will begin promptly at 10 o'clock. This will continue until 12 o'clock after which the veterans will be treated to oyster stew, pickles, crackers and coffee.
 Every veteran in the county is cordially invited to attend.
 MRS. E. H. TUTTLE,
 Recording Secretary.

Be Sure and Read Our "AD" in Friday's Paper
All Men's and Boys' Suits and Overcoats 20 PER CENT OFF
SWAN-SLATER CO.
 Head-to-Foot Outfitters for Men and Boys

HILL'S DEFENSE OF RAILROADS

Declares Agitation Against Them Hampers Nation's Growth.
ADVOCATES MORE TRACK BUILDING
 President of Great Northern Says From 115,000 to 120,000 More Miles of Rails Must Be Laid—Asks Who Will Furnish the Four Billion Dollars to Build New Lines While Railroads Are Being Outlawed?—Illinois Central President Says More Cars Are Needed, Not Tracks.

In an indignant outburst in the midst of a speech the other night at Chicago James J. Hill, president of the Great Northern railroad, protested against the agitation against the American railroads and plans for government ownership of the lines. He declared political agitators are hampering the nation's growth.
 Mr. Hill spoke at the dinner of the Merchants' club in the Auditorium hotel. His theme was the necessity of free trade with Canada. In his preface on conditions in the United States he took up transportation difficulties.
 "Today the entire country is suffering from want of transportation facilities to move its business without unreasonable delay," he said. "The prevailing idea with the public is that the railroads are short of cars, while the fact is that the shortage is in tracks and terminals to provide a greater opportunity for the movement of cars."
 After a few remarks of the same tenor Mr. Hill suddenly paused and shook his head. It was evident to all that he was about to say something on a subject on which he was deeply in earnest.

He called attention to an editorial in a Chicago morning newspaper dealing with the railroads' side of the present troubles. He said the newspaper had seen the real point of the transportation question.
 "It has been noticed," he said emphatically, "that from June 30, 1895, to 1905—ten years—the growth in ton mileage was 110 per cent. The growth in the mileage of railroads to handle that traffic was 20 per cent. There's where you stand today. You can see it in that brief comparison. The traffic of the country is congested beyond imagination. The commerce of the country is paralyzed, which, continued, means slow death."
 "More cars? Yes, we need more cars, but we need also cars of greater capacity, heavier trains and more miles of railroad to haul them over. In ten years the railroads of the country expanded 20 per cent for the handling of a business that increased 110 per cent. Suppose you are able in the near future to increase that expansion 50 per cent? That will still leave 40 per cent a year of the business without any facilities for taking care of it."
 "It is estimated that from 115,000 to 120,000 miles of track must be built at once to take care of this immense business. But to build that amount will cost as much as the civil war cost at least. It will cost from \$4,000,000,000 to \$5,000,000,000. A thousand million dollars a year for five years will scarcely suffice. Why, there is not money enough or rails enough in all the world to do this thing."
 "And if the rails were piled up ready for the undertaking and if the money were in bank today it would be impossible to get the labor with which to do it. Labor in the mines, in the forest, in the quarry, are behind a stone wall which they cannot scale."
 "I tell you there is no question since the civil war of half the consequences of this one. Why, you can't go out and contract with any railroad in this country to move 500 cars of freight from here to New York in thirty days. And the railroad could not deliver it if it should contract to do it."
 "There is not money enough available to bring relief to this situation under the conditions existing. You may be able to see a way out, but I can't. Are men going to invest their money in railroads as long as railroads are considered outlaws? The fact is the railroad has not been getting justice in this country. Why, in the recent campaign we beheld the spectacle of two great political parties preaching the doctrine of the operation of the railroads by the government. The federal government is to run the main lines—they are the only ones that make any money nowadays—and the private investors can have the branch lines, there being no profit in them. Is this the way to get men to put more money into the country's railroads? Is this the way to get more railroad mileage

Life Insurance Versus Savings Bank.

In 1875 The Mutual Benefit Life Insurance Co., of Newark, N. J., issued Policy No. 82,489, at age 33, for \$10,000 on the 10-payment Life plan, with an annual premium for ten years of \$499.70. The Annual Cash Dividends were applied on the accelerative endowment plan, with the result the Policy matured in 1900 as an endowment at end of twenty-fifth year (age 58), the insured receiving \$10,332.47 from an investment of \$4,997.00.
 When the policy matured, the insured left \$10,264 with the Company and has since received \$482.41 (4.7%) a year. If the scale of dividends in use in the years 1901-1904 be continued, he will receive \$482.41 (4.7%) a year as long as he leaves the principal sum (\$10,264) with the Company.
 To have deposited the same amount (\$499.70 a year for ten years) in a savings bank, with interest at 3% compounded annually, would have been to lose the \$10,000 insurance for the twenty-five years and to have had at end of that time but \$9,192.55, or \$1,139.92 less than he received from the Mutual Benefit.

The Company returned to the insured every dollar of premiums paid with more than 3% compound interest and in addition provided \$10,000 insurance for twenty-five years.
 Southern Securities & Trust Co., Agents Mutual Benefit Life Insurance Co., Gastonia, N. C.

so that the country's freight can be moved?
 "It is time to call a halt in this treatment of the railroad. Why, I challenge you to point out a road that has not failed at some point in its career. Most of them have had their capital wiped out and have gone into the hands of receivers. It's been a fad, and a costly fad, to build railroads."
 Here Mr. Hill abruptly stopped and looked around with an embarrassed smile.
 "I hope you will pardon me for this diversion," he said. "I merely wanted to make these remarks as a kind of encouragement to the discussion of the problem."
 J. T. Harahan, the newly elected president of the Illinois Central railroad, who recently returned to Chicago from New York, made it clear that he did not agree with President James J. Hill of the Great Northern as to the cause of congestion of freight traffic.

"What we want more than anything else is more cars and more locomotives," said Mr. Harahan. "I see Mr. Hill said in a speech that, while business had increased 110 per cent in the last ten years railroad trackage had increased only 20 per cent. He must mean the actual miles of new railroad. I don't believe he has taken into account the double tracking and in some cases the triple and quadruple tracking."
 "The congestion of freight is not so much the question of tracks, but of cars and locomotives and the prompt handling of the carriers. We could handle 50 per cent more cars and locomotives, but there are not facilities for turning them out. We have plenty of trackage. It may be different with Mr. Hill's railroad in developing the great northwest. I never have ridden over an inch of the line."
 "Mr. Hill, quoting from statistics, said freight cars running from twelve to fifteen miles an hour average a movement of twenty-five miles in twenty-four hours. We get considerably more movement than that out of our cars. I'm not telling how much it is—it's not enough—but it's more than that. To avoid freight congestion the cars should be loaded and unloaded promptly. If we could get our cars that are held by the other roads it would relieve a lot of our congestion."

Great Mid-Season Reduction Sale
ONE-FOURTH OFF ON MANY Seasonable GOODS
 Beginning at 9 o'clock Wednesday morning, January 9th, we will inaugurate a great cut price sale, in several of our departments, giving new seasonable goods at a reduction of one-fourth off from regular prices. Just glance over this list; you will find something here to interest you.
LADIES' CLOAKS
 Seventeen of these left, ranging in price from \$4.50 to \$16.50. This season's articles, must go at one-fourth off to make room for spring goods. They won't last long at these prices.
CHILDREN'S CLOAKS
 Only 48 of these left. Prices from 98c to \$6. One-fourth off regular price.
MILLINERY
 Ladies' and Children's ready-trimmed hats at half price. Just think of it—50 per cent off. It will soon be time for us to put in Spring stock and so we are putting these hats out at a song to make room for new goods. See them to-day.
LADIES' SKIRTS
 Ready-made skirts. Up-to-date new stock, latest materials and styles—all this season's goods. One-fourth off.
FURS
 Forty-seven single pieces to close out at one-fourth off. Regular prices 75 cents to \$15. These are remarkable values because we marked them close at first.
MEN'S AND BOYS' OVERCOATS
 There will be three months or more yet in which you will need overcoats. We are giving one-fourth off on these and you had better select one from our stock to-day. Boys' overcoats ranging in price from \$2.48 to \$8. Men's from \$4.98 to \$17. A good line of sizes.
 Shawls, Hood, Facinators and Knit Shirts, One fourth off. A good variety of patterns.
 All our other departments are complete. We have anything in our lines that you may want.
JNO. F. LOVE, Inc.

Are You Asleep on The Real Estate Question?
Are you Informed as to Real Estate Values in Gastonia?
 Times are good now and don't you think it wise to secure a home or invest some of your surplus cash in a desirable piece of real estate.
 The choice lots are being secured rapidly and are bringing good prices now, but in the immediate future, you may not be able to get one at all, and if you do succeed in landing one, it will bring a handsome premium.
 We believe that we are pretty well posted on the situation and shall take pleasure in helping you secure the kind of property you desire.
 Some of our very best business men are beginning to realize the coming scarcity of desirable, close-in property, and are buying now.
 We list below, some good values that we believe will grow into nice profits in the near future.
 1 Lot 100x200 on corner of Airline St. in West Gastonia, on a high clean elevation—very desirable for a nice residence. \$900.00
 3 residence lots on Narrow Gauge Extension in natural grove, on a main thoroughfare. Very desirable for home-builders. Per front foot, \$5.00
 1 6-room dwelling on lot 100 X 300 on W. Airline St. This is a nice new home. \$2400.00
 1 Lot 75 X 300 on West Airline St. on which is located a small building suitable for market or fruit stand. \$600.00
 1 farm of 50 acres in high state of cultivation, good well of water, 2 tenement houses, near macadam road and only 1 1/2 miles from Gastonia. An excellent farm for dairying or trucking. Per acre \$40

Gastonia Insurance & Realty Co.

E. L. LITTLE Furniture Co.
Big Cut Price IN COMBINATION Book Cases AND Writing Desks
 Also a Few LEATHER Upholstered Rockers AT GREATLY Reduced Prices
E. L. LITTLE Furniture Co.
 GASTONIA, N. C.

BEGIN NOW
BEGIN WITH THE NEW YEAR!
 Open an account with us now. The past year has shown a most gratifying growth in our business, particularly in our savings department, which is
OUR PARTICULAR LINE.
 We pay interest at rate of 4 per cent and compound it quarterly. We can make loans on Real Estate Security. This should be of particular interest to wage-earners and prospective home purchasers.
GASTON LOAN & TRUST CO.
 L. L. JENKINS, President. E. G. McLURD, Treasurer.