

The New School Law. (Newton Enterprise.)

The Committee on Education in the House has made a favorable report by unanimous vote of the Joyner bill intended to provide six-months schools in all districts in North Carolina. The plan of raising the money, as we understand it, is about as follows: The \$100,000 from the State treasury which has heretofore been apportioned to counties needing assistance in providing four-months schools and another \$25,000 will be added to the first \$125,000 and the total \$250,000 will be divided among the counties on a per capita basis. After this distribution, all counties which have not sufficient funds for four-months schools will have to raise the required amount by special taxes before they can participate in the division of the fund to be provided for increasing the schools to six-months terms. This fund will be raised by setting apart 5 cents of the taxes on the \$100 from the State taxes, and this fund is estimated at \$370,000. It will be divided among the counties on the basis of teachers' salaries. Compulsory attendance will be required for four months, the county school boards designating the four months for compulsory attendance. An attendance officer for each township will be appointed to enforce the law. He will, after three days notice, prosecute all parents and guardians before a magistrate or police officer who fail to require all children between 8 and 12 years old to attend school during the four months designated by the school board.

There is one amendment we would suggest. Require the schools to be run six days in a week instead of five. The \$270,000 additional funds would give an increase of 10 days by this plan but it would not give more than 20 or 25 by the present five-days-a-week plan.

Counties That Draw on the State For School Funds. (Statesville Landmark.)

Fifty five counties share in the distribution of the second \$100,000 appropriated by the State for assuring to every county a four-months minimum term of public schools. In making the distribution only \$92,500 is actually used, only this amount being necessary after the counties have met the conditions in doing what they can to assure the maximum term. The following counties in this section of the State draw money from the fund:

Alexander \$3,714, Alleghany \$3,364, Ashe \$4,523, Burke \$1,252, Caldwell \$3,706, Catawba \$1,670, Cleveland \$1,477, Davie \$1,434, Lincoln \$5,542, McDowell \$1,134, Mitchell \$2,230, Randolph \$732, Rutherford \$747, Watauga \$1,798, Wilkes \$4,501, Yadkin \$3,670, Yancey \$2,529.

Open The Way. (Charlotte Observer.)

In all seriousness the Observer hopes the Legislature will see its way clear to making women eligible to serve on school boards. This paper has advocated this action not from reasons of sentiment, but as a move that will result in material benefit to the public school system of the State. By training and instinct, as well as by equipment, woman has the right to a voice in school affairs and should be given this recognition. The women are peculiarly qualified in the needs of the children and in many matters their sense of discernment is superior to that of some men who have wielded influence on the school boards. There is a place on the educational boards for woman. The way to this new field of usefulness should be opened to her without frivolous objections.

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Revenue From Dog Tax. (Greensboro News.)

Speaking of longer school terms and revenue producing, listen to this from the Madison Herald: Moore county last year collected \$1,800 from the dog tax, the money going to the school fund. We do not know what the rate per head is in Moore county, but it is probably \$1. Rockingham should have a law of this kind and at a dollar a head we feel sure at least \$3,000 could be raised each year for the county school fund. Besides this, we would get rid of a lot of worthless curs, and nobody would object to paying a dollar tax on a good dog provided the money was to go into the school fund.

If all the dogs in North Carolina were taxed for the benefit of the school fund, the counties would find little difficulty in adding several days length to the school term. A state wide dog law would give considerable aid to the state and counties in these days of deficits.

Houn' Dog's Vote. (Charlotte Observer.)

The press of North Carolina is solid for a State dog tax. If it does not represent the people in this position, then North Carolina's press and people are even further apart than South Carolina's, so far as one universally discussed question is concerned. The Farmers' Unions of the State have been passing dog tax resolutions; and the State organization as a whole stands committed to the step. If there remain any people content with the stage of human civilization typified by the houn' dog, they are such as neither read nor write for newspapers nor yet affiliate with organized betterment on the farm. We do not question that these people exist; but we do question whether they now muster sufficient numerical strength to warrant even very timid legislators in further neglecting an undoubted need of the State.

To Prevent Accidents.

Exhibited to railroad men here recently was a device for throwing and closing switches which promises, if put in use, to make a substantial decrease in the number of deaths and injuries each year as a result of open or split switches. The device shown here makes such a thing as an open or split switch impossible. Directly attributable to accidents from this source last year were 15,000 deaths and injuries.

It is so constructed as to make it impossible for the switch to be open unless a train is in motion over it. As a labor saving device it abolishes the old practice of brakemen opening and closing the switch for the train to pass to and from the main line. It is because of failure to close switches and leaving the main line open, that some of the most fatal railroad accidents of the country have been due. — Greensboro News.

Many Animals Burned.

Fayetteville, Feb. 13. — Twenty-eight mules and horses perished in flames which early this morning destroyed a small barn belonging to C. L. Beville and livery stables adjoining the home of J. P. West. Twelve horses were rescued from the West stable and all animals lost were Beville's. This value, with barn, was about \$7,500, uninsured. Only one mule among 29 animals in this stable could be removed from the terrifying flames, and it was so badly burned that it died. The barn in which the fire originated was directly behind the big main barn of the Beville stables and within a stone's throw of the county courthouse and jail, while across the street from the West stables stood those of T. W. Rankin and the branch house of Swift and company and numerous dwellings.

ADMINISTRATORS NOTICE.

Having this day qualified as administrator of the estate of J. R. Ervin deceased, all persons indebted to said estate are hereby notified to make immediate payment to me, and all persons having claims against said estate are hereby notified to present the same, duly verified, to the undersigned administrator on or before the 10th day of February 1914, or this notice will be pleaded in bar of recovery thereon.

This 6th day of February 1913. W. C. Ervin, Admr. of J. R. Ervin, deceased. P. O. of Administrator, Morganton, N. C.

No Need to Stop work.

When the doctor orders you to stop work it staggers you. I can't, you say. You know you are weak, run down and failing in health day by day, but you must work as long as you can stand. What you need is Electric Bitters to give tone, strength and vigor to your system, to prevent break down and build you up. Don't be weak, sickly or ailing when Electric Bitters will benefit you from the first dose. Thousands bless them for their glorious health and strength. Try them. Every bottle is guaranteed to satisfy. Only \$6. at J. E. Shell & Co.

A Card

While away this winter I have left my business in charge of B. F. Williams, Esq., who has an office next door to mine in the Matheson Building. Any one wishing to see me in regard to any matter will please call on him and oblige.

Very truly yours, Lawrence Wakefield.

Are You a Cold Sufferer?

Take Dr. King's New Discovery. The Best Cough, Cold, Throat and Lung medicine made. Money refunded if it fails to cure you. Do not hesitate—take it at our risk. First dose helps. J. R. Wells, Floydada, Texas, writes: Dr. King's New Discovery cured my terrible cough and cold. I gained 15 pounds. Buy it at J. E. Shell & Co.

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Mothers Can Safely Buy

Dr. King's New Discovery and give it to the little ones when ailing and suffering with colds, coughs, throat or lung troubles, tastes nice, harmless, once used, always used. Mrs. Bruce Crawford, Niagara, Mo. writes: "Dr. King's New Discovery changed our boy from a pale weak sick boy to the picture of health." Always helps. Buy it at J. E. Shell & Co.

The fan who idly allows himself to drift down the stream will never make much of an up-rover in the world.

This is the season of the year when mothers feel very much concerned over the frequent colds contracted by their children, and have abundant reason for it as every cold weakens the lungs, lowers the vitality and paves the way for the more serious diseases that so often follow. Chamberlain's Cough Remedy is famous for its cures, and is pleasant and safe to take. For sale by all dealers.

It is strange that in Rose Bonheur's picture of "The Horse Fair" there should be several white horses and no red-haired girls.

For a sprain you will find Chamberlain's Liniment excellent. It allays the pain, removes the soreness, and soon restores the parts to a healthy condition. 25 and 50 cent bottles for sale by all dealers.

For Rent

Rooms in the new Martin Building. Suitable for Offices or light house-keeping. City water and Electric Lights in the building. See

H. C. Martin.

For Sale

A thirteen room Boarding House, well arranged, large lot, fine water, nice location, in village of Blowing Rock. Will exchange for good farm property or sell on easy terms.

H. C. MARTIN, LENOIR, N. C.

CAROLINA & NORTH-WESTERN RAILWAY COMPANY SCHEDULE

Table with 2 columns: Station, Time. Northbound Daily Passenger No. 8. Chester, Yorkville, Gastonia, Lincoln, Newton, Hickory, Lenoir, Mortimer, Edgemont.

Table with 2 columns: Station, Time. Passenger No. 8. Gastonia, Lincoln, Newton, Hickory, Lenoir.

Table with 2 columns: Station, Time. Mixed No. 62. Lenoir, Mortimer, Edgemont.

Table with 2 columns: Station, Time. Mixed No. 64. Chester, Yorkville, Gastonia.

Table with 2 columns: Station, Time. Mixed No. 50. Hickory, Lenoir.

Table with 2 columns: Station, Time. Southbound No. 9. Edgemont, Mortimer, Lenoir, Hickory, Newton, Lincoln, Gastonia, Yorkville, Chester.

Table with 2 columns: Station, Time. Passenger No. 7. Lenoir, Hickory, Newton, Lincoln, Gastonia.

Table with 2 columns: Station, Time. Mixed No. 61. Edgemont, Mortimer, Lenoir.

Table with 2 columns: Station, Time. Mixed No. 61. Gastonia, Yorkville, Chester.

Table with 2 columns: Station, Time. Mixed No. 51. Lenoir, Hickory.

*Leave / Arrive. Chester Southern Ry., S. A. L. and L. & C. Yorkville Southern Railway. Gastonia Southern Railway. Lincoln-S. A. L. Newton and Hickory Southern Ry. E. F. REID, Gen. Passenger Agt.



PIEDMONT TRACTION COMPANY

Table with 2 columns: Station, Time. C. & N.W. RAILWAY. 12:00pm 7:30am Lenoir 1:00pm 8:40pm 4:40 10:25 Gastonia 9:30am 5:40

CONDENSED SCHEDULE CAROLINA, CLINCHFIELD & OHIO RY. AND Carolina Clinchfield and Ohio Railway of South Carolina THE NEW SHORT LINE BETWEEN Dante, St. Paul and Speer's Ferry, Va., Johnson City, Tenn., Atapass and Marion, N. C., and Spartanburg, S. C. "CLINCHFIELD ROUTE" EFFECTIVE JAN. 19, 1912.

Table with 2 columns: Station, Time. SOUTH BOUND, No. 3, Pass. Daily. Lv. Dante, Va., 8:00 A.M. St. Paul, Va., 8:20 " Johnson City, Tenn., 11:15 " Ar. Altapass, N. C., 2:27 P.M. Lv. Marion, N. C., 3:31 " Bostic, N. C., 4:30 " Ar. Spartanburg, S. C., 5:40 "

Table with 2 columns: Station, Time. No. 5, Mixed Daily. Lv. Dante, Va., 1:10 P.M. St. Paul, Va., 1:35 " Johnson City, Tenn., 5:55 " Ar. Altapass, N. C., 10:40 "

Table with 2 columns: Station, Time. NORTH BOUND, No. 4, Pass. Daily. Lv. Spartanburg, S. C., 11:00 A.M. Ar. Bostic, N. C., 12:07 P.M. Marion, N. C., 1:05 " Altapass, N. C., 2:27 " Johnson City, Tenn., 5:28 " St. Paul, Va., 8:34 " Dante, Va., 9:00 "

Table with 2 columns: Station, Time. No. 2, Pass. Daily. Lv. Altapass, N. C., 6:05 A.M. Ar. Johnson City, Tenn., 9:01 " St. Paul, Va., 12:17 P.M. Dante, Va., 12:45 P.M.

Patrons are requested to apply to nearest Agent for definite information or to CHAS. T. MANDEL, Assistant Gen. Pass. Agent. J. J. CAMPION, V-Pres. and Traffic Manager, JOHNSON CITY, TENN.

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Seaboard Air Line. SCHEDULE— TRAINS LEAVE CHARLOTTE—EFFEKTIVE JAN. 5, 1913. NO. 40—5:00 a. m. Through train for Wilmington with parlor car attached. Connects at Hamlet with No. 39 for Portsmouth and Norfolk. No. 39 for Raleigh, Washington, Baltimore, Philadelphia and New York; dining car service and vestibule coaches to Washington; Pullman sleeping cars to Jersey City. NO. 48—7:30 a. m. For Monroe and all points south. NO. 138—10:55 a. m. Local for Lincoln, Shelby and Rutherfordton. NO. 44—4:30 p. m. Local for Wilmington, connecting at Hamlet with fast vestibule trains for Jacksonville, Fla., and all points south. NO. 47—4:40 p. m. For Rutherfordton and west. NO. 132—7:45 p. m. Handles local sleepers for Portsmouth, Norfolk connects at Monroe with No. 41 for Atlanta and Southwest with through sleeper to Birmingham; at Monroe with No. 32, fast train with sleeper to Portsmouth and Norfolk and Jersey City. Connects at Hamlet with No. 98 with through vestibule coaches to Washington. Dining car Richmond to New York. Pullman sleepers to New York. TRAINS ARRIVE AT CHARLOTTE. NO. 138—10:55 a. m., from the east. NO. 46—10:05 a. m., from the west. NO. 45—12:10 p. m., from the east. NO. 132—7:10 p. m., from the west. NO. 49—7:25 p. m., from the east. NO. 39—11:00 p. m., from the east. C. B. RYAN, G. P. A., Norfolk, Va. JAMES KERR, T. P. A., Charlotte, N. C. H. S. LEARD, D. P. A., Raleigh, N. C.

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