Terrible Slaughter-Everything in Sight is Mowed Down, Regardless of Consequences.

Be not alarmed, kind friend, this is not a war that makes sad hearts and desolate homes; but, rather, one which will gladden and cheer and bring comfort to the rich and poor alike. I must clear my store of a good deal of its present stock, in order to make room for new spring goods, and to accomplish this I am waging a slaughtering war on prices. Everything in the Dry Goods and Clothing line is being attacked. Come in and let us show you the great bargains we are offering. You cannot afford to miss this opportunity. We are going to close these goods out, regardless of cost. If

you are looking real bargains, come quick. Don't forget that we are in the Grocery business, too, and

can and will save you money.

F. B. Edmundson, THE HUSTLER

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With the use of the Alliance official last season Mr. B. B. Williams, of Grantham's Township, raised over \$400,00 worth of tobacco on two acres of land, some of it bringing \$57.00 per hundred.

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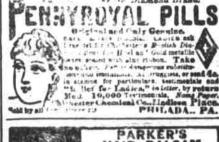
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150 ft. on Park street, adjoining Holiness church; J. J. Street's 16room house, on William street, also the vacant lot adjoining it (100 ft.); a fine lot on East Centre street, about 100 ft. wide, nearly opposite Newbern warehouse: Lazarus Edgerton's mill at Genoa; a 5-room house in Webbtown; about 300 acress of the W. R. Hollowell farm; only 590 acres of the Bonitz farm left; 70 acres of fine stiff wood land, clay subsoil. near the city; 700 acres of Mrs. Jas. Kenan's farm, near Faison; 3 cheap vacant lots for small tenant houses in the city; the Alford and Jackson property in "Little Washington;" 17 valuable cheap lots, for white people only, in Georgetown left.

It you wish to buy, rent or sell any property, I am at your service for a commission only from 1 to 10 per cent. I have a splendid collector employed who will look after your house rents. I will give my personal attention to any sale, where the commission justifies me, I work through agents anywhere in the United States. I am financially responsible for any business intrusted to me. I will guard your interest and my own.

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### NEW DOUBLE TROLLEY.

Gigantic Experiment to Be Tried In Northern Italy.

WIRES WILL BE STRUNG OVERHEAD

Alternating Currents to Be Used In Operating the Line-Some Merita of This System-Each Car Will Have Four Motors-No Special Engines to Be Used.

An experiment in electric traction which will attract worldwide attention is about to be undertaken in northern Italy, says the New York Tribune. The line is 65 miles long and has hitherto been operated by steam. Its managers have decided, however, to equip it with electrical motive apparatus, one consideration which animated them being desire to get rid of smoke in the many tunnels along the route. The road runs for 24 miles on the eastern shore of Lake Como, the southern terminus being the town of Lecco. Near Colico, at the north end of the lake. the line forks, one branch continuing in a northerly direction to Chiavenna and the other reaching out eastward to Sondrie. Water power for operating the whole system is found along the Colico-Sondrio branch. Neither in Europe nor America is there at the pres ent time a road of such length operated by electricity, although there are plen ty of combinations of interurban trolley lines which have a better mileage.

But the most remarkable feature of the Lecco-Chiavenna-Sondrio road is the fact that it is to be run with an alternating and not a direct current. This is a radical innovation, and upon the success with which various details of the plan are worked out will depend the future of many other electric roads For instance, it was decided last year to convert the underground steam road in London into an electric road, and just now half a dozen of the greatest manufacturers of electrical apparatus in the world are competing for the contract. For the moment the system which is about to be tried in northern Italy has caught the fancy of the London company's engineers, and they are investigating the subject eagerly.

The one great merit of the alternating current is that its voltage, or pressure, can be readily raised or lowered. The higher the voltage the more economically a given current can be sent over a wire; consequently the dynamos of all great ansmission plants. like that of Niagara, are alternators. and the current is either generated at the highest possible voltage or else is transformed upward immediately after being generated. At the point where it is consumed-as, for instance, in Buffalo-it is transformed down again. and a part of it is then changed into a direct current by means of a "rotary in its original form.

One of the leading manufacturers of electric railroad equipments in Buda pest has secured the contract for fitting up the line in northern Italy. The work is said to be nearly completed, and electrical operation is expected to begin two or three months hence. A trial trip was made with a single car over a part of the road early last autumn and a speed of 53 miles an hour developed. The central power station of the Italian road develops about 7,500 horsepower. The current will be generated at a voltage of 20,000 and sent thence to several substations. There it is to be transformed down to 3,000 volts. The motors or the cars will take it at that pressure, which is six times as high as the voltage of ordinary trol-

ley currents. Another important distinction be tween the old system and the new is that the former requires only two metallic conductors and the other three If the rails on which the cars rut serve for a conductor, a direct current needs but one other. This may be either an overhead wire or a third rail beside the track, as on the Brooklyn bridge and some of the elevated roads. But when a "three phase" alternating current is employed there must be two conductors in addition to the track These will be overhead wires on the Lecco-Colico-Sondrio line. There has been some talk of using third and fourth rails on the District (tunnel) line in London, but as yet it is by no means certain that the Ganz system will be introduced there at all. It is still more doubtful whether rails or wires will be employed for conductors.

The Lake Como road will not have special locomotives to haul its trains, as does the Central London. Each car will have four motors, one on every axle. The overhead wires are 35 inchthe current from these. Elastic upright frames, rising from opposite sides of the car roof, will sustain a boxwood rod running at right angles with the track and several feet above the car. On the rod will be two long, slender aluminium rollers, pierced lengthwise and each coming in contact with a sep-

Misgivings are entertained by many experts regarding the outcome of this gigantic experiment. The complications likely to arise from a double wire system at switches and crossings may prove more serious than the contractors expect. Possibly other surprises are in store. But an extensive practical test like this has long been desired by electrical engineers, and whatever the outcome it will be an important event.

Royalty In a Flat. The sympathy of countless thousands of people who board will go out to the or of China, who is said to be a a second story back room.-

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We have fifty ICE CREAM FREEZERS, four different kinds to select from, the White Mountain among them, which we will sell as low as anyone on earth.

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