

**RALEIGH HOSIERY COMPANY.****A Mill that Sends Its Products All Over This and Foreign Lands.**

Mr. W. W. Ashe is president of the Raleigh Hosiery Company. Mr. S. A. Ashe, Jr., is secretary and treasurer. Mr. C. H. Pate is superintendent. They are thoroughly conversant with every detail of the business and have a mill that is equipped with modern machinery and with many labor-saving devices.

The mill is located in the western part of the city, near the State Penitentiary.

The business was started in 1897 at Willardville, was moved to Raleigh in 1898 and was made an incorporated company in 1901.

The employees number from sixty-five to eighty. The output is from 450 to 550 dozen pairs of hosiery per day. All styles are made for men, women and children, and all grades and colors, including black, tan and fancy lace effects and embroidered goods. From two to four salesmen are on the road all the time.

The products are sold in all the Southern States, and in West Virginia, Ohio, Illinois, California and other Northern and Western States; also Cuba and British Columbia. Goods going to Texas and California are shipped to New York and then by steamer to destination, the freight being less.

It requires about twelve days to complete a pair of hose from the raw cotton yarn to the boxed goods, the dyeing, etc., taking up much time.

North Carolina leads all other Southern States in the hosiery manufacturing, as she does in other lines of cotton goods and fabrics. There are forty-three hosiery mills in the State, and they operate more knitting machines than the mills of any other State in the South.

**The Music Was Unsatisfactory.**

"I do not like your music."

The above were the words that startled the members of the Edenton Street M. E. Church choir while practicing Saturday night. Near the centre of the large church they saw a strange woman. One of the members of the choir said, "We are sorry."

"Why do you not sing some good old familiar tune in which I can join?" said the mysterious woman, as she advanced to the rail in front of the pulpit.

"We will," replied some one in the choir, and several well-known hymns were sung and the stranger joined in, but she did not prove to be a sweet singer.

Finally some one went out and telephoned the Central Hospital for the Insane to inquire if any of the inmates were missing. The reply was that no one had been missed.

The woman finally withdrew from the church and her identity is still a subject of speculation.

**Dr. Von Herrman Deceives Himself.**

"Doctor, what kind of weather will you give us to-day?" inquired a reporter of the Enterprise early yesterday morning.

"Good," said the genial doctor; "it will be fair. Will have rain to-morrow, I think."

"Nothing doing in that line to-day," said the reporter.

"No; no precipitation to-day." At that moment rain was falling at a lively rate, and the doctor had not heard it, and it continued all day yesterday. But when the reporter took the weather prognosticator—sometimes called something else—to task, and pointed out the precipitation, he simply declared that I was mistaken; that it was not rain at all. And yet everybody else knows that yesterday was one of the wettest days on record.

Columbia Bicycles, \$35.00. At Brockwell's.

**Painting the Caviness.**

Although the hotel at Lillington, the new Caviness, has been open to guests for some time, the exterior has not been finished. Dr. Caviness, the popular owner, is having the building painted. When the painting is finished it will add much to the appearance of the building and to the attractiveness of the town.

**Board of Education.**

The county board of education met Tuesday. There was a good deal of business disposed of.

It was ordered that a new school house be built at Fuquay Springs in Middle Creek township and one at Salem in White Oak township. Districts Nos. 4 and 6 in Holly Springs township were ordered consolidated.

**Labor Agent Arrested.**

Michael Freeman, of Dutchess Junction, N. Y., was arrested here Tuesday for taking laborers from the State without paying the required license of \$200 for each county in which soliciting is done. Freeman had been here for some time and had fifty-four colored men and ten women at the Union Station ready to leave when Constable Pope descended upon him with a warrant, which had been sworn out by Mr. O. G. Gulley, a contractor, who was about to lose five workmen. The matter was heard by Justice Separk, who bound Freeman over to court and required a bond of \$500.

**SAVED BY DYNAMITE.**

Sometimes a flaming city is saved by dynamiting a space that the fire can't cross. Sometimes a cough hangs on so long you feel as if nothing but dynamite could cure it. Z. T. Gray, of Calhoun, Ga., writes: "My wife had a very aggravated cough, which kept her awake nights. Two physicians could not help her, so she took Dr. King's New Discovery for Consumption, Coughs and Colds, which eased her cough, gave her sleep, and finally cured her." Strictly scientific cure for Bronchitis and La Grippe. At all druggists; price 50 cents and \$1.00; guaranteed. Trial bottle free.

Evidently, in the way of hunting, says an exchange, President Roosevelt is having "the time of his life," and this without taking into account the imaginative dispatches sent in by correspondents "at a distance." Wolves in Texas, and now a 600-pound cinnamon bear in Colorado have fallen at the crack of his rifle. The scene of the hunting is a wild region southwest of Newcastle, on White River, 20 miles from a telegraph station, with permanent camp on the Penny ranch. Probably an area of 150 miles will be covered. Secretary Loeb is established at Glenwood Springs, with courier connection with his chief. The President is keeping a diary, and will write out his adventures after his return to Washington.

U. S. Senator Orville H. Platt of Connecticut, died at Washington, Conn., his summer home, April 21, aged 78, from pneumonia, following a chill while attending the funeral of Senator Hawley of the same State.

**SEABOARD****AIR LINE RAILWAY****DIRECT LINE**

Between Points North, East, South and Southwest.

Schedule in Effect April 16, 1905.  
Trains leave Raleigh:

**NORTHBOUND.**

No. 34, at 1.30 a. m., daily for Norfolk, Richmond, Washington, New York and points North and Northwest. Pullman drawing room sleeping cars to Portsmouth, Washington and Jersey City.

No. 38, at 11 a. m., daily for Portsmouth, Norfolk, where connections are made with steamers for Washington, Baltimore, New York, Boston, Providence and N. Y. P. & N. for New York. Pullman to Portsmouth.

No. 66, at 11.50 a. m., daily for Richmond, Washington and New York. Connects at Richmond with C. & O. for points West. Has day coaches to Washington. Pullman sleeping car to Jersey City. Dining car.

**SOUTHBOUND.**

No. 31, at 3.40 a. m., daily for all points South and Southwest, connects at Hamlet for Wilmington, at Monroe for Charlotte. Pullman drawing room sleeping cars to Charlotte, Augusta and Jacksonville. Dining car Hamlet to Jacksonville, also for Atlanta.

No. 41 4 p. m. daily for all local points, connects at Hamlet for Wilmington and Charlotte. Pullman sleeping car for Atlanta, where connections are made for all points southwest.

No. 43 at 7 p. m. daily for Jacksonville, Tampa and all Florida points. Connects at Hamlet for Atlanta. Pullman sleeping cars to Jacksonville and dining car to Hamlet.

No. 30, at 5.00 p. m., daily, except Sunday, Shoofly. Local train between Raleigh and Weldon, with connections for Louisburg, Oxford and Warrenton.

No. 29, Shoofly, daily, except Sunday, between Weldon and Raleigh, with connections from Warrenton, Oxford and Louisburg, arrive at Raleigh 10.15 a. m.

For further information relative to rates and time-tables address

C. H. GATTIS, T. P. A.,  
Raleigh, N. C.  
H. A. MORSON, C. P. & T. A.,  
Raleigh, N. C.  
C. B. RYAN, G. P. A.,  
Portsmouth, Va.

**SPECIAL LOW RATES TO THE THE PACIFIC COAST.**

Seaboard announces the sale of one way second class colonist tickets from all points in North Carolina to the Pacific Coast, commencing March 5th and continuing on sale until May 31st.

Rate from Raleigh to San Francisco is \$48.25; Wilmington to San Francisco is \$48.25; corresponding low rates from other stations will apply to all principal points on the Pacific coast.

For full particulars, time-tables, etc., apply to

CHAS. H. GATTIS,  
Traveling Passenger Agent,  
Raleigh, N. C.

**WATCH REPAIRING**

Is just as important as watch making. If we repair your watch it will be a satisfactory job.

**T. W. BLAKE, Jeweler,**  
**RALEIGH, N. C.**

**Southern Railway.**

IN EFFECT APRIL 19, 1905.

This condensed schedule is published as information and is subject to change without notice to the public.

**TRAINS LEAVE RALEIGH, N. C.**

No. 111.

1.40 a. m.—Daily from Goldsboro and local points. Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9.00 p. m., connecting at Greensboro with train No. 23, "Florida Express," for Charlotte, Columbia, Savannah and Jacksonville. Close connection is made with No. 37, "Washington and Southwestern Limited," said Pullman train drawing room sleepers, New York to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro.

No. 112.

5.15 a. m.—Daily for Goldsboro and local stations, connecting at Goldsboro with Atlantic Coast Line, also with Atlantic and North Carolina Railway.

No. 107.

8.45 a. m.—Daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 36, U. S. "Fast Mail" for Washington. Pullman drawing room sleepers to New York and Richmond; close connection for Winston-Salem, Mocksville and local stations, with train No. 7 for High Point, Salisbury, Charlotte and local stations.

No. 108.

10.30 a. m.—Daily for Goldsboro and all local points, connects at Selma for Wilson, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Bern, N. C., and Norfolk, Va., for Chesapeake Line for Baltimore and all other outgoing steamers.

No. 135.

3.30 p. m.—Daily for Greensboro and intermediate stations, connects at Durham for Oxford, Clarksville, Keyville daily except Sunday. At University Station for Chapel Hill, daily with train 39 for Columbia and Jacksonville. Pullman sleeper and first class coaches Washington to Jacksonville, Fla. No. 35, "U. S. Fast Mail," for Atlanta and all points South and Southwest. Pullman drawing room sleepers to Birmingham and New Orleans; day coaches Washington to New Orleans, also with northbound trains Nos. 34 and 38 for Washington and all points North. Pullman drawing room sleepers and observation car to New York; connection is also made at Greensboro for Winston-Salem and at Salisbury for Memphis.

No. 136.

4.36 p. m.—Daily for Goldsboro and local stations.

H. B. SPENCER, Gen. Manager.  
S. H. HARDWICK,  
Pass. Traffic Manager.

W. H. TAYLOR,  
Gen. Pass. Agt., Washington, D. C.

R. L. VERNON,  
Trav. Pass. Agt., Charlotte N. C.

T. E. GREEN, City Ticket Agt.,  
Up-town Ticket Office.

**Well Dressed**

dosen't mean custom tailored, you can be very poorly dressed that way. Have you tried our

**Smart Clothes and Hawes Hats?**

Our line of furnishings cannot be surpassed. Give us a call.

**LEE & BROUGHTON,** 209 Fayetteville St.,  
RALEIGH, N. C.