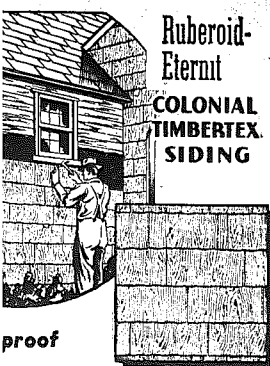


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NEWS CARRIERS MANY YEARS AGO—This group of Charlotte News carriers served many years ago. There were fifteen then; now there are 186 seeing that News subscribers in Charlotte get their papers each week-day-afternoon and Sunday morning.

The Reporter Looks Ahead Pictures Charlotte In 1988 —Prophecy By Cameron Shipp

CHARLOTTE, N. C., Nov. 15.—1988.—Copies of The Charlotte News' 100th anniversary edition, printed on Southern pine paper as thin as onion skin and as durable as rawhide, were used overnight to all parts of the globe yesterday while cities less than 1,500 miles away enjoyed special features of the edition through the facilities of Dowd Trans-Press Television. The next edition of The News is contracted seasonally with the 50-year anniversary number published half a century ago in the Fall of 1938 but at the same time despite its story of the growth of Charlotte in hand with the march of science and almost unbelievable progress in transportation. The 100-year edition shows that Charlotte is much the same. Names that were news 50 years ago are news today—but they were borne by grandsons. Trade and Tryon, as they were in your grand- step's time, are still the cross roads of the Carolinas. Al Bechtold Kuester, executive secretary of the International Trade Association, which has negotiated a reciprocal textile agreement with the Republic of Germany, is a grandson of Charles Kuester, one of the earlier secretaries of the Charlotte Chamber of Commerce. Kuester yesterday predicted that the population of Charlotte, now estimated at 185,000, would reach 500,000 by the year 2000. TRANSPORTATION Comparison with today's anniversary edition of 1988 and The News of 1938, shows that the stiffest states in the city have been made in transportation. This was contemporary of course, with industrial development. Research shows that, 50 years ago only four planes a day came to Charlotte, and these were small airliners carrying no more than 21 passengers. These antiquated carriers were replaced shortly after 1940, when the old DC-Fours gave way to plants carrying 125 passengers in 300 miles an hour. Today's ships, landing in Charlotte every hour, accommodate more than 200 passengers each in addition to freight, and comply with international termini for overnight flights to Europe and South America. Business men of today, accustomed as they are to having dinner in Berlin and breakfast in Charlotte, were amused to recall that their fathers thought it was wonderful in 1938 that they could fly the short distance to New York in less than four hours. TRAFFIC A show at The News of half a century ago shows that the old city, small as it was by comparison, was actually bothered by traffic problems. But it must be remembered that 50 years ago traffic engineering was not fully understood, and that a Lieutenant Williams of the Police Department had not initiated the measures which, in later years, totally eliminated congestion and accidents. The underpass at Trade and Tryon Streets, with the large galleries 30 feet above for pedestrians, were not built until 1958. The subways on Fourth Street, College Street and North Tryon Street, approaching the eight-lane Concord Speedway, were constructed in 1960. Providence Road, which in the old days was a residential community, and is now the heart of the financial district, was not laid out as a four-lane highway with overhead passes until a few years ago. Vertical parking, in which the now familiar sign of parking cars twenty stories high was provided, did not become popular until 1950. The city's first public park system, which comprised about 500 acres 50 years ago and apparently was not well financed, now has more than 1,000 acres. The increase, of course, has been made possible by new building codes and by shift of population away from the business district. The new type of architecture, which has set tall buildings back and raised group dwellings in the backs to streets, in cities, has greatly increased space for parks and playgrounds. With this new use of space for home and office, and with the new traffic facilities, Charlotte has become as everybody knows it today, a shining city of light and air, chromium steel and glass, and wide green parkways. One of the chief parks of the city today is the former site of the Morrison farm on what was known as Sharon Road. The municipal zoo has replaced the Morrison herds of half century ago. Charlotte today is recognized as the medical center of the Southeast because of the notable medical talent here and because of its large and well-endowed hospitals. It is interesting to note that this development began just 50 years ago with local campaigns for erection of the Charlotte Memorial Hospital, and for an addition to the Presbyterian Hospital. The Memorial, which is now part of the enormous University of North Carolina Medical School, today has one of the largest endowments—more than ten million dollars—of any hospital in the South. Establishment of the Duke University Obstetrical Clinic, in cooperation with the City Health Department, also added to the prestige of the city. In 1938, it is astonishing to recall now, President Franklin Delano Roosevelt, who was elected for his second term in 1936 and was, for his day, considered progressive, called the South the "Nation's Economic Problem No. 1." Of course, no such geographical term as "The South" could be applied today, but it seems odd that comparatively such a short time ago the most prosperous area of the nation should have been dubbed backward. The sudden development of gold mines, diversification of agriculture, elimination of cotton tenancy, and swift rise in wage levels came about less than 30 years ago, and marked the turning point in this part of the world. At the same time, the City of Charlotte doubled, then tripled, its industry, especially in the field of hosiery manufacturing, in all textiles and in the use of cotton by-products. The distribution of cotton picking machines is also a profitable business here. The city today, old photographs reveal, is in physical appearance in great contrast to the old Charlotte. The center rises in smooth, towering spires surrounded by traffic runways and avenues with landing roofs for private and commercial planes. In former days no planes could land in the city being forced to come down several miles from Charlotte on an old field called Juno, or Juneeau.

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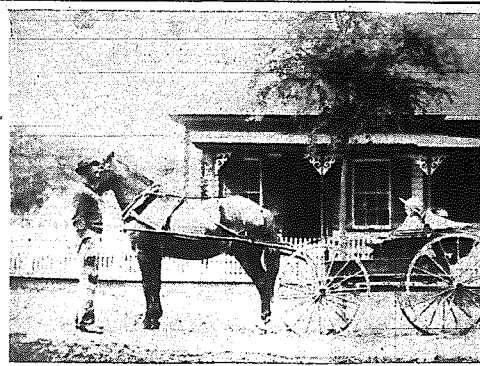
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Gay Holiday Anticipated

(From The Charlotte News of Dec. 26, 1888) SOCIALY NOVEL Social life in Charlotte during the holidays promises to be unusually brilliant and gay. A number of young ladies from other places will spend the holiday season here, among those expected to arrive tomorrow being: Miss Pat Dewey of Philadelphia, Miss Fannie Holt of Graham, Miss Margie Busbee of Raleigh and Miss Madea Graham of Newton. Miss Fannie Burwell and Miss Lucy Wriston of Peace Institute will arrive home on Saturday. Miss Wriston is Professor Bauman's assistant at Peace, and Miss Dewey will be her guest.

BIG BOY WILL HANDLE COMPLAINTS PERSONALLY CLEMSON COLLEGE, S. C.—69 —Seven-foot, 280-pound Arnold Grayson is "complaint manager" of the Clemson Tiger, student newspaper.

Cadet Grayson, a Junior, says he will handle all complaints "personally."



HORSE AND BUGGY DAYS—This picture, made in 1897, shows members of his family. Mrs. DeArmon is on the porch. Dr. DeArmon is shown in the picture, are Mack, Ed, Hal and Ira DeArmon.

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Checking The Newspaper Files 50 Years Of Headline History The Big Stories Of Other Days

By W. J. CASH
Charlotte News Editorial Writer

A man named Grover Cleveland, who had been sheriff at Buffalo about whom there were scandalous whispers among the ladies of the church got together, and who was said to go too often into the bar at the White House was President of the United States that year. But the year before he had vetoed a veteran's pension bill and so that Fall a man named Benjamin Harrison, who was the grandson of old William Henry Harrison of "Tippecanoe fame and who people were beginning to call by the strange name of "corporation lawyer," would beat him out for the job.

THE TELEPHONE JUST BEGINNING TO RING

Cotton was around nine cents. There was a lot in the papers about a Boston man named Alexander Graham Bell and the new marvel, the telephone. In London they were building the first electric underground railway. And the "safety" bicycle was beginning to take the place of the high-wheeled bicycle. Tandems were in great favor. And in a kitchen in Belfast, Ireland, women invent the pneumatic tire. That year too there were rumors of "horowebber" bugs, which a man named Daimler had sent out of Germany into France, where they were sold under the name of Panhard. In Paris they were holding the World's Fair, and the Fifteenth was a new wonder. In New York they had a great blizzard and old Benjie Comey who had once been a great Senator of the United States and a maker of Presidents, died from pneumonia. In 1890 there was talk on the front pages about the electric chair, which had just been used for the first time up in New York. And by 1898 there was beginning to be astounding news of an American "gasoline buggy" built by a bicycle repair man named Hank Ford. An actor named Joseph Jefferson was going around the country making a play he himself had written and called "Rip Van Winkle." People said he was pretty good as Bob Acres. In "The Rivals" also a young woman named Lillian Russell was singing in new musical plays by two Englishmen, Arthur Sullivan and W. S. Gilbert, at a place in New York called Tony Pastor's.

BIG MEN OF LATER DAYS APPEAR

There were a lot of other things to think about besides the theater, though. The Farmers' Alliance and Populism, for instance. That man Cleveland had got back to be President again, there was a panic, and cotton was down to five cents. Down in South Carolina, a certain Ben Tillman was stirring up the farmers against Wall Street, and in Georgia two men named Tom Watson and Hoke Smith were doing the same thing, and in Nebraska there was a young fellow named Bryan who seemed to a lot of people to have something in that idea of his about the free and unlimited coinage of silver. North Carolina had got itself a Republican Governor in the dispute, and in Wilmington there had been a riot because of the Negroes. Then that man Bryan was making a speech at Chicago about a Crown of Thorns and

a Cross of Gold and running for President of the United States, against a man named William McKinley, whom everybody called a "Gold-bug." McKinley was the tool of that reorganizing dollar mark, old Mark Hanna—the Voice of Wall Street. And after that it was just a breath until crowds were gathered in front of the State office and at the railroad station to hear the startling news that an American battleship sunk in Havana Harbor had blown up and sunk with a loss of 260 lives. Remember the Maine? That was the slogan then, and people began to get mad and proud boasting at the news that a young admiral named Dewey had come steaming into the bay at Manila and destroyed the Pacific squadron of the Spanish. Crewmen were breathless waiting at the tidings that the remainder of the Spanish fleet had turned out Cape Sable and was steaming north to Puerto Rico in road and maybe steam on up the coast to blast New York or Philadelphia or Charleston—or Wilmington. Terror and suspense when the news came that Sampson sent to meet it, had lost it, and that for anybody knew it might already be off the American coast. And relief and triumph when the news came through that the same Sampson had destroyed that fleet as it attempted to escape from the harbor at Santiago.

THE CROWN FALLS UPON A ROOSEVELT

England was fighting a war in South Africa with a people called the Boers, and there were names like Corn Pops Kruger and Jan Smuts on the front page. At Buffalo President McKinley made a speech before the Pan-American Exposition about the desirability of trade reciprocity among the nations. And the next day a man with a name nobody could pronounce, Cozigo, shot him, and so made a man named Theodore Roosevelt, who along with a Colonel Leonard Wood, had gained a lot of fame at San Juan Hill, President of the United States. The teddy bear got popular then. In 1903 there was a great play on Broadway which was getting a lot of attention, called "The Leopard's Spots," written by a parson, the Rev. Thomas Dixon Jr., from North Carolina. A little later than that there was the Florida

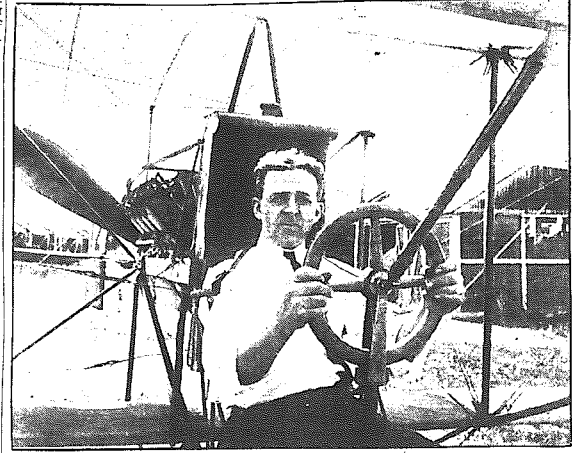
dora Sixelte. And there was a song people were singing a lot called "Let Me Call You Sweetheart." Venezuela got into the prints with something about debts

many seemed in a bad way—what with a man named Charley Davies and a lot of English and French bankers continually working on her. Over here, though, nobody minded much. Mr. Arthur Brisbane was informing a gratified populace each morning that depression had been abolished and bawlingly warning "Don't Sell America Short." Almost everybody agreed that the stock market would never come down again, and that there was nothing in the future worse than "two chickens in every pot," and "two cars in every garage." You could buy a radio with six tubes now, if

you had \$500, and on favorable nights you could even hear Pittsburgh. There were already roads all over the place, and more buildings. Yes, there were a few fires on us. Those gangs in Chicago, for instance, and particularly that fellow Capone. But everybody admitted that, for better or worse, Prohibition had come to stay. There was a movement going through the country in those years which got a lot of notice, it was called the Ku Klux Klan, and it went out dressed up in bad sheets and burned crosses on hills or whipped people it didn't like. And

there had been some business at Dayton, Tenn., about a young man named John Thomas Scoopes. Then Al Smith was running for President of the United States and North Carolina had gone Republican. And then again it was October 1900 and the stock market was all to pieces, and the great blight was upon all things. In Washington, General Douglas MacArthur threw the bonus army off Federal property, and a lot of people got madder and madder at the man named Hoover who was President in those days. And in no while at all the banks were all closing up and the Democrats had nominated and elected as President a man named Franklin Delano Roosevelt, who talked a lot about a New Deal, and who initiated it by closing all the banks. There was talk about the NRA and its Blue Eagle. Old Iron-Pants Johnson, and the AAA—about "chickens" and processing taxes. And then the Supreme Court had killed it all and there was another election, with Mr. Roosevelt taking all but Maine and Vermont.

In Germany a man with a little moustache, whose name was Adolf Hitler, had come into power on the back of a party which called itself the Nazis. And in Italy a man named Mussolini was getting ready to defy the British navy and take Ethiopia and Spain. But we didn't pay much attention, what with the President proposing to remake the Supreme Court and a lot of their fights being in Congress. Then the President had got his first beating—in the Supreme Court issue. And Mr. Hitler had occupied the Rhineland and then Austria. Over here Congress was fighting interminably and getting little done save the spending of a lot of money. And the country was rapidly dividing into two camps, one favoring the continuance of New Deal policies and the other demanding that they be abandoned. The President was talking about using his influence to secure the defeat of Senators and Congressmen who had opposed his program, and then attempting to do it but without much success. And in Europe Mr. Hitler was mobilizing to take Czechoslovakia, and Mr. Chamberlain was hurrying to Munich to give it to him without a fight. In China and Spain a lot of babies were being killed by bombs dropped from the air.



FIRST TO WING OVER CHARLOTTE—Thornwell Andrews, a Charlotte boy, the son of Mr. and Mrs. H. Andrews, who was the first aviator to fly an airplane over Charlotte. That memorable event occurred during the Twentieth of May celebration in 1912 and in recognition of that feat in the early days of aviation the citizens of Charlotte presented him with a gold watch suitably engraved. Mr. Andrews is shown in the above picture in the primitive push-type plane in which he soared over the city.

it wouldn't pay. And then the news stories had it that T. R. had kicked the German navy, which had come to Venezuela to collect, into hurrying home again.

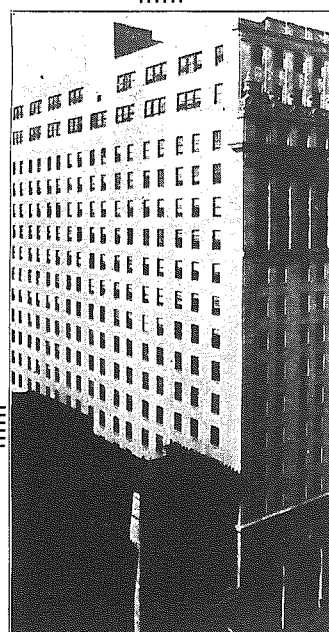
A fat man with a merry smile and the name of Tad, beat Mr. Bryan, who by that time had not to running practically constantly, and so came to be President. Then it was 1909 and there was a man named Dr. Frederick Cook said he'd had been all the way to the North Pole. And on the heels of that, another man, named Robert E. Peary, said that he had been there, and that Dr. Cook was a liar. Telephones were getting more plentiful now, and automobiles were numerous enough so that people no longer stared. The farmers with horses insisted that there ought to be a law, and sensible people still went on saying that the best marriage was probably a fat but they were improving, those chain-drives and they had doors. Wild visionaries were actively beginning to talk about self-starters for cars. At Kitty Hawk, N. C., two young mechanics named Wright had actually flown the English Channel. There was trouble in the Balkans, which nobody paid much attention to. And Austria had grabbed two Serbian provinces, Bosnia and Herzegovina, and that was a morning in 1912 when the papers had another great story: "Tearing through the streets on her maiden voyage, the "world-greatest liner," the Titanic, had tipped her side and sunk with 1500 souls." People sang a song about that. "And other songs like "Oh, You Bewildered Jew," and "I Wonder Who's Kissing Her Now," and "Alexander's Ragtime Band," and "Alexander's Ragtime Band."

THE LITTLE STORY BECOMES A BIG WAR

There was a little story in the papers about the killing of an Austrian Grand Duke, named Francis Ferdinand, in a town that nobody had ever heard of called Sarajevo, and nobody paid much attention to that June 28. But they were paying a lot of attention to it by July 28 when the Austrian army moved upon Serbia. And there was the midnight of August third with Grey of Fallodon writing as he stood at a window and looked down upon sleeping London through the streets of which the war was beginning to raise the cry "England Declares War." The front pages began to fill of dramatic names like Mons and Charleroi and Le Cateau. There was talk about the Battle of the Marne and Von Kluck and Von Bulow and Papa Joffre and Field Marshal Haig and the stonewall of Schlieffen and the Battle of the Falklands and the Battle of Jutland and Tannenberg and Gallipoli and Ypres. Then it was April 1917 and the United States had come into the war and Russia had gone out of it—to plunge into a strange new something called bolshevism. And before long Mr. Wilson was at Versailles, and a man named Mitchell Palmer was hunting Reds in the United States, and Hiram Johnson, William E. Borah, and Henry Cabot Lodge were reading anathemas against the League of Nations and killing it in the Senate. A man named Warren Harding got to be President. And brought with him a power some men named Albert Fall and Harry M. Daugherty. The papers began to talk about a place called Teapot Dome, and then Mr. Harding died and Mr. Fall and Mr. Daugherty got hauled up before the courts for stealing oil lands. A man named Calvin Coolidge was President now, and sometimes he went out West and put on a farm costume and had himself photographed for the newspapers pitching hay.

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