THE WEATHER TO-DAY.
For Raleigh:
FAIR.

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RALEIGH, NORTH CAROLINA, TUESDAY MORNING, OCTOBER 15; 1901.

Cibry Of Congress

PRICE FIVE CENTS

Carolina North

TO SENATOR PRITCHARD

He Declares the Republican Organization is a Conspiracy Against the Success of the Party in North Carolina.

OFFICERS "HIRELINGS OF A

"Paid by Federal Gold, Who Has Wrecked and Ruined the Party Which Made Him Senator."

PRITCHARD PROSCRIBES ALL BUT SYCOPHANTS

Pritchard Said to Have "Debauched and Degraded Both the Republican and Populist Parties by the Indiscriminate Promise of Federal Offices." In 1900 the Republicar. State Convention Was Composed of More Than 200 Federal Office-Holders Out of 240 Delegates.

To the Editor:

We held an informal meeting of the State Executive Committee, and a number of representative Republicans from various sections of the State were present. Encouraging reports were received from all sections of the State. The Republican party will earnestly advicate the rehabilitation of our merchant marine, industrial expansion and a continuance of the economic policies inauurated by the late President, and will oppose the unwise legislation which was enacted by the last Legislature. The farmers, the mechanics, the laborers, the manufacturers, and all classes are invited to join with us in our efforts to maintain the satisfactory condition of affairs which now obtains throughout the country as a result of Republican legislation.-Senator Pritchard.

"The King of France and ten thousand men marched up the hill and then down." "The Mountain labored and brought forth a mouse."

These reflections appear appropriate when we consider the above deliverance of Senator Pritchard on Sunday morning last concerning the conference at Greensaccount of what was done at the meeting of the favored few who were present by invitation, the close corporation known as the Republican party, is to be maintained and nothing is to be done whereby new accessions may be drawn into the Republican party of that large class of men who are not Democrats according to the principles enunciated at Chicago and Kansas City. The present status is to be observed until the Rough-Rider or the people, or both in combination, kick the office-holders down stairs, out of the State Committee, and out of their offices. This action proves conclusively that new recruits are not wanted because it is desired to circumscribe the party into as small a compass as possible for fear that some office-holder might lose his job when the time for reappointment rolls around. The smaller the party the less the competition. This action also forces the conclusion that the gentlemen who assembled in Greensboro, and who for all practical purposes, are the Republican party, care nothing for the increase of the party of this State, and only desire the control of the party machinery in order to dish out the Federal offices, knowing that the nation will elect a Republican President without the votes of North Carolina. It is a fervid humiliation to every Republican throughout the State who is not a Federal office-holder, and is a Republican because he believes in the principles of the party, to be dominated by an organization that is in itself a conspiracy against the success of the party as a State organization. In proof of this statement one of the prominent men at the Greensboro conference remarked to the writer on Sunday last that he "thought that many of the suggestions made in this correspondence ought to have been acted upon and carried out, but that the close corporation existing within the party is so absolutely dominated by Federal cifice-holders, that if any Republican dissents from the views of Senator Pritchard as voiced by his hand-made adherents, he is immediately disciplined and proscribed and no longer has any influence or standing in the party." Tolerance, liverty, free speech and the largest individual independent action, is what real Republicanism stands for. The sort that exists in North Carolina is of an illegitimate and spurious character. Think of it! Ever since the Republican party was organized in this State and given the name that it bears by the lamented Thomas Settle, one of the greatest contentions made by the party has been for toleration and the largest independent personal action in the matter of free speech and free thought. Our opponents have been guilty of just the opposite, and now the time has come when the official hirelings of a boss, paid by Federal gold, who has wrecked and ruined the party which made him Senator, attempts to prescribe Republicans who refuse to become sycophants and who dare to have opinions different from this paid class and to express them. We certainly have fallen upon evil days when such a state of affairs exists in the Republican party. But those commissioned gentlemen have not learned anything by the truths of

In 1892, the writer protested before the National Republican Committee in New York city, against the nomination of a Republican State ticket, and urged Senator Charles Foster, then Secretary of the Treasury, not to permit his revenue officials to nominate such a ticket. Some of the same office holders who were present at the same meeting were present at the Greensboro meeting on last Saturday. In 1892 they were so wanting in the knowledge of political affairs of this State that they told Mr. Foster and the National Committee that the Populists would draw so many votes from the Democratic party, that this State was as certain for Harrison for President as was the State of Pennsylvania. Mr. Foster allowed himself to be fooled against his better judgment, and refused to command his revenue officers to withhold their hands and not nominate a State ticket. I made the only speech in the convention on the 7th of September, 1892, against the nomination of a State ticket, and pointed out how the Democrats that year could be defeated by the Republicans joining with the Populists. The same gentlemen who were at Greensboro put a wind-bag to try and answer my argument and then refused to give me a vote by a roll call of the counties and proceeded to nominate their State ticket. Daniel L. Russell, J. J. Mott and myself revived the Signal newspaper and bolted the State ticket and supported the Populist ticket. The Eaves faction, as it was then known, boasted that the trio of Russell, Mott and Harris, could not control two thousand votes in the State. I told Eaves that if Wake county did not give the Populist ticket twice as many votes as the Republican ticket received. that I would roll him across the Blue Ridge in a wheel-barrow. Exum received nearly four thousand votes and Furches nineteen hundred. The general result showed one hundred and forty-seven thousand votes for Exum and Furches, and one hundred and thirty-two thousand votes for Elias Carr, proving that the State could have been carried that year against the Democrats by fifteen thousand majority. This result forced co-operation with the Populists in 1894, although the (Continued on Fourth Page.)

history nor are they taught anything by the changed conditions of political affairs.

FORMATION OF COUNTIES

And Creation of New Offices Considered by the Constitutional Convention

(By the Associated Press.)

Richmond, Va., Oct. 14.-The Constitutional Convention, in committee of the whole, today resumed consideration of the report of the legislative department, section 23; regarding the formation of counties. It provides that no new county shall be formed with an area of less than 600 square miles, nor shall any counties be reduced below that area; no county is to have a population of less than 8,000. The report of the committee was adopted after the last section had been stricken out. The sentence reads as follows:

"In all general elections the voters in any county not entitled to separate representation shall vote in the same election district.'

At Mr. Thomas' suggestion, all amendments were withdrawn and referred to the suffrage committee for embodiment in the apportionment of the

Mr. Barham's amendment-a new section prohibiting the creation of new offices after the adoption of the new Constitution unless by the consent of twothirds of the members of both branches of the General Assembly-was taken up. Mr. Wise, of Richmond, opposed the amendment, saying the hands of the Legislature should not be tied.

Mr. Brown, of Bedford, offered to amend by making the proposed section read: "Unless by a recorded vote of a majority of the members of each house of the General Assembly." The amendment was accepted, and as amended the section was agreed to. This completed the report with the exception of the question of quadrennial sessions, which comes up Thursday, on the motion of Delegate Flood to reconsider.

The report of the minority-Messrs Turnbull, of Richmond, Carter, Wescott and Quarles-was taken up. The report prohibits any appropriation by any city or county or the State to any institution not wholly under State or municipal control. The purport of the report was talked of for a short while, and at 2 oclock the committee rose and the convention took recess until 8

NEGRO SHOT DOWN IN HIS YARD.

One of His Race Arrested on Suspicion. Large Increase in Property Valuation

(Special to News and Observer.)

Winston-Salem, N. C., Oct. 14,-Saunders Westmoreland, colored, aged 55, was shot and killed in his yard, in North Wilkesboro, at 4:30 this morning. J. Hyde, colored, was arrested on the charge of being the murderer. There is strong evidence against him. The ball which killed Westmoreland struck the chin bone going into the neck and thence into the left lung where it was found.

The valuation of real estate and personal property in Forsyth county is \$9. 056,512, Winston-Salem lists \$6,119,754. The increase in the county this year over last year is \$1,326,558.

North Carolina day was fittingly celebrated by all the public schools in the

MOST SENT UP FOR A YEAR.

city today.

For Publishing in His Paper an Alleged Seditious Article

(By the Associated Press.) New York, Oct. 14 .- Johann Most, the anarchist, was sentenced to one year in the penitentiary today in the Court of Special Sessions for publishing in his paper an alleged seditious article on the

day following the shooting of the late President McKinley.

No Serious Hurt to the Alabam's Gun

(By the Associated Press.) Washington, D. C., Oct. 14.-In regard to the report that one of the forward 13-inch guns of the battleship Alabama had been disabled in the recent gun tests off the Virginia capes, Rear Admiral O'Neil, Chief of the Naval Bureau of Ordnance, said today that the injury is not a serious one; that the gun will not have to be taken from the ship, and that at present the bureau does not contemplate making any repairs on the gun at all, as its usefulness has not been im-Admiral O'Neil says that a shell exploded within the bore of the gun and scarred it somewhat, but did no serious

It May be Good Policy in S. C. (Special to News and Observer.) Winston-Salem, N. C., Oct. 14.-Ex-Sheriff Clarence Call, of Wilkes county, was here today on his return from the Republican conference, held in Greensboro on Saturday. He is a candidate for the nomination for Congress in his district next year. When asked if ex-Congressman Harry Skinner, who has left the Populists and joined the Republicans, and who made the "star" speech before the meeting Saturday, would get the Eastern district attorneyship. Mr. Call replied: "I am afraid he will, though there are many Republicans who think Claude Bernard is just as good a man now as he was four years ago, in fact better, for he has had experience. It may be good policy in South Carolina to put new converts in office, but I do not consider it wise to adopt this plan in North Carolina when we have so many good men in the Republican party."

In referring to Skinner, the ex-sheriff said he had come over to the Republicans as the Populist party is dead, and the Democrats did not want him. The Wilkes man thought Harry should be required to vote the Republican ticket at least a few times before he was provided The ex-sheriff and others interfor. viewed expressed the opinion that Distric Attorney Holton would have no trouble in retaining his present office.

FIRST OF SCHLFY'S WITNESSES SPEAK

Testimony For the Government Concluded.

CAPTAIN COOK CALLED

Commander of the Brooklyn and Chief of Staff.

SCHLEY ALWAYS READY FOR THE FOE

Cook Describes the Battle Off Santiago and Tells of the Brooklyn's Famous Loop. No Fear of Collision. Schley an Ideal Commander.

(By the Associated Press.) Washington, Oct. 14.-Today in the Schley Court of Inquiry Judge Advocate Lemly concluded presentation of testiof Admiral Schley's witnesses was introduced. Capt. Francis A. Cook, who commanded the Brooklyn during the Santiago campaign, and who acted, though unofficially, in the capacity of chief-of-staff for the commodore, was an officer on the Harvard translated the always been persistent in keeping the cipher dispatches between Commodore ships as full of coal as possible. Schley and the Navy Department carried by that vessel.

Lieut, Beale was the last of the Government witnesses, although Capt. Lemly explained that he would reserve the right to call others if occasion should demand it. He had no sooner retired than the first witness for AGmiral Schley was called. This proved to be the Cuban pilot, Eduardo Nunez.

CAPT, COOK TESTIFIES. Capt. Cook was questioned by Mr. West on May 19 giving the directions for tiago if he (the Commodore) was sat coaling on the southeren coast.

Capt. Cook said that upon arriving off as the firing of guns was heard and it was on,

Earthworks on the shore were seen, but they were not fired upon because it was considered desirable not to unneces sarily expend ammunition.

"I think," said the witness "between that time and the arrival of the Adula it was probable that the whole beach ! was occupied. We saw cavalry and others on the beach. The possibility of a boat landing was talked of. On the arrival of the Adula we fully expected to get all information."

SIGNALS AT CIENFUEGOS. "Did you see any signal lights on shore while you were there." "Yes, the first thing after we arrived

on May 22nd." "Where were those signal lights and what were they '

"I judged them to have been about six or seven miles to the westward, three lights, one ahead of the other, very distinct and the discussion that took place on the ship, in which I think the commodore took part, was pretty clear evidence that it was a signal of some kind to assist that fleet and that he certainly had them in there."

"There could have been no doubt what ever from the arrangements of those lights, that they were intended as signals?

DID NOT UNDERSTAND THEM. "Oh! no. Their appearing at the time they did and remaining so long, but we could not determine from whom or to

whom they were sent." Mr. Hanna questioned the witness con cerning the arrival of the Iowa and the Dupont off Cienfuegos. Captain Cook said they had brought dispatches and he had gathered from conversation with Commodore Schley after their receipt that it was the idea both of Sampson and Schley was to be able to fight the Spanish fleet that they should continue to hold Cienfuegos. He did not, he said, recall the that was understood by all. I certainly receipt of the McCalla memorandum about so understood it." a landing place near Cienfuegos.

interview between Captain McCalla and have done?" the Commodore?"

"I was in consultation." "Briefly and exactly as you can give

it, what occurred?" 'We talked on various subjects at first think Captain McCalla informed him he had mining materials for the insurgents! and that he was going to communicate with the insurgent camp.

McCALLA EXPLAINS. "We brought up the question about the

other here, but we cannot make out what in connection with the Spanish fleet. Captain McCalla gave a start, threw up his hands, and said 'That is the signal from the insurgent camp. They want to communicate with you,; and added, 'Well, I can go there and find out at once.' The Commodore told him to go, to get off as soon as possible, and added 'You can send the Spanish vessels? What were they a boat across and let me know as soon as possible.' Then the subject of coaling came up again; about the great difficulty we were going to have in coaling from colliers and Captain McCalla said 'You need not be at all concerned about me. I will get coal if there is any coal to be obtained.' He was always cheerful about everything. He started from the ship almost immediately and said 'I must get

THE ADULA BRINGS NEWS

"In the meantime closely connected with that, was the arrival of the Adula. This steamer came in from Jamaica and reported that the Spanish fleet had gone into Santiago and had left on the nineteenth. That seemed to confirm the Commodore's idea that they had reached Cienfuegos. It was a suspicious craft. I said something to the Commodore about letting that steamer go in. He said 'I don't care anything about the steamer, but I am bound to get information from her. If the Captain does not give it I will certainly get it out of some of the passengers.'

"It was arranged that when she came mony for the Government and the first out the officers should go aboard and question the passengers and get information from them. She did not come out. That confirmed him still more that they were there. Then the Eagle came down in the evening and reported that the Spanish squadron was not in Cienfuegos." Speaking of the coal supply of the vessels of the Flying Squadron while at on the witness stand the greater part of Cienfuegos, Captain Cook said that his the day. He was followed by Lieuten-ant-Commander William F. Fullam, whose supply was light. It had been who was senior watch officer on the found difficult to coal that ship on ac-New Orleans during the Spanish war, count of its sponsons. He said in this and former Lieut. Joseph Beale, who as connection that Commodore Schley had

ARRIVAL OF THE HAWK

Capt. Cook said he recalled the arrival of the dispatch boat Hawk on May 24 with dispatches. He was told that the information was to the effect that the Spanish fleet was in Santiago. "But," he said, "I was not especially impressed with that fact as I had heard it before." He was, however, told that this in-

formation was more positive than any which had yet been brought. The Commodore, he said, had told him that the Hanna and responded in clear and dis- Hawk had brought orders to the effect tinct tones. He said he had been at Key that the squadron should proceed to Santhe departure of the Flying Squadron for that the Spaniards were not at Cienfue-Cienfuegos. Capt. Cook said the squad- gos, but, he said, Commodore Schley had ron had been sent to that port "to in- said: "I am not satisfied that they are tercept and meet the Spanish squadron, not here. I still believe they are here.' it having been determined, as we be- There was then, he said, considerable lieved at that time, by them to make talk on the part of the Commodore con-Cienfuegos their objective point." He cerning the coal supply, he feeling that had understood that the Spanish fleet if the then present expenditure was to carried munitions of war for Havana, | continue it would not continue long. He and it was believed that they would go was still especially concerned about the ty to Havana. Capt. Cook detailed a Cook) that "we must keep the ships in conversation between the commodore fighting trim." They had consulted was en route to Cienfuegos. He said for a place fit for coaling. Finally, he there had been talk between them about said, they had hit upon Gonaives Bay and had decided to lay a course for that point. "The idea," he said, "was that we should Cienfuegos on the morning of May 22 a proceed in the direction of Santiago, and blockade was immediately established, that if we found the sea such that we could coal we would immediately institute was believed that Cervera had arrived the blockade, but if not practicable to and a fete in honor of his appearance do that we would proceed to Gonaives Bay and coal there.'

Captain Cook related the particulars of the meeting with the scout ships off Santiago and told of Captains Cotton and Sigsbee coming on board. Speaking of Captain Sigbee's visit, he told of his distance we sailed in squadron. bringing the pilot Nunez aboard. Nunez said he had seen nothing of the Spanish

The witness then detailed the retrograde movement of the Flying Squadron toward Key West. He said his first information that such a movement was to orders to move. He had, he said, informed Commodore Schley on the evening of the 27th that he thought the sea had become calm enough to coal and had found that the Commodore had also reached the same conclusion

Replying to questions concerning the blockade of Santiago, Captain Cook said that Commodore Schley's constant idea was that the vessels should be kept well supplied with coal and kept moving constantly as his theory was that the Spanish fleet would come out of the har-

ALWAYS READY FOR ACTION. "Why was the circular blockade not adopted?" asked Mr. Hanna.

"There are many forms of blockade, and I have nothing but praise for the cirblockade," replied the witness, "but the idea was to get the Spaniards to come out and to have our ships moving and ready for action. "What were your orders of battle from

May 19 to June 1st?" "We did not have any. The fleet was always in condition for action.' "Do you call that a battle order?"

"It is possible to have an order for battle if you know just what conditions THE STATE you are going to meet. The idea with us whenever we should meet it. I think "If the fleet had come out of the harbon

Mr. Hanna: "Were you present at any previous to June 1st, what would you "We would have obeyed the orders

the commanding officer." "Were the fighting ships always in or der for battle?"

"I always supposed they were; the Brooklyn was always in excellent order. BATTLE OF JULY THE THIRD.

General interest was manifested Hanna began his inquiries about the bat- PLEDGE.

camp and where it was, and then the the of July 3. Captain Cook said he was Commodore said to him: 'We have seen in his cabin when the Spanish eet was three peculiar lights, one ahead of the sighted and went immediately on deck. "Had you had any intimation on the they are and I believe it is something night before that the fleet was coming

> "No. I turned in the night before, about midnight, feeling rather the other way, all hope of their coming out having

"When you came on deck where were doing?

"When I first arrived on the forecastle there were two in sight. The third one was just outside the entrance and the fourth appeared immediately afterward. "Which way did they head?"

"We were to the westward. The entrance to us was about northeast by north. The fleet came out south and turned as they left the entrance to four points southwest, so that they turned in our direction. 1/4 3/8 1/4 our direction.

When I first got on deck the helm had been starboarded, holding a little to the northward. When I saw the fleet they were heading southwest and seemed to be coming straight for the interval between the Texas and the Brooklyn. I went in the conning tower and directed the helmsman.

STRAIGHT FOR THE SPANIARDS. "I told him what I wanted to do was to keep straight for the fleet. They wav-

ered a little. Sometimes they turned one way and then another. We shifted helm once or twice, but very little indeed and finally when we were getting up fairly close, say between fifteen hundred and holding meetings with the view of educattwo thousand yards, it seemed to me clear that they wanted to pass between the Texas and the Brooklyn. The Texas was well on our starboard hand and she was headed to the northward and westward. All ships were carrying out the instructions of the commander-in-chief, and that was to head in for the entrance We were well to the westward and headed to the norteast. When I saw that, I be built here. The matter will be brought ported the helm perhaps half way over. at once to the attention of the Chamber She was swinging starboard very rapidly. 1 of Commerce and the Board of Aldermen, The Spanish fleet was coming straight for this interval. I stepped out of the tower nate the street or road in Raleigh deon the port side to get a good look at sired to be improved. this eet, to see just what they were going to do as to our relative positons, and I saw they evidently put helms hard aport at Danville, coming next to Raleigh and and were turning to the westward. We were then turning very rapidly to starboard with port helm and we had turned, Knoxville, Tenn. The special will con-I think, almost to the east. The Texas was well on our starboard side. I then machinery and tools for the building of gave the order 'Hard aport' to the helmsman, ran through the opening between ers. the shield and the conning tower to the other side on purpose to see our own fleet and our relative positions. Quicker than I could tell it. the Commodore called to me 'Cook, Hard aport,' or 'Is is hard aport, turning as rapidly as possi-

QUICK TURN BY BROOKLYN.

As I watched the Texas the bow of the Brooklyn seemed first to point to her port bow. I never saw the starboard bow of the Texas, and changing her bearing very rapidly the bow of the Brooklyn passed along the port side of the Texas until there was a clear opening between to Cienfuegos, because of its accessibili- Txeas, and had said to him (Captain us and the stern of the Texas. We made a complete turn, a very quick turn, with helm hard aport until we came around and Capt. Chester while the squadron charts and talked over the case, looking and paralleled the fleet on the other As we paralleled the Spanish fleet Iside the Viscaya-

Admiral Dewey: "May I interrupt? How near did you pass to the Texas?" NEVER FEARED A COLLISION

never entered my mind. I never for a wrecks at the Halifax street offices of moment had one idea or vicissitude in the company. that respect. We passed, I judge, about four hundred yards. I had handled the ship under all circumstances an got so I could judge pretty correctly and my now in the railroad business than in any impression was tat we were about the other line except agriculture, the total collision I never thought of. She turned seventeen, the annual pay-roll being perfectly clear of the Texas, came around \$577,000,000. The rates of wages are thus and then we had the Viscaya on our given: starboard bow and about abeam was the Oquendo and then the Colon. At the time I thought it was the Teresa, but I soon discovered this vessel was dropping out Ge be undertaken was when he received and heading for the beach. That was O about the hottest time of the action. It G was a critical time. There was not any s time for indecision and I do, not think o there was any. I have always felt in my mind, in studying the positions, that the chances would have been for a disaster had we shifted helm at such a time. However, we got around and we had these three vessels. I looked and could see nothing but smoke astern and vessels seemed enveloped in this smoke. I could not understand it. I could not understand exactly how we got there. They were all three firing on the Brooklyn, S' when almost immediately faster than I could tell it, I saw a large white bone in T the water and through this smoke I saw the tow of a vessel. I exclaimed at the time, 'What was that?' The navigator, who was near me, said it was the Massachusetts or something to that effect. I said she was away and he then said 'That is the Oregon.' I felt perfectly assured from that moment. She came up very rapidly; she was making more speed

> than we were at that time.' (Continued on Fifth Page.)

ROAD BUILDING TO BE TAUGHT HERE

"Good Roads Special Train" to Visit Raleigh.

AND BUILD A MILE ROAD

Special Carrying Machinery and Experts to be Run by Southern.

CHAMBER OF COMMERCE TO NAME ROAD

A Wreck on the Seaboard Near Merry Oaks Sunday in Which Seven Cars Were Torn Up. Gen. Supt. Maher of the Serboard in the City.

The Southern Railway will shortly run "Good Road Special Train" over its system, stopping at various points for the purpose of building sample roads and The train is operated under the direction

of the National Good Roads Association Raleigh is one of the objective points of this train, and announcement is made by officials of the company that a sample road from a half to a mile will which bodies will be requested to desig-

The train will leave Washington abou the first of November. It will stop first going then to Asheville, Greenville, Columbia, Atlanta, Birmingham, Ala, and sist of eight cars, carrying the necessary the roads, road experts and road build-

It is not known whether the specimen road will be built in the city or on one of the roads leading into the city. A special rate will be given by the railroad your helf aport.' I answered 'The helm the day the road force is at work, so that as many people as possible from adjacent towns may take advantage of the lessons to be learned from practical and modern road building.

> The Seaboard Air Line had a wreck near Merry Oaks, 23 miles from Raleigh last Sunday morning shortly after five o'clock. Seven cars were wrecked and the track was blocked until noon Sunday. The accident was caused by a draw head and draught timber pulling out from an empty flat car and dropping on the track. Two empty flats and five cars, loaded with coal, cotton and nails were wrecked. The engine was not injured.

Mr. N. D. Maher, the general Superintendent of the Seaboard system, arrived in the city yesterday. There were in-"I never thought of a collision. It vestigations of train crews in recent

> It is said that more men are employed But a being 1,100,000, or one man out of every

Class.	Num-	Daily
	ber.	Pay.
eneral officers	4,916	\$10.45
her officers		5.22
eneral office clerks.		2.19
ation agents	31,610	1.75
ther station men		1.60
nginemen		3.75
remen	44,130	2.14
onductors	29,957	3.17
ther trainmen	74,274	1.96
achinists	32,831	2.30
arpenters	46,666	2.04
ther shopmen	114,773	1.73
ection foremen		1.68
ther trackmen	226,799	1.22
vitchmen, flagmen a	nd	
watchmenelegraph operato		1.80
and dispatchers	25,218	1.96
ing equipment Il other employes a	7,597	1.92
laborers		1.71
This does not incorregeons and attorne	elude the	army of
	NAME OF TAXABLE PARTY.	THE RESERVE OF THE RE

Dev is so much sunshine in dis ol' worl' dat you can't look at it widout goin' half

FAIR AT RALEIGH

THE GREAT TWENTIETH CENTURY STATE FAIR AT RAL-EIGH, OCTOBER 22-26TH, IS GOING TO BE A REVELATION TO

THE PHENOMENAL SUCCESS OF THE LAST FAIR IS THE BEST GUARANTEE OF WHAT THE MANAGERS HAVE ARRANGED TO

WE HAVE THE EXHIBITS, AND HAVE SECURED THE AT-TRACTIONS AT THE COST OF LAVISH OUTLAY OF BOTH MONEY AND ENERGY THAT THE PEOPLE MAY BE BENEFIT-TED. INSTRUCTED AND AMUSED. PUT DOWN THE DATE, OCTOBER 22-26TH, AND COME TO

WE WANT ONE HUNDRED THOUSAND VISITORS TO PASS throughout the court room when Mr. OUR TURNSTYLES AS WITNESSES TO THE TRUTH OF