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J. D. KERNODLE, Editor.

Democratic Ticket.

FOR JUDGES SUPERIOR COURT: First District—George H. Brown, Jr., of Beaufort.

SOLICITOR FIFTH DISTRICT: Robt. H. Boone, of Durham.

Last week in these columns appeared the proceedings, telling why and how the special term of Alamance Superior court, set for July 11th, was revoked.

On last Monday the County Commissioners were asked to reverse their decision not to have a special term, but they refused.

The special term was asked that the accumulated business might be disposed of, and was granted. It was revoked on the plea of economy, in as much as the term two weeks ago practically ended on the day it began.

In so doing it left all the civil matters set for trial undisposed of, in addition to that which remained for the special term. Another reason, it is presumed, why the special term was done away with and not asked for again, is that in September there will be a term of one week for the trial of civil matters, which will be able to dispose of only a small percent of the cases now on the docket, while all along new cases are being entered.

Economy is a most commendable virtue in a public servant, but when it is carried to such an extent as to cause the interests of the people to suffer it is worse than prodigality, it is burdensome. It should be the highest duty of the governing power to see that the humblest citizen's rights are protected and that which rightfully belongs to him is speedily restored.

Speedy trials are not of so vital concern to the strong, the wealthy, for they are able to take care of themselves. It is the weak who most need to invoke the strong arms of the law in maintaining their rights, and they suffer most by delays. It has ever been so—it is so now.

And when the avenues of justice, the courts, are closed in a state or community, disorder and discontent will follow, and those virtues which go to make up the highest type of citizenship will be disregarded and become a myth. The public servant, it matters not in what capacity, should always look to the public good and separate himself from every consideration looking personal aggrandizement or partisan favor.

The Caucasian, Senator Butler's organ, bristled all over last week. There was something wrong in that print shop, sure, and the man who writes the various items turned his attention to the recent Democratic State convention held in Raleigh. Things did not go to the liking of the Caucasian man and therefore he attacked most vigorously the whole affair and made the wool fly.

It is mighty early in the campaign for a fellow to get so hot in the collar, but a volcano was pent up and it must needs have a vent, and it vented itself.

Well, it seems that it all came about on account of the Democrats not having accepted a beautiful fusion proposition made by Mr. Butler.

Now, to say the least of it, it is very simple indeed for a man to get mad and froth because, forsooth, he has a "trade" he wants to make in a certain way and the party with him he has mentally planned the trade does not care to trade. Every individual has a right to say whether he will trade or not. If there is "boot" in a trade, and a fellow prefers a trade and names the "boot" and fails, with whom should he fuss? Rather than fuss with the other fellow, he should get out in the back yard and kick himself.

MERRIMAC SUNK.

Hobson Planned and Executed It—The Heroes That Did the Work All Prisoners.

Washington, June 4.—The navy department has posted the following bulletin: The navy department at 3 o'clock received the following dispatch:

Mole, Hayti, June 4.—I succeeded in sinking the Merrimac in the channel of Santiago at 4 a. m., June 3rd. This was carried out most gallantly under the command of Naval Constructor Hobson and seven men. By a flag of truce from the Spanish Admiral Cervera, sent in recognition of his bravery, I am informed all are prisoners of war, two slightly wounded. I request authority to approve exchange if possible between these and the prisoners at Atlanta. Six of the Spanish squadron are in the harbor of Santiago de Cuba, unable to avoid being captured or destroyed.

"SAMPSON." On Board the Associated Press Dispatch Boat Dauntless, (Off Santiago de Cuba, June 4th—(Via Kingston, Ja., June 4.)—Rear Admiral Sampson, during Friday morning decided to close the harbor entrance of Santiago de Cuba by sinking the collier Merrimac, loaded with coal in the channel. He called for volunteers to go to almost certain death and 4,000 men offered themselves. Lieutenant Hobson and seven men were chosen and at 3 o'clock a. m., Friday morning, the Merrimac, under her own steam entered the channel under a terrible Spanish fire. The vessel was riddled with projectiles, but she anchored and swung around. Lieutenant Hobson then set off an internal torpedo with an electric attachment, there was an explosion, the Merrimac sunk, the channel was closed and, apparently, Admiral Cervera will be unable to escape.

HOW THE HEROES WERE SAVED. Kingston, Ja., June 4.—Hobson and the hero crew of the Merrimac were saved in the following manner. Unable after the sinking of their vessel, to make their way back through the storm of shot and shell, they rowed into the harbor to the Spanish flagship and were taken on board unharmed.

The Spanish admiral under a flag of truce on Friday sent word to the American admiral that he offered to exchange the prisoners, adding that in the meanwhile Hobson and his party would be treated with the greatest kindness.

Lieutenant Hobson appears to have carried out his plan to the smallest details, except as regards the method of escape. The row boat in which the crew were to attempt to escape was either blown up or shot to pieces, for Lieutenant Hobson and his men drifted ashore on an old catamaran which was slung over the ship's side at the last moment as an extra precaution. Upon reaching shore the men were taken prisoners and sent to Santiago city under guard. Later they were taken to Morro castle where they now are.

Captain Oviedo, Admiral Cervera's chief of staff, who boarded the New York under a flag of truce, did not give further details of the capture.

ADMIRALTY FOR THE AMERICANS' BRAVERY. The bravery of the Americans evidently excited as much admiration among the Spaniards as it did among the men of the American fleet. The prisoners will be perfectly safe and will probably be well treated while they remain in Morro castle. The fleet is wild with delight to-night over the termination of the most daring expedition since the destruction of the confederate ironclad Albatross by Lieutenant Cushing in 1864. The Admiral is just as glad as the youngest Jackie. Captain Chadwick, of the flagship New York, who is usually most conservative in speaking of the incident, said: "Splendid! Splendid! too much cannot be said about it."

The general opinion is that no man ever deserved recognition by congress for personal bravery more than does Lieutenant Hobson. His work was well done and his men are safe. When he started on the expedition few thought he could accomplish his object.

Officers of the fleet, when questioned as to whether Captain Oviedo could have had any ulterior design in visiting the New York under the flag of truce, scouted the suggestion, saying that the visit was prompted by pure chivalry on the part of Spaniards and was noble of them.

WEST AGAINST ORDERS. Clansen, the New York's coxswain, went on the Merrimac against orders. Noting could have kept him from that trip into the jaws of death. It is probable that the Spaniards will try to blow up the Merrimac, but it is improbable that they will succeed. Speculation is rife as to the exact details of how

Lieutenant Hobson managed to blow him himself and ship up and live to tell the tale. His heroism has cleared up the doubtfully hemmed in.

At quarters on the New York this evening Chaplain Royce, praying before the bare-headed crew on deck, thanked God for having preserved Lieutenant Hobson and the men under him. Last night Chaplain Royce invoked this protection but few then believed it possible that his prayer could be granted.

CADET POWELL'S STORY. Cadet Powell who was the last man to see Lieutenant Hobson before his start and who had charge of the launch during its perilous trip, after much needed sleep, told the story of his experience. He said: "Lieutenant Hobson took a short sleep for a few hours, which was often interrupted. A quarter to 2 o'clock he came on deck and made final inspection, giving his last instructions. Then we had a little lunch. Hobson was as cool as a cucumber. At 2:30 o'clock I took the men who were not going on the trip into the launch and started for the Texas, the nearest, but had to go back for one of the assistant engineers, whom Hobson finally compelled to leave. I shook hands with Hobson the last of all. He said: "Watch the boat's crew when we pull out of the harbor. We will be cranks, rowing thirty strokes to the minute."

"After leaving the Texas, I saw the Merrimac steaming slowly in. It was only fairly dark then and about three fourths of mile astern. The Merrimac stood about a mile to the westward of the harbor and seemed a bit mixed, turning completely around. Finally heading to the east, she ran down and then turned in. We were then chased by her because I thought Hobson had lost his bearings. When Hobson was about 200 yards from the harbor the first gun was fired from the eastern bluff. We were then half a mile off shore, close under the batteries. The firing increased rapidly. We steamed in rapidly and lost sight of the Merrimac in the smoke which the wind carried off shore. It hung heavily. Before Hobson could have blown up the Merrimac the western battery picketed us up and commenced firing. They shot wild and we only heard the shots. We ran in still closer to the shore and the gunners lost sight of us. Then we heard the explosion of the torpedoes on the Merrimac.

"Until daylight we waited just outside the breakers, half a mile to the west of Morro, keeping a sharp lookout for the boat or for swimmers, but saw nothing. Hobson had arranged to meet us at that point, but thinking that some one might have drifted out, we crossed in front of Morro and the mouth of the harbor to the eastward. About 5 o'clock we crossed the harbor again within a quarter of a mile and stood to the westward. In passing we saw one spar of the Merrimac sticking out of the water. We hugged the shore just outside of the breakers for a mile and then turned toward the Texas, when the batteries saw us and opened fire. It was then broad day light. The first shot fired dropped thirty yards astern, but the other shots went wild. I drove the launch for all she was worth, finally making the New York. The men behaved splendidly."

The news of Lieutenant Hobson's safety lifted a great load from Cadet Powell's mind. Probably no other details of this marvellous trip will be known until Lieutenant Hobson gets back.

Some heavy firing was done shortly before midnight by the New York and New Orleans, aimed at what was thought to be a small gunboat, which disappeared. Whether was sunk or not is not known. The firing took place to the eastward of Morro.

THE HEROIC RIGTH. The stroke, which leaves the government at Washington free to act without further fear of the Spaniards' fleet, was planned by Lieutenant Richmond P. Hobson, who commanded the expedition. With him went Daniel Montague, George Charlotte, J. E. Murphy, Oscar Deignan, John P. Phillips, John Kelly and Coxswain Clansen, all non-commissioned officers or enlisted men.

"Eclipse Guano"—the best for tobacco.

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Lieut. Hobson's Plans.

His Story of How He Intended to Sink the Merrimac.

Off Santiago de Cuba, June 3, via Port Antonio, Jamaica, June 4.—What actually happened on board the Merrimac can best be judged from what Lieut. Hobson said before leaving the flagship. Sitting in his cabin, his face browned by the sun, and his eyes flashing with excitement, he remarked: "I shall go right into the harbor until about 400 yards past the Estrella battery, which is behind Morro Castle. I do not think they can sink me before I reach somewhere near that point. The Merrimac has 7,000 tons buoyancy, and I shall keep her at full speed ahead. She can make about ten knots. When the narrowest part of the channel is reached I shall put her helm hard aport, stop the engines, drop the anchors, open the sea connections, touch off the torpedoes, and leave the Merrimac a wreck, lying athwart the channel, which is not as broad as the Merrimac is long. There are ten eight-inch torpedoes below the water line, on the Merrimac's port side. They are placed on her side against the bulkheads and vital spots, connected with each other by a wire underneath the ship's keel. Each torpedo contains eighty-two pounds of gunpowder. Each torpedo is also connected with the bridge, and they should do their work in a minute, and it will be quick work even if done in a minute and a quarter.

On deck there will be four men and myself. In the engine room there will be two other men. This is the total crew, and all of us will be in our underclothing, with revolvers and ammunition in water tight packing strapped around our waists. Forward there will be a man on deck, and around his waist will be a line, the other end of the line being made fast to the bridge on which I will stand.

"By that man's side will be an axe. When I stop the engines I shall jerk this cord and he will thus get the signal to cut the lashing holding the forward anchor. He will then jump overboard and swim to the four oared dingy which we shall tow astern. The dingy is full of life buoys and is unsinkable. In it are rifles. It is to be held by two oars, one made fast at her bow and one at her stern. The first man to reach her will haul in the tow line and pull the dingy out to starboard. The next to leave the ship are the rest of the crew. The quartermaster at the wheel will not leave until after having put it hard aport and lashed it up. He will then jump overboard.

"Down below the men at the reversing gear will stop the engines, scramble up on deck, and get over side as quickly as possible.

"The man in the engine room will break open the sea connections with a sledge hammer and will follow his leader into the water. This last step insures the sinking of the Merrimac whether the torpedoes work or not.

"By this time I calculate the six men will be in the dingy and the Merrimac will have swung athwart the channel to the full length of her 300 yards of cable, which will have been paid out before the anchors were cut loose.

"Then all that is left for me is to touch the button. I shall stand on the starboard side of the bridge. The explosion will throw the Merrimac on her starboard side. Nothing on this side of New York city will be able to raise her after that."

"And you expect to come out of this alive?" asked a companion of the Lieutenant.

"Ah! that is another thing," said the Lieutenant. He was so interested in the mechanical details of the scheme that he scarcely stopped to talk of life and death. But, in reply to frequent questions, Hobson said: "I suppose the Estrella batteries will fire down on us a bit, but the ships will throw the searchlights in the gunners' faces and they won't see much of us. Then if we are torpedoed we should then be able to make the desired position in the channel. It won't be so easy to hit

Up-to-date Dictionary.

Baltimore News.

The following definitions are submitted for the purpose of teaching the young idea how to shoot the Spaniards.

AMERICA—From the Italian words "Christopher Columbus," meaning "I saw it first, but the other chap bent me to the telegraph office." The Spanish pronunciation of this word is usually preceded and followed by large exclamations of pain.

BLANCO—The patron saint of type-writing machines; also an authority on mules.

BOMBARDMENT—To knock a certain portion of Cuba into the sea via water, and have that certain portion rise on next morning and say to the Spanish Minister of Marine, "They never touched me!"

BUTCHER—A term of endearment applied to Spanish gentlemen who build frochas and make life one glad, sweet song for the undertakers.

CERVERA—A juggler with ships; also a man who holds the long-distance record for keeping his ships out of harm's way. See Tennyson, Page 214:

"Swift keels are more than coronets, So haste thee; disappear! Speedily, indeed, the man who gets Cervera, Verd de Vere."

COAL—A hard substance used by newspapers for the purpose of defeating the Spanish navy.

CUBA—A place that costs a lot of money to give away. Pronounced "Koo-bah" by some Spaniards, and pronounced a nuisance by young King Alfonso.

DEFEAT—A Spanish synonym for victory. See Cervantes, Page 98: "Brave Don Quixote fell, and cried: 'Oh! Sancho Panza, see! The windmill runs the faster since it took the breath from me!'"

FLEET—A flock of Spanish ships which runs around the ocean and declines to let its pursuers put salt on its tail feathers.

MULE—A sad-eyed animal of commerce, used principally by the Spaniards for triumphing purposes. See Blanco's poems of Passion, Page 73:

"O mule in life thou served me well A victory to denote; In death thy sirlon goes to swell My daily table d'hote."

Ex-Senator John J. Ingalls, of Kansas, whose fame as a brilliant writer, a man of remarkable scholarship and literary attainments, is even greater than that of the distinguished senator, announces a new book on the subject of the American-Spanish-Cuban War. It is entitled "America's War for Humanity in Picture and Story." It is published by the N. D. Thompson Publishing Co., of St. Louis, Mo., and is an exhaustive discussion of the causes of the war, and an equally exhaustive history of its incidents, and a brilliant analysis of the famous character conducting it. It promises to be the one great and popular work called forth by this wonderfully interesting national episode. Whatever Senator Ingalls touches he adorns; and this book shines and sparkles in the light of his genius. The present work is worthy of his genius, and will be a monument to his fame. This subject now so engrosses the popular mind as to forecast for this book a sale that will be universal. It will be sold by subscription only, and the canvassing samples are now ready for agents. We advertise it in another column.

Great Improvement

Reports a Welcome Change in Her Condition

Statement by a North Carolina Woman.

"Nearly all my life I have had one cold after another and the trouble seemed like a chain in the head. There were discharges from my ears, and my hearing became affected. I took a number of kinds of medicine but I grew worse instead of better. One day I procured a bottle of Hood's Sarsaparilla and began taking it, and soon found it was doing me good. I gained strength and was greatly benefited in many ways. I consulted my own and now the bad feeling in my head is gone, and the earache with which I suffered has disappeared. I am now able to do my housework without help. I shall keep Hood's Sarsaparilla in the house as long as I live." Mrs. T. G. RYAN, Dallas, North Carolina.

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North Carolina Teachers' Assembly.

The 15th annual session of this great gathering of North Carolina teachers and their friends will be held this year at Asheville, N. C., June 14-18, 1898.

Leading educators from all the prominent schools of the State, together with distinguished speakers from other states, will make this one of the most interesting and helpful assemblies ever held in the South. Railroad tickets will be placed on sale June 10th, good to return any time before July 25th. The railroad rates, and the boarding house rates in Asheville, are the lowest ever secured for such an occasion. The entire trip can be made for very little cost. All teachers and all friends of education can have the advantage of these remarkably low rates.

There will be delightful excursion trips to the Vanderbilt Estate, Hot Springs, and other points of interest. Some of the finest scenery in the world is on the line to Asheville.

You cannot afford to miss this occasion.

It will be the most interesting gathering of the year. Low rates of board have been secured for those who wish to remain for a longer time than the session of the Assembly.

For a fuller announcement, complete Programme, etc., address the Secretary, W. T. Whitsett, Whitsett, N. C.

The United States Navy.

The lack of trustworthy information concerning our navy, has induced the editors of the Scientific American to publish a Special Naval Supplement which is certainly unique amongst the many magazines constituting our current periodical literature. Its handsome illustrations, its simple descriptions enable one almost at a glance to comprehend the essential features in the construction and manipulation of our ships. In this admirable publication will be found our battleships, Indiana, and Massachusetts, with their ponderous guns and powerful engines; the Columbia and Minneapolis, destroyers of commerce; the monitors Amphitrite and Miantonomah, illustrated by excellent sectional views showing the construction of their huge turrets and guns; the swift torpedo boats Porter and Bailey; the Vesuvius with her three dynamite guns, and Katabdin with her formidable ram—both of them types of vessels found in no other navy in the world. The Holland submarine boat is also represented. To assist the reader in ascertaining the exact extent of Spanish possessions in the West Indies, an accurate map of Cuba accompanies the paper.

Says our own Captain Mahan: "With persons of average opinion of character and of average openness of mind, the wider the attention paid to the cotton-ponaceous development of naval material under the auspices of science, the more doubtful and ill-defined lines become the mental appreciation of existing conditions. It is this very perturbation of mind, this lack of consensus of thought regarding our warships, that a publication of this nature is well calculated to remove.

It is sold for 25 cents by all news-dealers and by the publishers, Messrs. Munn & Co., 361 Broadway, New York.

Senator Morrill's Distinction.

Since the recent death of Gladstone, the distinction of being the oldest living statesman of the Anglo-Saxon type clearly belongs to the patriarch of the upper branch of congress, Senator Justin S. Morrill, of Vermont.

Endowed with much of the vigorous hardihood which belongs to the mountains of his native state, Senator Morrill has managed to attain the ripe old age of eighty-eight years without either the mental or physical infirmities which are commonly the lot of the octogenarian. In proof of this fact, Senator Morrill is rarely absent from his seat when business of importance is to be discussed, and although he takes but little part in the noisy clamor of debate upon the floor he is still able to attend to the arduous duties of his office with strict fidelity to his constituents.

Entering public life when past the age of forty, Senator Morrill has outlived most of his ante-bellum colleagues. In the senate of the United States he has already served five completed terms; and if he lives to witness the expiration of his present term he will have occupied his seat in that body thirty-six years without interruption. This fact in itself is sufficient to invest him with unique interest, but there are other grounds upon which his well-earned distinction rests—Senator Morrill is the author of the measure creating the present federal bureau of agriculture, and is also the father of the recently completed library of congress, one of the most palatial structures on the globe.

There is much in the life of this oldest living statesman to challenge the attention of the world. May the life of the veteran senator be spared for many years to come.—Exchange.

A Cure for Constipation.

I was troubled with Constipation for several years, and frequently went for nine days without my bowels moving. I spent several dollars for the cure of same, but without success. This last winter a salesman insisted on me buying some Ramon's Liver Pills and Tonic Pellets, remarking that they were the 'best on earth.' I laughed at the idea, but purchased one dozen boxes. Since that time I have used three boxes and am now enjoying the best of health. I recommended them to my customers and the result is I have sold six dozen boxes already.—M. J. Browning, druggist, Germantown, Ky. For sale by J. C. Simmons.

In Honor of the President.

President McKinley is to be given the unique distinction of having a number of a woman's magazine named for him and prepared in his honor. The July issue of the Ladies' Home Journal is to be called "The President's Number." It will show the President on horseback on the cover, with the President's new "fighting flag" flying over him; a new march by Victor Herbert is called the "President's March"; the State Department has allowed the magazine to make a direct photograph of the Declaration of Independence, while the President's own friends and intimates have combined to tell some twenty new and unpublished stories and anecdotes about him which will show him in manner not before done. The cover will be printed in the National colors.

The tonnage tax on fertilizers has thus far this year yielded the agricultural department \$52,362. This shows that over 200,000 tons were sold.

Ramon's Liver Pills and Tonic Pellets

Cure all forms of disease caused by a sluggish liver and biliousness.

The Pink Pill Cleanses The Tonic Pellet Invigorates

R. B. Moore, of Greenburg, Ky., says: "I was very bilious for a long time; had flatulence and getting in bad health. I had dyspepsia and spit up my food. I began using Ramon's Liver Pills and Tonic Pellets according to the Doctor's Book, and as a result I increased in weight 25 pounds, and feel like a new person."

The Little "Doctor's Book" tells all about them, and a week's treatment free, given every week free. Complete Instructions, 25c. Munn & Co., N. Y. and Greenburg, Ky.

For sale by J. C. Simmons.

B. A. SELLARS & SON The Live, Wide Awake, Hustling and Up-to-Date Merchants, of BURLINGTON, N. C., Dry Goods and Clothing, Notions, Furnishing Goods, &c., All the latest and nicest styles of the season. Honest Goods that possess worth and merit.