

ANNOUNCEMENTS.

J. G. HALL & SON.
FIRE INSURANCE.

LENOIR, N. C.

Wilson's Barber Shop,
South Main St., opposite Commercial Bank, Lenoir, N. C.
Sharp Razors and Clean Towels.

UMBRELLAS

I am prepared to cover and repair all kinds of Umbrellas. Nice lot of New Covers just received.

P. M. Keever,
Hamilton Building,
LENOIR, N. C.

C. Banks McNairy, M. D.
OFFICE OVER SHELL'S DRUG STORE.

Calls left at Shell's Drug Store or my residence will receive prompt attention.

P. K. ANDERSON
LEADING BARBER.

Commercial Hotel Building, Lenoir, N. C.

You can get your suits cleaned, pressed and repaired. Phone 67.

W. LEE EZZELL,
DENTIST.

Prepared to do all kinds of Dental work. Prompt attention to patrons. Efficiency of work guaranteed. Office over Post-office.

SELF, WHITENER & WHISNANT
LAWYERS

PRACTICE IN ALL THE COURTS
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

OFFICE IN THE MATHESSON BUILDING.

Dental Notice.

I wish to say to the people of Lenoir and surrounding country that I have located in Lenoir for the purpose of practicing Dentistry in all its branches. All wishing Dental Work done will do well to call on me in the Matheson building opposite the new court house. First class work and terms reasonable.

E. W. MOOSE, D.D.S.

Mark Squires

LAWYER
LENOIR, N. C.
OFFICE OVER KENT'S DRUG STORE.
Will Sell Surety Bonds at Reasonable Rates.

J. Henry Bush,

CONTRACTOR FOR
Painting, Paper Hanging, Kalsomining, Glazing and Graining, Floors Filled, Polished and Roof Painting. We use and recommend Harrison's Town and Country Paint.
LENOIR, N. C.
All work Guaranteed.

FROM NIAGARA TO QUEBEC.

An Interesting Letter From a Caldwell Boy.

After leaving Niagara Falls on July 22, I had a pleasant ride around the Western end of Lake Ontario to the thriving city of Toronto.

Toronto has a population of nearly 800,000 people as estimated by the Railroad Maps and is second in size to Montreal.

It is a nice, up-to-date Canadian city and has a large business both over the Lake and by numerous Railways. From Niagara Falls to Toronto is 83 miles via Grand Trunk Ry., but by boat from Lewiston, N. Y., or Queenstown, Ont., it is about 45 miles, just across Lake Ontario.

From the Falls to Lewiston or Queenstown is 7 miles by Electric line. The route via of Electric car & the boats of the N. N. Co. is nicer & cheaper than by rail. However the boats run during daylight only and when going by rail you may go to sleep at Niagara and awake in Toronto and not lose any time. Excursions are running several days of every week.

Hamilton, Ont. near the mouths of the Niagara River and Welland Canal is situated on a bluff at the extreme western end of the Lake.

It is reached by a special line of steamers from Toronto, a distance of 50 miles. While in Toronto I looked over the city generally and had a very enjoyable time.

King and Yonge streets are the busiest streets of the city. The passenger docks are at the foot of Yonge St.

I also looked into the immense store of T. Eaton Co. It is the largest general store in Canada excepting Hudson's Bay Co. store fronting on 4 streets and being 6 stories high. They do an immense business and have branch houses in Winnipeg.

At 3 p. m. on Monday, July 24th, I took passage on the steamer "Toronto" which runs across the lake and down the St. Lawrence as far as Prescott, Ont. After getting on board at Toronto we had a pleasant trip going diagonally across the lake in a South-Easterly course for 96 miles when we come the city of Charlotte, N. Y., which is the port Rochester.

Rochester is reached from Charlotte by electric car and is seven miles South. After spending some time in Charlotte we started again across the Lake to the Canadian side at Kingston. Kingston has some 20,000 inhabitants and is a fortified city third in strength to Quebec in this part of Canada.

The canal connecting the lake with a river running north east, at this point connects Kingston with Ottawa, the capital.

Kingston is a very pretty city and appears almost dazzling in the early morning sunlight. The houses are built of native limestone. From Charlotte to Kingston is a distance of 90 miles.

After leaving Kingston we began to dodge the outlying islands of the "Thousand Isles" and to begin our entrance to the St. Lawrence.

The islands which compose what is known as the thousand islands are 1092 in number, varying in size from several miles in circumference to only a few feet.

These islands form one of the most popular resorts of this region. Many rich persons own an island and have it beautifully arranged—cottage lawn etc. Most of them own launches of their own but if not, numbers of canoes and row boats can be had. A few sail boats are to be seen and two or more excursion boats run between the different ports.

The middle of the St. Lawrence forms the boundary between New York State and Ontario from Kingston to Cornwall, a distance of 135 miles after which the St. Lawrence runs through Canadian territory. There are three Channels through the islands by which ships may pass. As most of the Watering places or resorts are on the New York side we went through the American channel and called at towns or stations as follows: Clayton, Round Island, 100 Is., Park and Alexandria Bay. All of these belong to New York and are on the Mainland except 1000 Is. Park which is on the 1000 Is. In Can. Alexandria Bay seems to be a favorite resort. A hundred passengers disembarked and quite a number at the other places mentioned.

The voyage through these islands is most interesting and is delightful. After leaving Alexandria Bay we crossed again to the Canadian shore and called at Brockville and soon after at Prescott.

At Prescott passengers transfer from the Toronto to the River Steamer Prescott which is much smaller and is used the Rapids. The change is made without landing. From Prescott to Montreal the trip is made entirely by daylight as the seven different Rapids to be crossed are dangerous and could not be crossed at night. The distance is 198 miles. The River is about a mile wide here

A BOON TO SETTLERS

WHY GOOD ROADWAYS TEND TO DRAW HOME SEEKERS.

Purchases of Many Fine Places in a California County Were Due to a Large Extent to Hard and Dustless Highways.

The value of good roads to a community is thus treated by the Santa Rosa (Cal.) Press:

As an abstract proposition most people are, of course, "in favor of good roads." Yet as a matter of fact comparatively few stop to think how much well kept thoroughfares really mean to a community. They not only stimulate travel, popularize the sections traversed, increase land values, attract new residents and build up trade, but they also make life more pleasant and improve conditions generally.

No one appreciates the value of good roads more than the real estate man, who makes it his business to show prospective home seekers about, point out the beauties and advantages of the country and locate as many desirable residents in his territory as possible.

When he starts out over a hot, dusty road he knows that the chances are against him to begin with. The way seems long, the country uninviting, and his customer will nine times out of ten become disgusted and get out of the notion of buying before the objective point is reached. The trip is therefore a failure, and unless the agent is fortunate enough to locate his man elsewhere he leaves the country with an unfavorable impression and carries this opinion with him to be imparted later to his friends and acquaintances in other places, not only to the injury of the real estate business, but to the detriment of the community as a whole.

On the other hand, when bowling along behind a spanking team and over a fine road, well sprinkled and free from dust, ten or twenty miles are reeled off before any one realizes it, the good points noted on route are discussed and properly considered, and the prospective customer is very apt to find himself favorably impressed with the whole country and is sure to reach the place he started for in a frame of mind where he will at least give the arguments presented by his guide due consideration and attention.

As an indication of what this means let us look at the Kenwood and Glen Ellen country, in Sonoma county, California, where the sprinkling of roads with oil was first inaugurated. Many of the roads in that vicinity had been neglected for a long time. Aroused to the necessity for action, the residents and property owners of that section organized a "good roads club." A "good roads convention" was even held there, with delegates from many distant points, and, in short, the matter was agitated in every possible way. The natural result followed.

During the past few years more real estate has changed hands in that vicinity and more desirable new residents have been brought in than in any similar period before. The improved condition of the roads alone may not have brought about this result, it is true, but it has, beyond doubt, contributed very materially to it. The Henry Bolle place, for instance, has been purchased by Warren English; the Jewett estate has a new owner in the person of Rudolph Spreckels, who is making it one of the show places of California; ex-Senator Keweenaw, the Utah multimillionaire, has bought the great Los Gualtes ranch, for so many years the property of William Hood; Judge Carroll Cook is now the possessor of the Tarrant ranch, where he makes his summer home; the Ginnella ranch has been bought by W. D. Reynolds; several small tracts have been sold off the old Behler property; the Clark place is now owned by L. H. Sly; the Ross property, purchased long ago by Mrs. Smith, has again changed hands, the new purchaser being Mr. Schubert; Louis Kunde recently bought the old Shaw place; the beautiful home of Mrs. Yost also changed hands not long since, the new owners being W. R. Stearns and M. F. Johnson; the old Warfield ranch is now the home of Will L. Aash.

These are only a few of the more important real estate changes that have taken place in the Kenwood and Glen Ellen country during the time referred to, but they serve to illustrate fully the truth of the assertions made at the beginning of this article.

Proposed Highway Along the Hudson

There has recently been considerable talk of building a state road from New York City to Albany and from Albany to Buffalo, a distance of about 500 miles. A part of the distance will consist of a tunnel under the Storm King mountain. The route up the Hudson is proposed to make a part of the Fallside driveway.

ROADS AND MOTOR CARS.

Effect of Good Highways as Noted by An Automobileist.

Whatever the reputation for recklessness and disregard for the rights of the road which many automobile drivers or chauffeurs have acquired, the advent of the big car is undoubtedly exerting a strong influence favorable to good roads, an increasing influence which may be exerted powerfully when the time becomes ripe for legislative assistance, says the Auto-Advocate and Country Roads. An interesting experience is related of roads and country ways by Whitman Osgood of Washington, who with his wife, two children and a chauffeur made a round trip to St. Louis in his Oldsmobile. They went by the famous old national

road, passing through Hagerstown, Md., Bedford, Pa., Pittsburg, Zanesville, Columbus, Indianapolis, Terre Haute, etc.

"The roads in Maryland were very good," said Mr. Osgood, "even in the mountains. In Pennsylvania they were bad and in West Virginia they were bad. In Ohio the roads got better, especially around Columbus, where for seventy miles they are as level and smooth as a floor. In Indiana they were fair, but in Illinois and Missouri—well, the next time I go over those roads it will be with a flying machine. They were simply fearful. We had no bad weather.

"I never knew before what an excellent index to the character of people the roads which cut through the country are. Where there were good roads there were good farms; where the roads were poor the farms were poor, and the farmers looked shiftless and devoid of energy and ambition. We found it difficult to get proper food in some of the country districts, the farmers sending all their products immediately to the market."

FRANCE'S FINE ROADS.

Millions of Dollars Spent by the Government Yearly For Highways.

There are some things in the old world from which America should draw instruction and wisdom, says the Kansas City Star. France has the best roads on earth, divided into four classes: First, national; second, departmental; third, military; and fourth, communal. National roads are built and kept up by the national treasury; department roads are a charge upon the departments through which they pass; the military roads are usually kept by the government, but sometimes the government is aided in this work by the departments through which the roads pass. The communal roads, like our civil district and township roads, are kept up by the communes, but even these receive assistance from the government when they pass through thinly populated regions. The departmental roads are thirty-nine feet wide and the other roads vary in width.

Not less than \$7,000,000 is annually expended by the French government in making new roads and repairing old ones. This work gives employment to 25,000 persons, and the total length of the roads is something over 350,000 miles. The roads are so well constructed that one single man can keep ten miles in repair if furnished with piles of broken stone, placed at intervals along the road, and a cart for distributing the stone. Every rut and hole as fast as made is filled.

Broader Uses of Soil Surveys.

For several years past the department of agriculture has been operating soil surveys in various parts of the United States for the purpose of determining the value of special crops. More than 60,000 square miles have already been mapped, and records of the surface and subsoil constituents and of drainage have been made. Beyond the value to agriculture the importance of the information thus gathered is being appreciated by the war department in possessing data for military roads in case of necessity, says the Good Roads Magazine. Such information at the time of the Spanish war would have prevented the selection of a pestilential camp like that established at Chickamauga. These surveys will doubtless prove of great value, too, in determining highways for the many uses of peaceful life, and the scope of the undertaking may well be broadened to meet the demand for good roads, both in defining the most favorable location and in discovering the best materials at hand.

Rural Free Delivery Note.

There is a close watch kept over the rural route carriers to see that they strictly observe the orders of the department relative to matter placed in rural delivery boxes with postage stamps not affixed. All articles found that have not the postage prepaid must be carried to the distributing office and held there until the proper amount due is paid. Some of the carriers have discovered such unlawful matter as beefsteak, bottles of medicine and the like. One farmer instructed a peddler of coffee to leave a pound package for him in the box once a week. One of the packages was carried to the post office, and the farmer in order to get his pound of twenty cent coffee had to pay 16 cents postage.

PLEASANT IMPRESSIONS FROM A GOOD ROAD.

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Conviction Follows Trial

When buying loose coffee or anything your grocer happens to have in his bin, how do you know what you are getting? Some queer stories about coffee that is sold in bulk, could be told, if the people who handle it (grocers), cared to speak out.

Could any amount of mere talk have persuaded millions of housekeepers to use

Lion Coffee,
the leader of all package coffees for over a quarter of a century, if they had not found it superior to all other brands in Purity, Strength, Flavor and Uniformity?

This popular success of LION COFFEE can be due only to inherent merit. There is no stronger proof of merit than continued and increasing popularity.

If the verdict of MILLIONS OF HOUSEKEEPERS does not convince you of the merits of LION COFFEE, it costs you but a trifle to buy a package. It is the easiest way to convince yourself, and to make you a PERMANENT PURCHASER.

LION COFFEE is sold only in 1 lb. sealed packages, and reaches you as pure and clean as when it left our factory.

Lion-head on every package.

Save these Lion-heads for valuable premiums

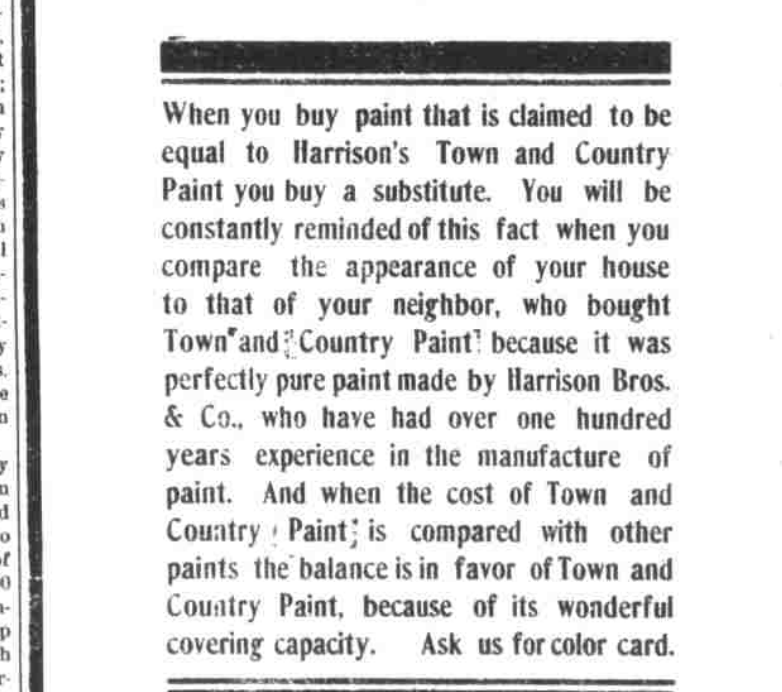
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Make Your Foot Prints on The Sands of Time

WELL ABOVE HIGH WATER.

When you buy paint that is claimed to be equal to Harrison's Town and Country Paint you buy a substitute. You will be constantly reminded of this fact when you compare the appearance of your house to that of your neighbor, who bought Town and Country Paint because it was perfectly pure paint made by Harrison Bros. & Co., who have had over one hundred years experience in the manufacture of paint. And when the cost of Town and Country Paint is compared with other paints the balance is in favor of Town and Country Paint, because of its wonderful covering capacity. Ask us for color card.



Now Open

and ready for the trade, a full line of new goods for Fall wear. Dress Goods—Notions—Clothing—Shoes Gents' Furnishings—Etc.—Etc.—all of the latest Styles and Patterns. We have just received a new line of Ladies' Skirts of the latest Styles, which will be sold close. We are marking all our goods at very low prices and cordially invite you to give us a call. Respectfully

W. A. WATSON.

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