

### LEAKSVILLE-SPRAY

The The Junior Order of Spray held a flag raising at the Holland's School near here last Thursday afternoon. Attorney P. T. Hazlip presided over the meeting. The flag was presented by Rev. P. H. Gwynn and accepted by Mr. John Barnes. The Bible was presented by Rev. T. M. Green and accepted in behalf of the school by Hon. A. D. Ivie. A large crowd attended who greatly enjoyed the exercises.

Mr. Russel Dallas visited friends near Reidsville Sunday.

The Berean Class of the Spray Baptist church entertained the Fidelis class at a social last Wednesday evening. The occasion was very enjoyable for all present.

Miss Margaret Huffines has returned to her home in Bedford, Ind. after a visit to her uncle, Mr. T. W. Fields.

There is a plan on foot for the churches of Leaksville-Spray to have mid-week prayer meeting on the same night, Wednesday.

Mr. R. U. Osborne is ill at her home on Bridge Street.

Miss Lucinda Martin left this week to take a position as teacher in the school at Haw River.

Mrs. Thos. Stocks of Charlotte is the guest of her father, Mr. J. F. Lewis, this week.

Mrs. R. J. Moore, teacher at the Leaksville-Spray Institute is confined to her room this week with an attack of the grippe.

Mr. A. E. Millner of Leaksville who was operated on for appendicitis in Danville hospital a few weeks ago, is expected home this week.

Mr. D. G. Robertson and family from near Holland's School have moved to Spray.

Mr. Rhodenhizer has moved to the farm of Hon. A. D. Ivie and will have charge of the farm.

Mr. John Morehead, Jr. has returned from a short trip to Durham.

Mr. A. E. Tucker of Danville is visiting her sister, Mrs. J. F. Lewis, this week.

The Mothers' Meeting of the Spray Graded School held a very enjoyable session on last Wednesday afternoon and was attended by a large number of ladies. The meeting was a very interesting one.

Mr. W. L. Lashley who has for some time been with the Lily Mill of this place, leaves next week with his family to Rammon, N. C., where he has secured a good position.

#### MT. CARMEL.

Farm work is progressing nicely in this section. Most verybody finished burning plant land and are now busy cutting and preparing their flue wood and clearing land ready for the plow as soon as the weather will permit.

Some of the early birds report that they have tobacco plants up.

The wheat crop is looking better at this writing and it is hoped that it was not hurt by the dry freeze, as was once reported.

Mrs. Holmer Chisman of Oak Grove visited her parents, Mr. and Mrs. J. H. French, the past week.

Mrs. John Sparks of Landers visited her parents, Mr. and Mrs. G. D. Ellington, the past week.

Mr. Joseph Stone of near Wolf Island visited his brother, Mr. S. W. Stone, Sunday.

Mr. Lester Jarrett of Ruffin visited his parents, Mr. and Mrs. J. W. Jarrett, Saturday and Sunday.

Mrs. W. E. Dix is out again after a severe spell of sickness, her many friends are glad to learn.

Mrs. J. C. Wall is on the sick list. Her many friends will regret to learn.

We understand Mr. Willie Dix will leave in a few days for Danville, Va., where he will reside in the future.

Rev. F. L. Townsend filled his regular appointment at Mt. Carmel last Sunday. A large crowd heard him.

It seems that our friend the Grooms scribe thinks it advisable for the farmers of that section to stop reading farm papers and read the Mt. Carmel news. The writer does not advise anybody to stop reading farm news, but this is to inform our friend the Grooms scribe that the average reader would better enjoy reading her news if she would advocate a few farm notes in her news every week.

Wake up, Thompsonville, and tell us your dreams.

#### RUFFIN.

Mr. and Mrs. John Lord are visiting relatives in Asheville.

Miss Marjorie Worsham sent the week-end with her parents, Mr. and Mrs. W. J. Worsham.

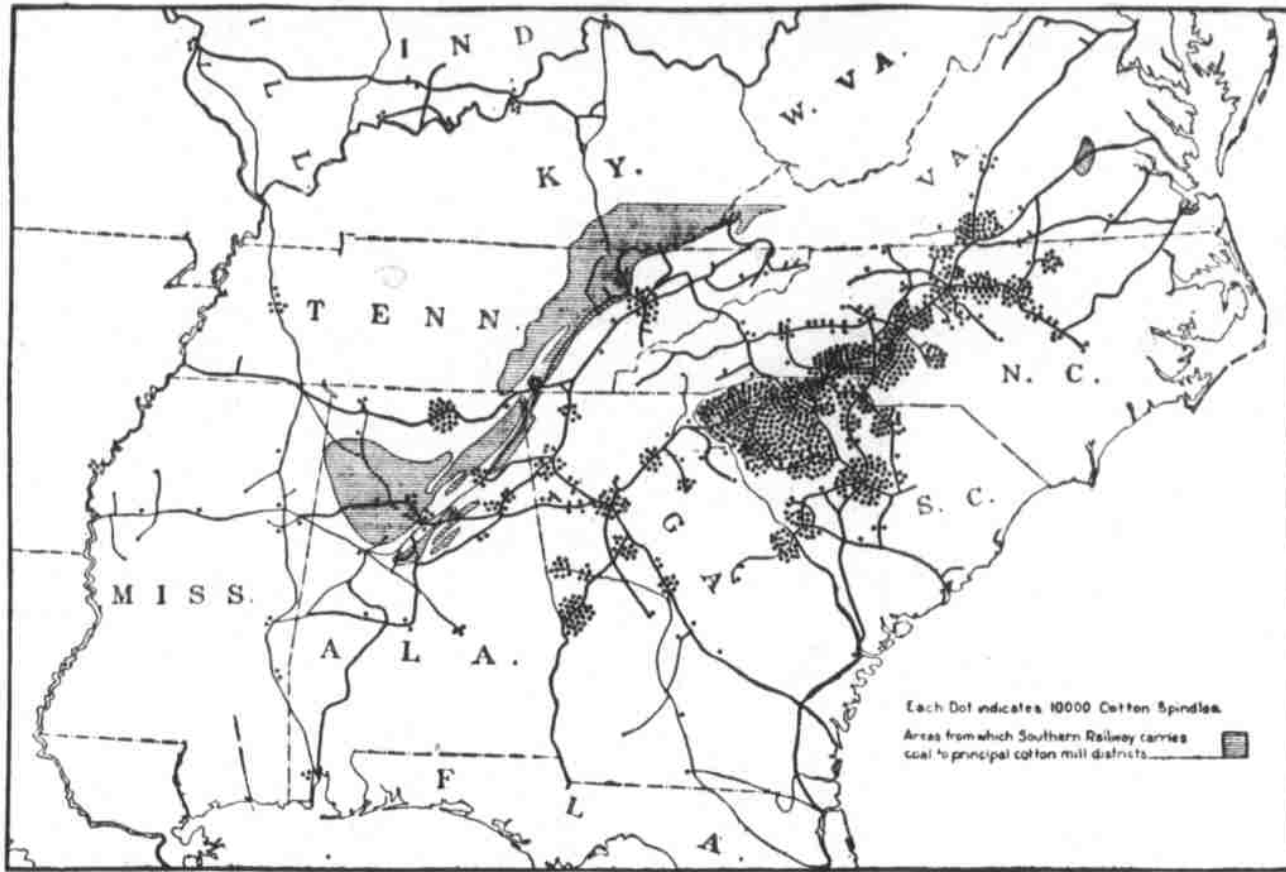
Mrs. E. B. Fitzgerald is visiting her mother, Mrs. Cora Worsley, of the Quick neighborhood.

Mr. William Worsham is at home for a few days, as his eyes are giving him trouble.

#### Sloans Liniment For Rheumatism

The torture of rheumatism, the pains and aches that make life unbearable are relieved by Sloans liniment, a clean, clear liquid that is easy to apply and more effective than mussy ointments because it penetrates quickly without rubbing. For the many pains and aches following exposure, sprains, strains, and muscle soreness, Sloan's Liniment is promptly effective. Always have a bottle handy for gout, lumbago, toothache, backache, stiff neck and all external pains. At druggists, 25c.

## SOUTH'S COMMANDING POSITION IN THE COTTON MILL INDUSTRY



Map of Southern Railway lines showing location of cotton mills, each dot indicating 10,000 cotton spindles.

Washington, D. C.—(Special.)—The commanding position of the South with respect to the cotton mill industry is graphically shown by figures and a map presented in the annual report of Southern Railway Company for the fiscal year ended June 30th, 1916.

"A notable feature of Southern manufacturing development," says President Fairfax Harrison in the report, "is the rate at which the consumption of cotton, one of the principal raw materials of the South, has increased in Southern mills. United States census figures show that in the twelve months ended July 31, 1916, the mills of the South consumed 3,526,787 bales, as compared with 3,026,969 bales last year, an increase of 499,818 bales, or 16.51 per cent. The mills of all other States consumed 2,869,185 bales in the twelve months this year, as compared with 2,570,393 bales last year, an increase of 298,792 bales, or 11.63 per cent. Fully seventy-five per cent of the cotton spindles of the South are in mills along the lines of Southern Railway Company and its associated companies."

### CLOSE MARGIN OF PROFIT IN OPERATION OF RAILWAY

Large Amount Of Capital Risked For Very Small Returns

#### OF VITAL INTEREST TO PUBLIC

Investors Will Not Provide Money for Improvements Unless They Are Assured a Reasonable Profit on Their Investment

Atlanta, Ga.—(Special.)—The close margin of profit for a railroad under present conditions is strikingly shown by figures submitted by President Harrison in the annual report of Southern Railway Company for the fiscal year ended June 30th, 1916. In the most prosperous year of the Company's history the net operating income (\$21,004,005.09) represented only 5.31 per cent on the investment (\$395,722,785.06) in the railroad and equipment which produced it.

"It may perhaps be said," said Mr. Harrison, "that there is no industry except a railroad in which so large a capital is risked for such a return in its most successful year."

At a time when the newspapers daily are printing articles in regard to increasing railroad gross earnings, as indicating a rising tide of general prosperity, it is well to bear in mind the very small return on money invested in railroad property.

Many persons are misled into believing that the railroads are fabulously prosperous by the mere size of the figures in which the earnings of large railroads are expressed, but it should be remembered that an enormous sum of money was required to construct and equip their plants and that the return on each dollar invested is relatively small.

It is manifestly in the interest of the employees of a railroad and of the public served that the railroad secure new capital for additions and improvements to its plant so that it may give better service and offer enlarged employment. However, this can be accomplished only by allowing the railroad to earn an amount on the capital already invested sufficient to promise a return on the additional capital desired.

Governmental agencies may depress rates and enact restrictive legislation which will deprive the man who has already invested in railroads of a fair return on his investment, but no plan has been devised for forcing the man with money in the bank to put it into railroad construction or improvement. Unless the investment appears attractive to him and offers a fair return he will put his money in some enterprise that cannot be affected by governmental agencies.

Every employee of the Southern Railway and every shipper served by it who recognizes his true interest will do what he can to insure such a return on the capital now invested in the Southern Railway as will make the securities of the Company more attractive to investors, so the Company will be able to secure the additional capital needed to carry on a consistently constructive program which will mean increased prosperity for every interest in the territory served by it.—Southern News Bulletin.

### HANDLING OF U. S. TROOPS WAS BEST IN ALL HISTORY

Report Of Quartermaster General Compliments American Railroads.

#### MILITIA MOVED PROMPTLY

Splendid Results Attained by Cordial Co-Operation of Railway Employees and Officials With War Department

Washington, D. C.—(Special.)—There has been no case in history where troops have been as well handled and cared for as in the movement to the Mexican border during the summer of 1916, says the annual report of the Quartermaster General of the U. S. Army, which has just been made public.

On behalf of the railroads, supervision of moving the troops was in the hands of a special committee on co-operation with the Military Authorities appointed by the American Railway Association, at the request of the War Department, and composed of Fairfax Harrison, president of the Southern Railway, chairman; R. H. Aishton, president of the Chicago and Northwestern Railway; A. W. Thompson, vice president of the Baltimore and Ohio Railroad; W. G. Besler, president of the Central Railroad of New Jersey.

The report tells of the uniformly excellent handling given troops and supplies through the co-operation of railway officials and employees of every rank with the War Department officials. It states that to carry the first 100,000 of the National Guard moved to the border, 350 trains, which, if combined, would have been nearly 90 miles long, were required, and that they included 3,000 passenger cars, 400 baggage cars, most of them equipped as kitchen cars for serving hot meals en route, 1,300 box cars, 2,000 stock cars, and 800 flat cars. Approximately 4,900 road locomotives and crews had a part in handling this movement, in addition to a large number of yard engines and crews.

Striking sentences from the report are as follows:

"Considering the great distances traveled by the militia from the various camps to the Mexican border, the fact that there was but a single accident, and that of a minor character, the celerity with which the trains were moved and the entire absence of congestion or delay, it is believed that there has been no case in history where troops have been as well and safely transported or as well cared for while en route as in the recent mobilization."

"Every assistance possible was rendered the Government by officials and employees of all railroads concerned, from the presidents of the companies down to the minor employees."

"Although the movement of the Organized Militia to the border came at a time when the commercial traffic on railroads of the United States was the largest in years, the transportation of the militia was performed with very little interference with regular train service and with no congestion whatever, either at initial or terminal points or en route."

"It is, of course, impossible to compare the concentration of the United States Militia on the Mexican border with the mobilization in Europe in the summer of 1914. In Europe all civil traffic was stopped and the entire railroad system given over to the mil-

itary movement. The distances involved in this movement of the Organized Militia are very much greater than those in Europe, the longest run in the German Empire, from one frontier to the other, being about 700 miles and those in France much less. The distances traveled by the militia organizations of the United States vary from 608 miles, in the case of the Louisiana troops, to 2,916 miles in the case of the Connecticut troops. The majority of these troops came from North and Northeastern States and were carried over 2,000 miles; in most cases in remarkably fast time.

"When it is considered that these trains were, as a rule, heavy trains of from 17 to 22 cars each, and were composed of freight, passenger and baggage equipment (which was necessary in order to enable each unit to proceed to its destination intact with all its equipment and impediments), it will be seen that the movement was made with exceptional rapidity."

### FREIGHT CLAIMS PAID PROMPTLY SAYS HARLAN

Member Of Interstate Commerce Commission Praises The Railroads.

#### NO CAUSE FOR JUST CRITICISM

Mr. Harlan Tells Freight Claim Association at Excellent Showing as to Prompt Payments

Washington, D. C.—(Special.)—Where the claims of shippers against railroads are well founded they are paid promptly, declared Commissioner James S. Harlan of the Interstate Commerce Commission to the members of the Freight Claim Association in an address in which he told of an investigation made by the Commission and the surprise of its members at the excellent showing as to prompt payments made by the railroads.

"Before taking my seat," said Mr. Harlan, "I wish to make a very frank confession. During the course of my ten years service on the Commission so many complaints had come to me of the delay in the payment by carriers of the claims of shippers that I had come to think that the matter of claim adjustments was a very weak spot in our railroad administration. I was, therefore, particularly interested in the suggestion that interrogations should be addressed by the commission to the carriers for the purpose of ascertaining, among other things, the length of time taken by them in settling the claims of shippers."

"The results that were tabulated by the commission on the answers returned by the carriers about a year ago were so surprising to me and to my colleagues and were considered by us of such importance that we at once reported the facts to the Congress as useful public information. I wish to congratulate the association on the showing made."

"The trouble with us was that we had made no distinction between claims that had been declined or that were without merit and therefore still pending, and claims that were well founded and had been promptly adjusted."

"The shipping public should know that instead of being a weak spot in the railroad service, the work of your association has been so systematized as practically to eliminate all reasonable and fair criticism."

## KEEPING ENEMIES FROM OUR COASTS

Five Hundred Mile Iron Arc Will Be Kept on Guard.

### ALL PLANS READY FOR WAR

Protection For New York, as Country's Greatest Commercial Center, and Pennsylvania Coal and Oil Fields Is Provided For—Work of the Fast Destroyers.

As relations between the United States and Germany have become more and more strained with the passage of every twenty-four hours, the expert battle tacticians of the navy especially those of the naval college at Washington, are concentrating their strategy upon the naval defenses of the Atlantic seaboard. This means primarily the defense of the two zones which have been deemed to be the most important—the region immediately about New York and that about the Delaware capes, says the New York World.

The necessity for the protection of New York is considered obvious, as the financial and commercial center of the country. The demand for the adequate defense of the Delaware capes lies in the fact that from that point a successful enemy would have access to the great coal and oil fields of Pennsylvania, with the taking of Philadelphia as a natural result. And from the capes the way would be more or less open to the nation's capital.

#### First Line of Defense 500 Miles Out.

To meet a naval raid upon the eastern seaboard the experts have devised a plan, subject to a number of variations to cope with as many conditions, which calls for a naval battle line extending from Cape Cod to a point well below the Delaware capes.

This line, which would be the first with which an enemy would come into touch, extends in an arc with a radius of 500 miles—in other words, 500 miles off the eastern coast. It is to be composed of the fastest destroyers the navy can supply, those capable of a speed of at least thirty knots an hour. They are to be stationed twenty-five miles apart and are to be kept constantly cruising along their particular section of the arc.

#### Fast Cruisers In Second Line.

Stretching from the center of this great arc, a line of destroyers would be in direct and constant communication with the base of the Atlantic fleet, which would be at Block Island or Newport, R. I. There, cruising about at reduced speed, but preserving the utmost mobility, the superdreadnaughts of the navy would be assembled. Two hundred miles beyond them would be the second line of defense, the fast cruisers, capable of making first response to the word brought back from the outer line that the enemy's fleet was on the horizon.

After the outer line had discovered the enemy and reported him its destroyers would have served their initial purpose and would fall back upon the second line and eventually rejoin the main fleet of battleships. The battleships, accompanied by seagoing submarines—as distinguished from those of smaller size detailed as coast defenders—would then go to the attack. With them would go the fast destroyers which had done duty on the outer line, ready now to race to within at least 4,000 yards of the advance guard, discharge their torpedoes and dash back under the protection of the greater vessels, there to form for another attack at the command of the admiral of the fleet.

It is confidently expected that in a naval encounter with an enemy the engagement would be fought decisively at a distance of not less than 300 miles off the Atlantic coast, as one aim of the American ships would be to attack while the hostile fleet was still encumbered with its transports and auxiliaries.

#### Origin of the Curfew.

A note by Ruskin Butterfield reminds us that, although Shakespeare speaks of "the curfew bell" and Milton of "the faroff curfew sound," Chaucer more correctly refers to "curfew tyme," as curfew was originally an appliance for covering the fire. There are examples still in existence, for instance in the Hastings museum. They look like large tea cozies in metal. They served, as modern use fire guards, to prevent sparks setting the house on fire, and the housewife heaped the embers together at night and placed the curfew over them to lessen the combustion and in the morning save the trouble of lighting the fire again.—London Spectator.

#### BUILDING A CHARACTER.

Character is the wool of honor from which a coat of mail can be woven that the swiftest arrow of shame or the keenest knife of disrepute cannot pierce. Every thought that enters our mind, every act we do and every word we utter adds a link to the golden chain of character. Our reputation may be destroyed by an external force, but the destruction of a character can be effected only by some internal force.



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## Talks on Tailoring By the Needle Master

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