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THE GASTONIA GAZETTE.



workers. He expects to have the track laid to Main street by today (Saturday.) A bridge has recently been erected over Long Creek instead of the old trestle. Mr. George Morgan superintended its erection and deserves credit for the skillfufl work done. This road has its own officers and mechanics, and does nearly all its own repairing with home-born and reared men.

Still Another.

(From The Gazette of Oct. 22, '81.) Cupid, that "insatiate little archhas been at work again in this community; this time the victims of his unerring aim being Mr. Wm Jenkins, of Gastonia, and Miss Lillie Fuller, of Clover, S. C., who were unted in marriage by Rev. L. M. Nolen, at the residence of Mr. James G. Beard on Thursday, the 20th inst. Cupid, they say, cannot see: if that be so, how is it that he usually picks off the prettiest girls? Won't some old maid or bachelor please rise and explain? Her numerous friends and acquaintances will gladly welcome her back to her old home and unite in wishing the pair a happy journey through life.

Local Dots.

(From The Gazette of Oct. 29, '81.) Widow Deck, an aged lady living in the vicinity of Dallas, died on

Monday last. The land of George R. Brison, de ceased, 149 acres, was sold at public sale for cash last Saturday and brought \$10.15 per acre. Mr. J. H. Craig becoming the purchaser.

Stonewall Jackson and Mrs. daughter went to the Yorktown centennial under the escort of Senator Wade Hampton, and were the guests of the South Carolina delegation.

Mrs. John T. Grist, of Lincolnton. visited her father, O. W. Davis, Esq., Monday.

One man in town, two years ago, bought three acres of land for \$70.

certain hours or any kind Or system that has been devised. Merit can not be systematized. It is at work when it's at play. It serves each minute of the day; 'Tis always at its post to see New ways of help and use to be Merit from duty never shirks, Its cardinal virtue is-it thinks!

Promotion comes to him who tries Not only for a selfish prize, But day by day and year by year Holds his employer's interests dear. Who measures not by what he earns The sum of labor he returns: Nor counts his day of toiling through Till he's done all that he can do. His strength is not of muscle bred. But of the heart, and of the head. The man who would the top attain, Must demonstrate he has a brain. -Edgar A. Guest.

No. 207 Running Again After Long Rest at Edgemont.

Lenoir News, 6th.

C. & N.-W. passenger engine No. 207 is again in service after being marooned at Edgemont since July 15th. The engine was run out of Edgemont last Saturday under its own steam.

Trains Nos. 5 and 6 are running through to Edgemont now. Intil Monday evening the C. & N.-W. engines did not pull the train beyond Mortimer. At that place the Ritter Lumber Company's engine were coupled on and completed the schedule to Edgemont and back to Morti mer.

Miss Ferrie Rhyne returned Friday from Lenoir where she visited Mrs. R. M. Smith.

-Dr. and Mrs. W. C. Kiser and Mr. Hugh Holly, of Reepsville, were among last Friday's visitors to the fair.

ess, so evasive a campaign as he is making. His speeches are only deluge of vociferous commonplace. At best he is a 'common scold' and has not aroused the least enthusiasm or uttered a single suggestion of constructive statesmanship. If he ever had any statesmanlike ideas. they are now in a sterile state of frosty fermentation.

Make Employes of Public Service Corporations Responsible.

What he held to be a feasible and equitable method of preventing strikes on railroads and other public service corporations was recommended by Judge Judson C. Clements, of the Inter-State Commerce Commission, in an address before the annual meeting of the National Grain

Dealers' Association in Baltimore. Judge Clements, who said he was expressing his personal views and not speaking officially, suggested

writing into the law a "legally established obligation and duty upon every employe who seeks and accepts service with the transportation companies, not to leave the service or combine with others to do so, on account of any controversy thereafter arising concerning any change in the conditions or rates of compensation. except upon due and reasonable notice to be prescribed by statue, permitting a sufficient length of time for a fair and impartial investigation and determination of the matter in controversy, either by arbitration or by some duly constituted

public tribunal." Judge ('lements declared that those who engaged as employes in the public service of transportation companies are just as much engaged in inter-State commerce as are the companies themselves "and that such employes are affected in respect thereof, in the same way and to the same extent, as are the companies themselves, with a public interest which they can no more ignore than can the transportation companies.

THEY DID CLASP HANDS.

But Cordiality Was Absent at the Taft-Roosevelt Meeting.

Theodore Roosevelt and William H. Taft clasped hands Tuesday night in New York city at the Union

.

THE GAZETTE \$2.00. On and after January 1, 1917, the subscription price of The Gazette will be \$2 the year instead of \$1.50 as at present. Until that date new subscriptions and renewals will be taken at the old price. All subscriptions are strictly cash in advance. This increase in the price of the paper is rendered imperative because of the unprecedented increase in the cost * of print paper and all other ma- * * terials which enter into the * making of a newspaper.

the hundreds of club members and their guests, who filed past during the evening. They did not meet a gain, however, or exchange any other word than the commonplaces of greeting. "We shook hands," Mr. Taft sale

ceiving line they shook hands with

afterward, "just like any gentlemen would shake hands." Colonel Roosevelt declined to comment on the meeting.

The meeting between Col. Roosevelt and Mr. Taft was the first since April 13, 1915, when both were pallbearers at the funeral of Thomas B. Lounsberry, long-time professor of English at Yale University and a close friend of both. On that occasion they merely shook hands, exchanging no words.

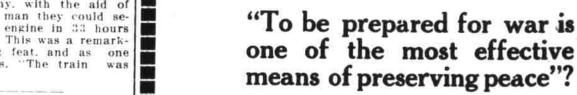
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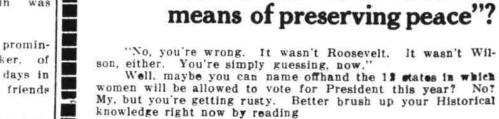
Train Put Into Shull's Mills by Contractors 33 Hours Ahead of Time.

Lenoir News, 6th. A 36,000 bond was saved from being forfeited when the East Tennessee & Western North Carolina Railroad pushed its tracks into the vilroad pushed its tracks into the vil-lage of Shulls Mill last Friday. This bond was made to the Whiting Lum-ber Company by the railroad, who agreed to have trains running by midnight of September 30th.

For several weeks before September 30th, it was thought an impossible undertaking. However, the railroad company, with the aid of every available man they could secure, run their engine in 33 hours ahead of time. This was a remarkable railroading feat, and as one eye-witness says. "The train was

Mr. J. F. Bannister, a prominent business man and banker, of Liberty, S. C., spent a few days in the city last week visiting friends and attending the fair.





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