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stimulate the TORPID LIVER, strengthen the digestive organs, regulate the bowels, and are unequalled as a BILIOUS MEDICINE.

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Sheriff Robt M. Nowell, of Johnston county, died Tuesday a week at a sanatorium in Bennettsville, S. C., where he had been for some time. He was 34 years old. He had lived in Johnston county for seven years, had been sheriff of the county for six years, and five of these years he was first to make settlement of taxes with the State.

**FOLEY'S KIDNEY PILLS**  
FOR BACKACHE, RHEUMATISM AND GRAVEL

Sunday afternoon a week the home of Bertha Moore, a negro, on the outskirts of Spencer, was struck by lightning. An opening two feet wide and 15 feet long was torn and a negro man asleep in the building at the time was not awakened by the bolt, which created consternation among the negroes.

A substitute in medicine is never for the benefit of the buyer. Never be persuaded to buy anything but Foley's Honey and Tar for coughs and colds, for children or for grown-up persons. It is prompt and effective. It comes in a yellow package, with bee-hive on carton. It contains no opiates. Take no substitute for Foley's Honey and Tar Compound. For sale by all dealers.

Major Tweed, convicted in Madison county in November, 1903, of murder in the second degree and sentenced to seven years, has been granted a pardon by the council of State. Gov. Craig was attorney in the case and he referred the application for pardon to the council of State.

**FOLEY'S KIDNEY CURE**  
Makes Kidneys and Bladder Right

## WHEN A MAN MARRIES

### This One Fancied Himself in Love With His Fiancee's Avowed Rival.

By GEORGE MUMFORD.  
"I'll walk home with you, Dick," said Frank Fayles to his friend Richard Talbot, and started away with him from Miss Landis' door. At the corner of the block he stopped and wrung his friend's hand violently.

"I congratulate you, old man," he said warmly. "I think your fiancee is one of the finest girls I've ever met—and just suited to you, too."

"It's odd, Dick," he continued, "but I never gave you credit for being able to pick a winner like that. I don't believe any of your friends did, either. I suppose your being an artist makes us think you must be erratic and miserably married and all that. But you've done splendidly, my boy, and I bet your married life will be one long dream of paradise."

Talbot did not reply, and his friend, mortified by his coldness, accompanied him in silence. Talbot was thinking bitterly of his folly—his absolute folly. It was too late to draw with honor now. The wedding was only one month away. And during the past two weeks he had come to realize that he had made the mistake of his life.

He had thought Elsie Landis all that could be desired in any woman until—until he had met Edith Spinner. A friend had introduced them, and then Talbot knew that, deeply as he had been in love during his thirty-odd years of life, he had never surrendered so completely to the divine passion before. Honor forbade him to speak; but the pressure of their hands when they met must have betrayed them to each other. They had met three times only—and he was heading over heels in love with Edith.

He thought over his future that night. He could not withdraw. He could not tell Elsie the cause of his coldness. But he could, and must, in honor tell her of his miserable double for their future happiness. How could he ever have thought himself in love with Elsie, when Edith Spinner was the very complementary portion of his soul?

He rose up after a sleepless night, resolved to give Elsie the chance to reconsider. One thought buoyed him up, loving as she was, he had felt that of late—ever since he had known Edith, in fact—her affection had been less demonstrative. What if she also had come to believe that happiness would not bless their union? The day dragged with feet of lead. It was not until eight o'clock that evening that he found himself in Elsie's presence.

Her greeting was commonplace enough: The handshake, the kiss, and even that seemed perfunctory. Talbot sat down.

"Richard," said his fiancee, looking at him curiously, "do you know you have been acting in a very odd manner lately?"

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## INTEREST OF PRESS SAME AS RAILWAYS

### DECLARES PRESIDENT FINLEY TO N. C. EDITORS.

#### RAILWAYS AND PRESS ALLIED

Mr. Finley, at Asheville, Discusses Mutual Interests of Press and Railways and Their Aid in Community Development.

Asheville, N. C., July 24.—At the meeting of the North Carolina Press Association in Asheville today President Finley, of the Southern Railway Company, delivered an address on "The Relations of the Press and the Railways and the Value of their Cooperation in Community Development."

Mr. Finley pointed out the natural basis for co-operation between the press and the railways growing out of the substantial identity of their interests in community development and prosperity, bringing to the newspapers additional subscribers and advertising and to the railways increased traffic and making it logical that the press should work in close cooperation with the railways.

He recognized that, while the newspapers and the railways were thus natural allies in community development, it did not follow that there should not be fair criticism of the railways, and said:

"Fair and just criticism is a proper function of a free press, but criticism of the agencies which provide the transportation facilities of the community should take account of the economic conditions under which those agencies must work and should aim, in respect to a factor so essential to community development, to be helpful and educational rather than being along lines tending to create unreasoning prejudice."

"Personally, I am a great reader of the newspapers. I appreciate at its full value the work they are doing and I recognize in their editors, in many cases, the spokesmen of their communities. I do not ignore what is said in the newspapers relative to our policies. I always take note of newspaper criticism on matters that it may be within our power to remedy and all such matters are given attention so far as it may be practicable to do so."

Referring to the fact that a railway can not win the support of public opinion through the exercise of political influence or in any other way except by the intelligent and effective performance of its functions as a carrier and by its responsiveness to fair criticism, Mr. Finley pointed out that its position can only be secure when the economic conditions surrounding its operation and the importance of its functions to development and to the enlargement of opportunity are appreciated by the people of the community, and that this appreciation was dependent upon enlightened citizenship. He spoke of the moral responsibility of the press in this connection and of its power, by presenting fully and fairly, the economic situation of the railways and the interest of all of the people in their prosperity and efficiency, to bring about the mutual good understanding which is indispensable to effective co-operation.

As, in an economic sense, production is not complete until goods are put in a position for consumption, Mr. Finley spoke of the railways as creators of value and as an indispensable part of the producing equipment of every community and of every farmer and manufacturer in it and said that unjust criticism directed against farmers and manufacturers would be just as logical as against the railways.

Speaking of the right of the railways, just as of any other business enterprise to present their cause, fully and freely, before courts, administrative tribunals, legislatures, and the bar of public opinion, Mr. Finley said:

"Enlightened public opinion in the United States will not justify the relegation of the railways to the status of the Jew in England in the Middle Ages, when, as we read in Maxmiller's History of the Exchequer: 'Josec Quatrebuch gave forty marks that his son Hekelins might be 'darned' with according to justice'; and James of Norwich gave £100 marks that he might reside in England with the King's good will."

"The railways are asking for no special favors. They ask only that their importance in the development of the country and that the interest which each individual has in their efficiency shall be frankly recognized. They ask that differences which may arise between them and individuals or communities shall be subjects of full and free conference to be adjusted in accordance with sound business principles, or that, failing such adjustment, they shall be adjudicated by tribunals constituted by law."

Having outlined the condition which he believed to be necessary to the most effective co-operation between the press and the railways for community development, Mr. Finley expressed the opinion that such co-operation was essential to the fullest development and prosperity of any community because intelligence and transportation were fundamental factors in development, it being the function of the press to disseminate the first and the railways to provide the second.

He outlined the work which the Southern Railway Company is doing to aid in the development of the territory traversed by its lines, expressing the opinion that it could be said,

## QUAINT OLD GERMAN CITIES

### Empire of Peoples That Are as Diverse as Arc Territories They Occupy.

Germany is a big country. Moreover, it is the most interesting country in Europe save Italy. Towns can be found there that are as quaint as the most ultra modern cities in the world, cities that are more representative of the best of the twentieth century's thought on municipal life and municipal problems than is any American municipality, says the Travel Magazine.

It is an empire of peoples as diverse as are the territories they occupy; the brusque and domineering Prussians, living in the vast plain of northern Germany; the ancient Saxons, still clinging to former superstitions and still living in a beautiful environment of their exquisite old-time towns and in the atmosphere of legend and romance that fingers yet around the regions of the Harz; the gay Wurtembergers, with their brilliant capital of Stuttgart; and best of all, beautiful, enchanted Bavaria, land of castles, lakes, and mountains.

The narrow stream, seldom more than a quarter of a mile in width and more frequently much less, is crowded with boats of every description; on the banks are large cities of modern look, and villages that still preserve in a distant past; ruined vineyards; and the narrow stream, seldom more than a quarter of a mile in width and more frequently much less, is crowded with boats of every description; on the banks are large cities of modern look, and villages that still preserve in a distant past; ruined vineyards; and the narrow stream, seldom more than a quarter of a mile in width and more frequently much less, is crowded with boats of every description; on the banks are large cities of modern look, and villages that still preserve in a distant past; ruined vineyards; and the narrow stream, seldom more than a quarter of a mile in width and more frequently much less, is crowded with boats of every description; on the banks are large cities of modern look, and villages that still preserve in a distant past; 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