that no one would vote for propriation except those who favors from the Southern Company, no one need be surely this libelous statement reon Col. Andrews, who, as evknows, was a man of the high-mater. Mr. Macon kept on try-alk, but Mr. Small waived him at called for order.

MR. SMALL'S SPEECH.

r. Small referred to the fact that was one of the largest appropria-bills by Congress, carrying ap-riations amounting to \$191.373,848. tated that this was the first Con ess in which he had served on the ministee, on postoffices and post ads and that he giadly bore testiny to the diligence and industry and igence with which the committtee had had almost daily sessions two months and had examined not each assistant Postmaster Genral, but chiefs of the principal bus under them. No source of inrmation which offered a reasonable ospect of aid in its deliberations had seen neglected by the committee. In the main he agreed with the recomfations in the bill, although there re several provisions which did not have his entire assent, and one change in the rural free delivery service he

would actively oppose.

He stated that it was impossible to discuss every phase of the bill and that he must content himself with brief observations upon several of its provisions.

RAILWAY MAIL PAY. Mr. Small discussed first the proviston for railway mail pay. This item, though occupying less than two lines in the bill, carried the largest single appropriation, amounting to \$43,000,-600. There had been much discussion in the press, he said, regarding this subject, some of which contained an unusual assortment of misinformation, while other discussions had exhibited careful study and intelligent com-The original statute was passed in 1878, and between that date and were two amendments-one making a horizontal reduction of 10 per cent., and the other of 5 per cent., in 1878. No amendments have been enacted since 1878 and the same statute is now in force. Some years ago postal commission was appointed by ngress for determining this ques-a, and they made their report in together with several volumes ony. While there were some differences among the members of the on, they were all agreed that there was no gross excess in the amounts paid to the railroads for transporting the mails. It is agreed on all sides at this time that this is a difficult problem and that there is not nt data and information in the Department to enable one to reach a satisfactory conclusion. He said in his pinion the prices paid under the law and passing through densely popucarrying unusual quantities of mail are excessive, and hat a reduction could well be made. Beyond this he was not willing to express an opinion at the present time but he thought another commission ald be appointed to study this whole tion, including also the neces-for a revised classiffication of

the postal revenues, and particularly in its relation to second class mail. For the fiscal year ending June 30, 1905, the deficit was in round numbers. \$14,500,000. He stated that while dern and contsantly improved and xpeditious service was the first con-ideration, yet, is was advisable when vision superintendents postoffice inexpeditious service was the first conpracticable to wipe out the deficit, spectors. or else keep it at the lowest possible transportation of second class matter, consisting largely of daily newspapers and other periodicals which were carried at the one cent per pound of 1904, which showed that of carried, 67 per cent. was second class two paragraphs are as follows: matter, but that it produced less than four per cent, of the total revenue, During that year the mails carried pounds of mail of all classes, not including government matter, at a cost of sixteen and two-third cents per und. The deficit that year was about 5,000,000. Of the total amount of mail matter carried 510,000,000 pound was bers \$101,000,000, while the receipts amounted to \$6,000,000, making a net while the cost of carrying the same was only eighteen million dollars; making a net profit on first class matter in this House, I have voted for this other words, first class matter constituted only twelve per cent of the total weight carried, and produced seventy-eight per cent of the total reve-nue. This large weight of second class matter has a direct relation to the question of railway mail pay. In the guantity of mail forwarded by the prepared if need be to your government under the penalty privi-lege, not only of correspondence and publications, but also equipment for various Departments of the government, as also the large quantity of the mail. The eastern privilege added largely to the gress weight of mail carried. Hallroads are from the main line of the Southern and for weight and testing the main line of the Southern and for weight and testing out for space but for weight and testing out the main line of the Southern and the main line of the Southern and the main line of the Southern and the main for my weight and the main form weight and the main line of the Southern and the main for my weight and the main for my weight and the main form my weight and the main the main form my weight and the main form my weight and the main the main form my weight and my weight paid not for space but for weight and Haitway, and the mail for my section under the statute the amount is call is brought by another trunk line. culated on the basis of tonnage per am, therefore fitted to have given unmile. It is therefore self demonstrative that if the weight of mail car-ried by the railroads could be reduced, the amount to be paid to rail-roads would necessarily decrease and the deficit minimized.

EFFORTS AT ECONOMY. The bill under konsideration coned several provisions which he believed would result in economics. If adopted, all the Departments would be prevented from transmitting any pack-age or other article by mail except of the law requiring the payment of post-age. This would greatly reduce the weight of mail carried. The bill also provides that a record shall be kept oughout the country from July 1. December 12, 1906, of the weights of second class matter received, either free distribution or at the one cent r pound rate. It also provides that o person entitled to the franking rivilege shall lend such frank to any on or organization of any

RURAL FREE DELIVERY in Small next referred to the rural delivery service, and spoke in as follows. This is one of the latimprovements in our postal ser-and has accomplished a result so nal and beneficial as to have the approval of the country the gratitude of the rural sections is service has come to stay and said receive the continued support

HAHMBERLAIN'S COUGH REMEDY THE BEST AND MOST POPPULAR.

of Congress and the cordial encouragement of the Department. This service has had a phenomenal growth. It may be said to have had its besiming on October 1 1896, less than ten years ago; but its growth was very slow in the early years. For instance, in 1898 there were only 148 routes in operation, and in 1899 only 301 routes. In 1906 the number of routes had increased to 15.119. In 1905 the number was 32,055, while on March 1, 1906, the number of routes in existence was 35,031. There are evidences accumulating that the present Postmaster General and his fourth assistant are applying conditions which not only make it more difficult, and tend to minimize the number of new routes established, but also to discontinue or give a triweekly service to many routes now in

weekly service to many routes now in existence. I regard this disposition of the Department as unwarranted and without the sanction of Congress and contrary to public sentiment. I am in hearty sympathy with the opinion expressed by the sentieman from Ten-nessee, Mr. Moon, who has had long experience on this committee, that entirely too much discretion is vest-ed in the Department. The function of this Executive Department is to administer the law and to carry out the will of Congress. Not a single existing route should be discontinued. If any route is poorly patronized, then an investigation should be made with a view to changing the route or of adding to it and thereby increasing the adding to it and thereby increasing the amount of mail matter handled, but under no conditions should the patto the enjoyment and appreciation of this service have its benefits ruthlessly taken from them by the Department.

My district has already felt the force of this new policy, and in the past several weeks notice has been received of the discontinuance of one route, and on another route that the service had been changed from daily to tri-weekly. As illustrating that this committee entertained a generous attitude toward this service it may be stated that the appropria-tion contained in the bill is slightly in excess of \$3,000,000 more than the appropriation for the current fiscal year. "I wish to call attention to another contemplated change in this service," said Mr. Small. "Since the rural free delivery service was established, investigations connected with same have been conducted by what are known as rural agents, under the jurisdiction of the Fourth Assistant Postmaster General, and immediately under the control of the general superintendent of the rural free delivery service. On December 1, 1905, by order of the Postmaster General, rural agents and the division superintendents were taken from the Foutrh placed under the immediate supervis-ion of the chief postoffice inspector. I have always thought that investigations of rural free delivery service should be made by a distinct class of agents and not by postoffice inspectors, who have numerous other duties. The rural agent requires special fit-He comes in contact with the good people who live on the farms and it is important that he should make a favorable impression. should not only be loyal to his duty but he should be pleasant and agreeable in discharging them, and besides he should be willing to undergo dis-comfort if his duty so required. The postoffice inspectors, as a rule, visit mostly the towns and very seldom get from the railroads. They are unfitted to make successful investigations of rural service. Now this bill proposes, under the provision for post-

FAST MAIL SUBSIDY. "This bill contains a provision sub-tantially similar in terms to that stantially similar in which has been contained in the postrate. The best figures obtainable were office appropriation bill for more than 10 years, except that the amount has the total weight of the mail matter been from time to time reduced. The

> " For necessary and special facilities on trunk lines from Washington to Atlanta and New Orleans, 142,728.70. twelve million Provided, that no part of the appro-li classes, not in-priation made by this paragraph shall be extended unless the Postmaster General shall deem such expenditure necessary in order to promote the interest of the postal service."

" For continuing necessary special facilities on trunk lines from Kansas City, Missouri, to Newton Kansas, \$25,000, or so much thereo loss on second class matter of ninety-as may be necessary. Provided, that five million dollars. On the other no part of this appropriation shall be hand, the revenue the same year from expended unless the Postmaster Gen first class matter, or letters, was one eral shall deem such expenditure nesandred and seven million dollars, cessary in order to promote the interest of the postal service.

eighty-nine million dollars. In provision, for reasons which seemed satisfactory to me and which were in accord with my sense of public duty. This is the first session I have had be honor to serve as a member the committee on postoffices and post roads, and I felt that It was incumsent upon me to give this matter even prepared, if need be, to vote differ ently at this session, if further inboth in the representative and indi-vidual capacity. While heretofore voting for this measure, I have been content to listen to the discussions, which however, have always been instructive and to abide by my own judgment and have not heretofore entered into any public discussion of the question There is a division of opinion in my State as to the advisability and the necessity of these appropriations. So far as I am advised, most of the news tch weight as would be entitled to papers in the territory served by the mails under mail route favor the same as do the mall route favor the same, as do the industrial and commercial centers through which it passes. One news-paper, The Raielgh News and Observer, published at the State capital, having a large circulation and ex-ercising a great influence, and with whose editor I have had a life-long acnaintance and friendship, vigorously nd insistently opposes these approprintions as being unnecessary undemocratic. One of my distinguished colleagues, with whom I claim friendship and for whom I have great

> great trunk line passes. Hon. W. W. Kitchin, several days ago spoke for more than an hour in opposition; spoke with great vigor and, I regret to say, appeared to exhibit some feeling upn the subject. The distinguished gentleman from Tennessee, the ranking minority member of the postoffice committee, Hon. John A. Moon, delivered his unnual anathema against these ap-HUMAN BLOOD MARKS.

respect, through whose district

Pustules are formed, discharging a sticky fluid which dries and makes a crust, causing intense itching. When the crusta or scabs are scratched off the skin is left raw and bleeding.

Sometimes skin diseases are in the dry form, and bran-like scales come on the flesh, or the skin becomes hard and dry, often cracking, and the painful itching causes acute suffering. It does not matter how the trouble is the surge of acid in the blood. Salves, powders, cooling washes, etc., while they relieve the itching and give the sufferer temporary comfort, cannot cure the trouble because they do not reach the scid laden blood. The best treatment for all skin diseases is S. S., a remedy that is purely vegetable and one which acts directly on the blood with a cleansing, healing effect.

S. S. S. neutralizes the acids, and purifies the blood so that the skin instead of being blistered and burned by the flery fluids, is neurished by a supply of cooling, healthy blood. Special book on Skin Diseases and any medical advice desired will be furnished without charge.

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the lead over several other good
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itle or an adult that is afflicted,
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HUMAN BLOOD MARKS.

A tale of horror was told by marks of
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Ky. He writes: "Twenty years ago I had
was near death when I began taking Dr.
King's New Discayery. It completely
cured me and I have remisined well ever
wince." It cures hemorrhages. Caronic
for the only known cure for weak lungs.

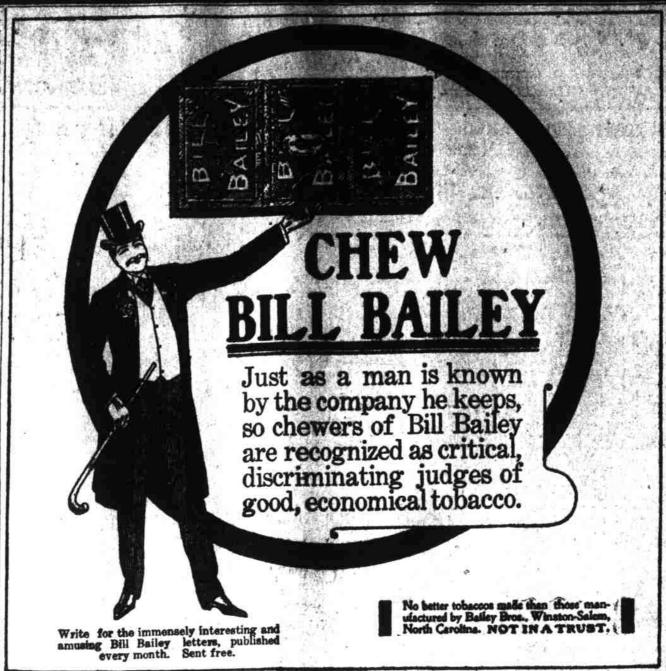
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was near death when I began taking Dr.
Ky. It cures hemorrhages. Caronic
for an adult that it affinited.

The complete of the comple



consideration of this bill. I am not yet ready to submit to party excommunication even at the hands of such distinguished partisans, and I shall so ungracious as to refuse to admit that these and the few other gentlemen who are annual entertainers upon thise question are the only speciments of robust integrity in this and the refusal of the railway com-House. By reason of all these circumstances, it occurred to me as neces-sary to abandon my modesty and give some reasons for the necessity of and benefit from this service and to maintain the integrity of that part of the membership of this House which has heretofore supported these items. * *
NOT A NEW PROPOSITION.

"This is not a new proposition either n its specific application or as an Illustration of the consistent efforts of Congress and the Department to improve the mail service. The primary consideration in the transportation of mails is quick and efficient service, while the net profit from the operaoffice inspectors, to abolish the po-sitions of rural agent and make the tion has always been, and should continue to be, a secondary consideration. From the time when the malls were carried on horseback, along bri-Unquestionably the greatest another feature of the bill and spoke partment, with the approval and encouragement of Congress beautiful and spoke couragement of Congress beautiful and spoke congress beaut nuicker methods of conveyance; and inland distribution the furnishes to-day the most expeditous movement. Obviously, there never has been and never will be any arbitrary rule by which compensation for transporting mails by any known method can be fixed and determined in advance as applicable to any given serhas always been the custom, and is the rule to-day, that, if Department wishes the mails carried by an unusually quick schedule, special contract and special com-

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cle stretches out with joy,

and all down the line the

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blood caused by faulty assimilation of food and poor bowel action; this fiery acrid matter is forced to the surface through the pores and glands.
Pustules are formed, discharging a sticky fluid which dries and makes a crust,

All skin diseases are due to the same cause—an excess of acid in the

toes give thanks.

Every Crossett shoe is an

are density of populations, heavy pas-senger and express traffic and, perhaps more than all, competitive con-ditions. There was a time when extra compensations for unusually fast schedules were paid to many railway lines in the country, but the develop-ment of the above and other conditions control the schedules have gradually eliminated all except the two provided for in the bill. So that it is not an unusual condition which confronts us.

MERITS OF THE FAST MAIL "The rentention of the existing mail chedules as embodied in the contract between the Department and the rail-roads, made possible by this appro-priation, is a benefit to all the sec-tion lying between Washington and New Orleans, including the sections traversed by the many lateral diverging lines. I assume no man of intel-ligence and fairness will deny this deny this proposition. My colleague from North Carolina admitted this. Every representative whose district is affected will acknowledge the benefit. I also Isting mail schedule? Let us pursue this query. It is well known that the Postoffice Department, under the law and the regulations, does not in forwarding mail by railroads attempt to fix or regulate the schedules of trains. subject, and particularly those genhaustive study to the question, should know this. And yet, no one has had the candor to admit the fact. It is said that the law requires the railpensation must be made therefor. It roads to carry the mail with 'reasonfrequently happens by reason of ex- able expedition and dispatch,' but these

propriations. The House has come to isting conditions that the schedules of- general terms will cover any schedule look upon the philippics of this genfered are sufficiently attractive withwithin reason which the railroad thinks
tleman upon this subject as one of the
perennial entertainments during the factors which enter into this result
arrange for its trains.* * * within reason which the railroad thinks TRAIN NO. 97.

"Train No. 37 leaves Washington at 10:45 p. sn., Eastern time, and arrives at New Orleans at 7:15 a. m. on the second morning, Central time. The three running hours, and the train makes an average of thirty-five miles per hour, including stops. These were the two great mail trains through the South, which received the special ap-propriation, until November 2, 1992 when there was a demand made by the Postoffice Department, as well as by the public, for a faster train. This re-sulted in the inauguration of an independent and faster train, know as No. 97. This train carries no passengers Washington and Atlanta, but consists of four mail cars and one car. Between Atlanta and New Orleans, where the number of mail cars necessary are reduced, two passenger cars are attached as I understand. This train leaves Washington at 8 a. m., Eastern time, each morning in the year, and arrives at New Orleans at 11:15 a. m. Central time, the following day. The time con-I also sumed is twenty-eight hours, and this wision superintendents postoffice inspectors."

Mr. Small then proceeded to discuss another feature of the bill and spoke as follows:

FAST MAIL SUBSIDY.

Were carried on horseback, along pridle paths over bad roads and across assume that no member of this House train makes an average of forty-one regardless of section, would wilfully impair this splendid mail service. Therefore, this brings us directly to the couragement of Congress, has from the question, is this appropriation netast time via Houston, San Anonio and the course of the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the question, is this appropriation netast time via Houston, San Anonio and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the question, is this appropriation netast time via Houston, San Anonio and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the question, is this appropriation netast time via Houston, San Anonio and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the question, is this appropriation netast time via Houston, San Area and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department, with the approval and the paths over bad roads and across unbridged creeks, the Postoffice Department and the paths over bad roads and across unbridged creeks, the Postoffice Department and the pa cessary for the maintenance of the ex- and El Paso, to San Francisco, mak ing possible the expedition of the mai

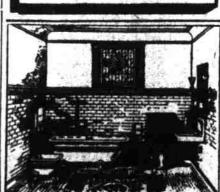
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