

PLEASURABLE ANTICIPATION



is natural where it is known that our perfect ice cream is to be served. Its surpassingly delicious flavor reflects the absolute purity of the ingredients of which it is made. It is smooth, full-flavored and nutritious, and as much appreciated and enjoyed by the grown-ups as it is by the children.

SWEETLAND

Confectionery and Ice Cream Parlor 113 W. Main Avenue Phone 197

Swimming Pool Now Open To The Public

Our new swimming pool, adjoining our Ice Plant on South Columbia Street, is now open from 9 a. m. to midnight every week-day, with a competent manager in charge.

FOR THE LADIES: While the pool is open to ladies at all times, we have set aside TUESDAY and THURSDAY afternoons of each week, from 1 to 6 p. m. as LADIES' DAYS, when no one but ladies and girls will be admitted. Private dressing rooms, shower baths, spring boards, etc. Everything clean and sanitary. Bathing suits for rent.

R. Hope Brison & Company

"Two-Thirds of the Energy Produced by the Human Organism is Derived from the Oxidation of Carbohydrates"

Schlitz Famo is rich in carbohydrates. Another reason why we say Schlitz Famo is the worth-while cereal beverage. It is food as well as drink. It contains every essential of food except fats.

Drink



You will be healthier in body and mind. When you need nourishment, and food is distasteful, drink a bottle of Schlitz Famo—you will be getting drink and food.

The wonderful hop aroma will excite your appetite, too. It is non-intoxicating.

On sale wherever soft drinks are sold. Order a case from



Made Milwaukee Famous



Telephone 27 P. P. Leventis & Co. 224 W. Main St. Gastonia, N. C.

THE CONFEDERATE NAVY

(By Lowry Miller, Teacher, Grade Central School.)

Navy has for many years played a great part in war. They are a country's first line of defense, and therefore its first line of offense in case of an offensive war. Many wars are decided by naval engagements. In the "War Between the States," the duties of the Confederate Navy were: First, to protect the ports of the South from the Union fleets; second, to harass the Northern commerce on the high seas, and third, to run the blockade and take them to foreign ports, exchanging those for dry goods, rum, medicine and other supplies so needed by the South, and to again run the blockade back into ports. Early in the Civil War Abraham Lincoln proclaimed the Southern ports in a state of blockade, and fleets of ships were sent to enforce this decree by President Lincoln. The first naval battle of the war was fought near the mouth of the Mississippi, and resulted in the defeat of the Federal fleet by the Confederates. On March 5, 1862, a battle occurred which has influenced present naval warfare. When the Federals vented Norfolk Navy yards, they sank the Merrimack. When the Confederates learned of this, they raised the Merrimack, renaming it the Virginia. They placed a four inch coat of iron over the outside ship, and placed an iron prow on it. This prow was under water, and was intended for ramming the enemy's ships. On the morning of March 5, 1862, the Virginia steamed out of port to attack the Federal fleet at Hampton Roads. The Virginia easily rammed the Cumberland, and drove another vessel so near the shore as to strand it. The Virginia now retired from battle, intending to return on the following morning. But that night the Monitor, another ironclad vessel, arrived to aid the Federals. The Monitor and the Merrimack or Virginia met in a four hour battle on the next day. Time after time they passed each other firing as they went, but the sloping sides of the Virginia only caused the balls to glance off, and therefore do no damage, while the majority of the Monitor was under water, and only the revolving gun tower offered a good mark. After the battle had raged for nearly four hours a shell from the Merrimack's guns struck the pilot house just as the pilot happened to be looking out. The pilot having been wounded, the Monitor withdrew, fearing greater damage had been inflicted on her. On the previous day, in ramming the Cumberland, the Merrimack had sprung a leak. This leak was now giving the Merrimack a great deal of trouble, so she too withdrew from battle. The Merrimack challenged the Monitor to battle on the following day, but the Monitor did not accept the challenge. The Confederates had a plan for capturing the Monitor, but this failed. This is practically all either vessel ever did to ward their cause, for the Monitor was

MARRIAGE LICENSES FOR JULY TOTAL 41. For Month Ending July 31st Register of Deeds Issued Marriage Licenses to 36 White and Five Colored Couples.

During the month of July marriage licenses were issued to 36 white and five colored couples, according to the records in Register of Deeds O. B. Carpenter's office. They are: WHITE. Avery Carpenter and Martha Cowan, of Gastonia. Sam Caldwell and Elbe Beer, of Dallas. James C. Cape, of Ft. Payne, Ala., and Izona Blyss, of Mayworth. Julius Funderburk and Lois Privitt, of Belmont. J. Frank Flowers and Rosa Lee Dellinger, of Gastonia. E. C. Gray and Ruth Katherine Gray, of Gastonia. Earl Heims and Zella Gibson, of Mayworth. George C. Holland and Osie D. Pasour, of Dallas. J. D. Hobbs and Lela Kendrick, of Cherryville. Clarence Hudson and Martha Stroup, of Cherryville. Price Jackson and Sarah Ford, of Mayworth. Frank Keener, of High Shoals, and Fannie Quinn, of Kaidapopolis. Charles A. Kistler and Mary J. Null, of Belmont. Ernest S. Lynn, of Gastonia, and Wilb V. Moberg, of Lincolnton. Oscar Ray and Hattie Parrott, of Gastonia. A. B. Leeper, of Belmont, and Mary E. Chouse, of Lowell. George F. Moore and Mary Elizabeth Leary, of Mount Holly. John B. Mitchell and Annie Hutchins, of Gastonia. Robert J. Mosberger and Geraldine Bellinger, of Jonestown, Pa. L. O. Magnus and Lottie Reese, of Gastonia. J. F. Owens and Nancy McElroy, of Gastonia. Louisa Pate, of Gastonia, and Mary Harrison, of Gastonia county. Sam Petrea and Annie Griffin, of Concord. Fred Pamell, of Thrift, and Grace Fox, of Gastonia. R. H. Redding and Maggie J. Howell, of Gastonia. John Redmon and Nannie Brown, of Gastonia. John Sherrill, of Alexis, and Elsie Beatty, of Mount Holly. Dewey Stewart, of York S. C., and Danie Miller, of Gastonia. John C. Stroup and Annie May Helms, of Cherryville. Dewey Smith and Mary E. Quinn, of Bessemer City. Z. T. Thomas and Linda Crump, of Mt. Holly. Dolph Wesson and Florence Wright, of Bessemer City. C. L. White and Sue Rhyne, of Dallas. Lester Wilson and Alma Heavner, of Belmont. D. O. Wylie, of Blackburg, S. C., and Maggie Fundergrass, of Nixtapter, Miss. COLORID. Leonard Barber and Lola Pagan, of Gastonia. Collin Jamison and Lizzie Jordan, of Gastonia. Tom Kirkland and Mary Weathers, of Gastonia. George Torrence and Nettie Johnson, of Lowell. George Tate, of Gastonia, and Manie Adams, of Bowling Green, S. C.

The only tools were those collected from the same places. The pine from which the ship was built was so green that the needles had not withered. This ship was covered with iron and used in the attack on Plymouth by General Hoke. General Hoke intended to attack Plymouth from the land side, while Captain Cook with the Albemarle would attack the fleet. So while General Hoke was attacking Plymouth on the land side, the Albemarle steamed down to attack the fleet. She noticed two destroyers fastened together, and, despite the fire of the guns of Fort Warren, she sank one of the destroyers and put the other one to flight. With the aid of the Albemarle, General Hoke captured the city of Plymouth. The Albemarle was later sunk at her moorings in Plymouth by Lieutenant C. S. McRae of the Federal fleet, but the Albemarle had won a name for herself during her life time and was well worth the trouble incurred in building.

The blockade runners generally picked a dark, stormy night. With lights off, they would steal as quietly as possible past the Federal fleet and into the open sea. If detected by the Federals, they would put up the best possible gun, and very often would escape. The coast of North Carolina was a great depot of supplies, and from here many blockade runners shipped toward New York. The only objection was that only eight or ten nights were suitable each month for running the blockade. This branch of the service was very dangerous, and many lost their lives. In all about fifteen hundred and twenty five blockade runners were captured. The most famous North Carolina blockade runner was the Advance, named in honor of Governor Vance. It was purchased in England, from whence it made its first trip to North Carolina. The Advance made several trips before it was finally captured. It and the other North Carolina vessels kept the state supplied until the people were too poor to buy.

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ELEGANCE, COMFORT, SERVICE are some of the features of our made-to-order automobile tops. Elegance, due to the design and selection of materials. Comfort, due to the ease of putting up and taking down and its complete protection of passengers. Service, due to the careful workmanship and high grade materials. W. A. KLUTTZ GASTONIA, N. C.

LABOR DEMANDS RETIREMENT OF CAPITAL FROM RAILROADS. Went Tripartite Control of Rail Lines of Nation—Wage Earners and Public Operators to Have Equal Share. An Associated Press dispatch from Washington in yesterday's paper says: Organized labor came out today with the proposition to demand that the railroads be placed under the control of a tripartite board composed of the labor, the investment community, and the government. The proposition is to be presented to the Senate by the American Railway Union. The proposition is to be presented to the Senate by the American Railway Union. The proposition is to be presented to the Senate by the American Railway Union.

Cure for Soaring Prices. Characterizing the proposal as "labor's bill" it is put forth as a remedy for the high cost of living, because the railroads are the key industry of the nation. It demands the "genuine" cooperation and partnership based on a real community of interest and participation in control, of which President Wilson spoke to Congress, and which the statement says has been ignored by labor and the private owners of the railroads. "We ask," it says, "that the railroads of the United States be voted in the public; that those actually engaged in net profits, not quite one hundred per cent.

THE QUININE THAT DOES NOT AFFECT THE HEAD Because of its tonic and laxative effect, LAXATIVE BROMO QUININE (Tablets) can be taken by anyone without causing nervousness or ringing in the head. E. W. GROVE'S signature on box. 30c.

Noted Manufacturer Approves Campaign to Abolish Old Standards. San Francisco, Aug. 6.—Henry Ford and the Ford Motor Car Company have come out in favor of the immediate adoption of the metric system of weights and measures in the United States. The World Trade Club of San Francisco, an organization of the 500 leading manufacturing merchants, has just received the support of the motor car manufacturer in their campaign to abolish present weights and measures, and make world-wide the use of meter-liter-gram, the metric units. "We heartily approve the adoption of the metric system in the United States," wires the Ford Motor Car Co. "It appears that there is no better time than now." Hundreds of other manufacturers have expressed the same opinion.

Plane Truth. The paradoxical thing about the airplane is that it is not much good unless it is used up.—Boston Transcript.