

The DURHAM RECORDER.
SEMI-WEEKLY.
EVERY TUESDAY AND FRIDAY.
By ZEB. P. COUNCIL.
ESTABLISHED 1820.

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DURHAM, N. C., Feb. 15, 1907.

The bill to amend the charter of the city contains too much relative to the regulation of the street railways to stand much of a show of getting through whole.

The base ball season is approaching and each team will have the strongest men they have ever had, and that time will be played until the winding up of the season.

The Greensboro Telegram predicts an easy victory for Solicitor Brooks to be the successor of W. W. Kitchin. It is much easier to predict a victory this far ahead than it is to win one when the time comes.

The building fund for a Y. M. C. A. for Durham is growing daily and if you have been "seen" don't feel insulted, for your time is coming. You have been figured on and the amount expected from you has been decided upon.

It should not be expected that the legislature would pass an anti-lobbying bill. In the first place it would knock too many people out of good jobs. In the next place the representatives would not have an opportunity to be assured of much of their support if they ever come before the people again for election.

SOME of the legislators may think that the average editor can be bought with a newspaper pass, which one would think from the way they want to prohibit the exchange of advertising for transportation, and this may possibly be accounted for from the reason that many of them are lawyers, whose service is for sale to the person that has the money, whether the cause they defend is just or unjust.

We see it stated in some of the papers that the legislature is not as bad as it looks, to view what it does from a distance. Let us hope that such a statement is true; that lobbyists of the trusts and railroads are responsible for some of the things that is being said about it, and we might also hope that somebody besides the men we voted for were the authors of some of the fool measures that find their way into the statutes.

The United States should call Japan's bluff. It is ridiculous for President Roosevelt to cater to the "little brown men" in trying to override the school laws of San Francisco. The next step would be that Japan would be telling congress how to govern the United States. Give us a Hobson navy and let Japan "show her hand."—Raleigh Enterprise.

In the language of the chairman of the education board the terms of the huge Rockefeller gift "permits the board to aid any institution from a kindergarten to a post-graduate school, to promote scientific investigations, or of anything else except aid in the teaching of theology, which is denied by the charter of the board." Let everybody take notice that it will be a free-for-all grab.—Charlotte Observer.

We cannot for the life of us see where the demand comes for a single fare on the railroads, doing away with the second-class fare. We see no newspaper that favors it, and we have never talked with any individual who wants this done. It is like much more proposed railroad legislation—it is manufactured out of the whole cloth and the people do not demand it. Let the second-class fare remain by all means.—Concord Times.

HAPPENINGS IN OLD NORTH CAROLINA

Salisbury Post: The people of western Rowan have been puzzled to know the meaning of a morning assault Sunday before last when Mr. Sam Miller was called from his bed about 4 o'clock and shot at by some unknown man. Mr. Miller says he was aroused and went to the door. The moment he stepped out some one fired upon him and fled. He has no enemies that he knows anything about and was caught napping when the vicious assault was committed. The one who committed it evidently had some spite towards him, for not content with attempting to take his life, the horses were turned loose and driven from the stables. Every effort to find out the assailant was made without success.

Winston Sentinel: The Stokes county commissioners are negotiating for the purchase of the Moir farm on Snow creek to be used as a county home and work plantation for the poor. The present quarters near Meadows are said to be inadequate. The land is poor and the institution is not self-supporting. The price of the Moir farm is \$1250, but is one of the best plantations in Stokes county. It is argued that with the poor house on the Moir farm a big amount which is now paid out yearly for the support of outside paupers, could be saved, as those indigent could be given work which is, at present, impossible at Meadows, owing to the limited facilities for employment of workers.

Charlotte Chronicle: The recorder this morning ordered a warrant issued for a well known physician of this city, charging him with violating the Watts law, by writing a prescription for a party who was under the influence of whiskey when he secured the prescription and the circumstances under which the prescription was secured were such that the court thought that the action of the physician rendered him indictable under the provisions of the law. However, up to 3 o'clock this afternoon no warrant had been issued from the office of Desk Sergeant Duke and the recorder had left no further instructions with the city authorities. So the matter rested this afternoon. The witness in the affair in Dan Bostick.

Winston special to News and Observer: James Young, a young white man, fireman on passenger train No. 21, between Roanoke and this city, fell from the cab of his locomotive five miles this side of Martinsville, this afternoon, breaking his neck. When Engineer Matthews missed his fireman a search was made, but no trace of the fireman was found. Captain Johnson, who had charge of the train, told the crew of a freight train passing at Ridgeway to keep a lookout for the fireman on their run into Martinsville. The freight crew found the body of the unfortunate man near Fontain, Va. It was discovered that his neck was broken, and death was instantaneous. Mr. Young, who has been with the Norfolk & Western for two years, lived in Roanoke. He is a married man and is the father of several small children. The body was carried to Roanoke on the freight.

Hamlet special to News and Observer: Yesterday morning at 2 o'clock Richard Wilcox, whose home was at Lumberton, was run over by some runaway cars and sustained injuries from which he died 12 hours later. The shifting crew had just placed the coaches for train No. 49. The shifting people was standing in front of the passenger station and Wilcox was standing on the front part of the engine holding the release brakes when the passenger coaches, which had been left standing some distance away, began moving and bore down upon the unfortunate young man before he was aware that anything was wrong. His right leg was mashed off and his left one crushed almost into pulp. He was attended by the physicians of Hamlet, but there was nothing that could be done to save him. He had only been at work eight days. This is the second man from Lumberton killed in the yards here this year.

Asheville Citizen: Tom Fowler, a Southern railway brakeman, was struck by the spout of a water tank early yesterday morning, knocked from the train and sustained injuries from which it is feared he will not recover. Early this morning he had not yet become conscious and his life was almost despaired of by the attending physician. Mr. Fowler has not spoken since the accident, which occurred near Saluda mountain but it is supposed that he was struck by the spout of a water tank near where he fell, which the crew of the train in front of this freight had failed to replace safely. Mr. Fowler was immediately taken to Asheville and carried to his boarding house, the place kept by Mrs. Phillips at the corner of Southside avenue and Depot street. One bad injury was on the side where the spout is thought to have struck him. He was severely struck about the face and jaw and otherwise cut or bruised by the fall. The physician said he had concussion of the brain, and it was thought that he might be injured internally.

The legislature should see to it that farmers clear a larger dividend. When it has the power to lower the railroad's profits, it ought to have the power to increase the profits of the farmers. A poor rule that won't work both ways, then, says an agricultural economist who knows the business.—Charlotte Chronicle.

TRINITY BASE BALL SCHEDULE.

Games the College Team Will Play for Season of 1907.

- The following base ball schedule has been arranged by the manager for the season of 1907:
- March 15—Trinity Park School, at Durham.
 - March 18—Bingham (of Melbane), at Durham.
 - March 22—Lafayette College, at Durham.
 - March 23—Lafayette College, at Durham.
 - March 26—Cornell University, at Durham.
 - March 27—Cornell University, at Durham.
 - March 29—Agricultural and Mechanical College, at Durham.
 - April 1—Delaware College, at Durham.
 - April 3—Wake Forest College, at Durham.
 - April 5—Agricultural and Mechanical College, at Raleigh.
 - April 6—Wake Forest College, at Wake Forest.
 - April 9—Virginia Polytechnic Institute, at Durham.
 - April 12—George Washington University, at Durham.
 - April 13—George Washington University, at Durham.
 - April 16—Richmond College, at Richmond, Va.
 - April 17—University of Virginia, at Charlottesville, Va.
 - April 18—Washington and Lee University, at Lexington, Va.
 - April 19—Virginia Military Institute, at Lexington, Va.
 - April 20—George Washington University, at Washington, D. C.
 - April 24—Presbyterian College of South Carolina, at Durham.
 - April 25—Wake Forest College, at Durham.
 - April 27—Agricultural and Mechanical College, at Durham.
 - May 1—Wake Forest College, at Raleigh.
 - May 4—Clemson College, at Charlotte.
 - May 6—Wake Forest College, at Raleigh.
 - May 13—Central University of Kentucky, at Durham.
 - May 14—Central University of Kentucky, at Durham.

COMMENTS OF THE PRESS.

Of all the Southern's wrecks and mishaps of a few years back, its collision with the North Carolina legislature seems the most disastrous.—Salisbury Post.

It appears that the juries are having as little regard for the "unwritten law" as they have been accused of having for that which is written.—Winston Sentinel.

Let the man who suggests the nomination of a deaf and dumb man as the next candidate for governor of North Carolina come out and let the people see him.—Salisbury Post.

Those states which are so anxious to tax bachelors should remember that the victims cannot help it any more than some women can help being old maids.—Raleigh Times.

The farmers of North Carolina might have a lobby of their own to protect them from the indignation that they are incapable of attending to their own affairs. About the smartest man of all is the Tar Heel farmer.—Raleigh Times.

As ex-Judge Parker says that Roosevelt was right in discharging the negro troops and as it either had to be Parker or President Roosevelt those of the Foraker class should thoroughly understand that the course was inevitable.—Wilmington Dispatch.

It is proposed to require all persons to get a permit from the sheriff before purchasing a pistol. Why not before the possession of a pistol prima facie evidence that the possessor intends to kill some one? The legislature has already made the possession of a gallon of liquor prima facie evidence that the possessor is engaged in the business of selling liquor.—Greensboro Industrial News.

It is to be feared that in whacking around the present North Carolina legislature may overlook the theater. Why should it escape? A bill has been introduced in the Wisconsin legislature providing that "no actress or other female person shall appear on the stage of any theatre or any circus or traveling show in lights unless properly covered by shirts, which shall extend at least four inches below the knees." Certainly before the legislature adjourns some patch to British will be applied to the occasion.—Charlotte Chronicle.

The people having legislated "agin" the railroads trusting soon to get reasonable rates, the railroads are hitting back by charging full rates for the transportation of soldiers, horses and their equipment. In this the railroads have evidently got the best of us, for while our reasonable rates are still in the future the railroads are charging both ourselves and the government all the traffic will bear.—Greensboro Record.

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Notice.
Before the Clerk
T. J. Howerton, administrator of Henry Markham
W. H. Markham, Jerry Markham and the other heirs at law of Henry Markham, deceased.
Mary Barber, Will Carlton, Afabella Carlton and the heirs at law of Mary Markham and Lewis Carlton will take notice that an action entitled as above has been commenced in the Superior Court of Durham County, N. C. for the purpose of selling the lands of Henry Markham and dividing the proceeds among the heirs at law after paying his debts; and the said defendants will further take notice that they are required to appear at the Clerk's Office in the Court House of Durham, N. C. on Saturday the 2nd day of March, 1907, and answer or demur to the complaint in said action, or the plaintiff will apply to the court for the relief demanded in the petition.
This February 1st, 1907.
C. B. GREEN
Clerk Superior Court.

NOTICE.
Notice is hereby given that application will be made to the present General Assembly to charter the Mechanics and Farmers Bank in this City of Durham. This 15th day of January 1907.
JOHN MERRICK,
J. E. SHEPHERD.

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FREE. Knowing what it was to suffer, I will give FREE OF CHARGE, to any afflicted a positive cure for Eczema, Salt Rheum, Erysipelas, Piles and Skin Diseases. Instant relief. Don't suffer longer. Write F. W. WILLIAMS, 400 Manhattan Avenue, New York. Enclose stamp.

N. & W. Norfolk & Western
(Schedule in Effect Nov. 25, 1906.)
DURHAM DIVISION.
Ex Sun Daily 7:15 a. m. Ex Sun Daily 9:15 a. m.
7:00 Lv Durham Ar 9:15 9:30
7:07 8:20 Lv Roxboro Ar 7:30 8:00
8:00 9:01 Lv Denbora Ar 6:53 7:27
8:28 9:24 Lv S'th Boston Ar 6:28 7:05
8:45 9:39 Lv Houston Ar 6:09 6:40
11:50 12:15 Ar Lynchburg Lv 3:00 4:15
WESTBOUND—LEAVE LYNCHBURG DAILY.
2:30 p. m.—The St. Louis Express
Pullman sleeper, Roanoke to Columbus, Bluefield to Cincinnati, also for Radford, Bristol, Knoxville, Chattanooga and intermediate points. Pullman Sleeper Roanoke to Knoxville.
7:00 a. m.—For Roanoke, Rocky Mount, Winston Salem, Radford, Bristol, Bluefield, Norton, Welch.
5:30 p. m.—Daily for Roanoke.
EAST BOUND—LEAVE LYNCHBURG.
3:35 p. m.—Daily for Farmville, Richmond, Petersburg and Norfolk—Parlor Car.
2:50 a. m.—For Petersburg, Richmond and Norfolk. Pullman sleeper to Norfolk. Also Pullman sleeper between Lynchburg and Richmond.
8:50 a. m.—Daily for Farmville, Petersburg, Richmond and Norfolk.
Winston Salem Division.—Leave Roanoke 5:15 p. m., except Sunday, for Winston-Salem and intermediate stations, and 9:30 a. m. daily for same stations and Charlotte, N. C.
North Carolina Divisions.—Leave Pulaski 6:10 a. m. daily, except Sunday, for Betty Baker and 8:25 a. m. daily, except Sunday, for Galax and Fries.
Chinch Valley Division.—Leave Bluefield 9:15 daily, 2:25 p. m. for Norton.
M. F. BRAGG,
Trav. Pass. Agt.
W. B. BSVILL, G. P. A.,
Roanoke, Va., Gen. Office, Roanoke, Va.

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Southern Railway
IN EFFECT AUGUST 6, 1905.
This condensed schedule is published as information, and is subject to change without notice to the public.
Trains leave Durham, N. C.
5:30 a. m. No. 111 westbound daily for Greensboro and local points, connecting at Greensboro with Florida Express for Charlotte, Columbia, Savannah and Jacksonville, also with the Washington and Southwestern Limited, solid Pullman train, for Atlanta, Birmingham, Memphis, Montgomery, Mobile, and points south.
3:40 a. m., No. 112, eastbound, daily for Goldsboro and local stations, connecting at Goldsboro with Atlantic Coast Line for Wilmington, Tarboro and Norfolk, and with Atlantic & North Carolina Railway for Kinston and New Bern.
7:00 a. m., No. 162, mixed, Tuesdays, Thursdays and Saturdays for Keyville and local stations.
9:20 a. m., No. 108, eastbound, daily for Goldsboro and local stations, connecting at Selma for Wilson, Rocky Mount, Norfolk and Eastern North Carolina points.
9:40 a. m., No. 116, daily for Oxford, Chase City, Keyville and Richmond and local points. Handles through coach between Raleigh, Durham and Richmond.
10:00 a. m., No. 107, westbound, daily for Greensboro and local stations, connecting at Greensboro with U. S. Fast Mail for Washington and New York and points North; close connection with train for Charlotte and local stations, also for Winston-Salem.
3:25 p. m., No. 136, eastbound, daily for Goldsboro and local points.
4:30 p. m., No. 135, westbound, daily for Greensboro and local stations, connecting at Greensboro with train No. 24 for Charlotte, Columbia, Savannah and Jacksonville. Pullman sleeper and first class day coach Washington to Jacksonville without change. Also connects with train No. 35, U. S. Fast Mail, for Atlanta and all points South and Southwest.
4:45 p. m., No. 174, mixed, daily except Sunday, for Keyville and local stations.
6:45 p. m., No. 118, daily for Raleigh and local points.
JOHN B. GRAHAM, Agent,
Durham, N. C.
R. L. VERNON, T. P. A.,
Charlotte, N. C.

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