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MORNING TONIC.

(President Hopkins.)

Good-natured acquiescence in evil is the bane and shame of our citizzenship. This is the plague of our time. Accidents and crimes, infernal and never-ending, and no one is greatly disturbed. In New York, for instance, what is the life? The vast majority of its business men are all day long entirely absorbed in business and in the evening in pleasure seeking. 'No standing fast and standing together against wrong. The strong and earnest, growing tired of an impossible zens look on hopelessly helpless, and by and by the day of judgment.

#### WITH EXCELLENT TASTE.

The most significant fact in connection with the exposure and confesmion that Senator John C. Drewry had to let it be a subsidized paper for the Southern Railway, was a wrong for which there can be no explanation or forgiveness. It caused Mr. Rotter to denounce as false what Mr. Drewry afterwards admitted to be true, and he was naturally outraged that he had been placed in this false attitude.

The Norfolk Landmark commenting on the entirely honorable course pursur" by Mr. Rotter, says editorially:

ing Times early in the present year, upon the resignation of the former Simpson, who had a difficulty with the management over a repurt of regislative proceedings in con-Rotter was assured that there would views, and he took the position with that understanding. The other day, when the revelation was made of the abnormally heavy payments of money from the Southern Railway to State Senator Drewry, President of the company which publishes the Evening resign as editor unless Mr. Drewry satisfactorily explained the transaclished the signed announcement of excellent taste, Mr. Rotter made this announcement as brief as possible. the proper way, and left the public to infer the obvious without axy remarks from him which would have No editor who is worthy of the name can afford to stand for the policy of a newspaper financed as the Raleigh Evening Times. Yellow newspaper methods and violent radicalism are reat afflictions to a community but enly conservatism that is of any value in combating them is the conservatism which is independent. The means adopted by Colonei Andrews the State laws, and appealing only to and his railway in Raleigh must in- the justice and fairness of the peoevitably harm their own cause.

## THE SPIRIT SHOWN.

It was remarked yesterday by one of the ablest men in the State that the saddest thing in connection with the recent scandalous exposure of subsidizing newspapers by railroads was the spirit now shown by the givers and takers of the tainted money.

"When their wrong is exposed," he said. "instead of showing by their railroads in North Carolina. Upon words and actions that they intend to some of them, the Commission ormend their ways, they turn about and dered better road beds last year and try to show that somebody else is as the roads are not yet in safe condibase as they are. Their first attempt tion. This is particularly true of the rebounded and added to the contempt | Carolina Central, the road from Salisin which they are held. But if it bury to Norwood and the Murphy could succeed, it would not affept their | branch of the Southern, and portions

contrition for the wrong; only re- order to be trifled with and delayed in gret at being caught in the act and execution when people's lives are in wenom toward all who uncovered their | danger. min in its nakedness.

Look out for those papers that have | tention. It says: mever turned a hand to compel railroads to quit taking hundreds of thousands of dollars out of North Carolina by discriminating and exorbitant freight rates, to get very uneasy because it is costing the State money to fight for the enforcement of its laws. Fortunately the State has the money and the people are ready to spend what is necessary to uphold the majesty of the State.

only half justice,

GOOD WILL OF THE PEOPLE A VALUABLE ASSET.

Col. A. S. Buford, at one time president of the Richmond and Danville Railroad, is quoted as having said that no man could successfully run a railroad through a country where the people were hostile to it. Acting upon that theory the best railroad men have sought to develop the country through which the road runs, give the people fair treatment, and show them that the railroad was being run to serve its patrons and not to exploit them. No railroad can gain or keep being done every year. The Southern was anticipated. charges two prices for freight to The Globe, which prints the above North Carolina people and then buys statement adds: duct of demagogues and office-seekcivic pride, no public spirit, no moral ers. Does it expect to have the good

The Boston Globe quotes President task, give up the fight, and good citi- Mellen, of the New York, New Haven 2-cent rate for quite a long time, and and Hartford Railroad as saying only this week, referring to the suggestion lose patronage. that it take over the Boston and acquired with the good will of the count of its large commuter business, has started an advocacy that has met on the Charlotte Observer. people it now serves, and he adds quarter, finds the 2-cent rate profit- ocratic press of North Carolina so far that if it cannot be secured with such able and admits that it is after all a as comment has gone up to the pres-Maine Railroad, "provided" it can be good thing. accepted money to subsidize the Rai- good will "it may be well to proceed increase in the number of passengers eigh Evening Times was the resigna- no farther." Mr. Mellen shows wis- since the adoption of the two-cent tion of the editor of the paper. Dur- dom. He understands that the best rate, and the Erie people ask 'if we ing the days after the publication un- asset of any railroad is the good will can fill a car built for sixty at 2 cents ing very quiet about other things. til Mr. Drewry's card was published of the people along its line, and that to have only a dozen or eighteen?" Mr. Rotter maintained silence. After in contemplating buying a new line a Mr. Drewry's statement disclosed the material consideration is whether "it troduced in competition before the 2fact that, without knowing it, he had can be acquired with the good will of cent fare became a matter of law in been editing a subsidized paper, Mr. the people it now serves." What be much increase because for short be so. However, good way to de-Rotter promptly resigned "to take ef- marked contrast is that with the journeys people will not bother about fect at once." On every hard there statement of Vanderbilt, who, when the paper "could get only transporta- by saying, "the people be d-d" is believed that the lower fares were tain if any tricks have been played tion for advertising, though it would We have had-we now have-some prefer cash," but to permit the editor railroad magnates-in North Carolina of the paper to suppose it was free who act upon the theory "the people lina on the roads that now charge be d-d," and when the people only 2 1-4 cents. The only three towns grow restive under any policy think that have furnished figures-Selma, they can crush them by subsidizing Morganton and Statesville-show innewspapers, hiring lobbyists, and crease. Sworn reports show that the legitimate business secrets. spending money to influence public reduction will leave earnings on the opinion, control legislation, and de- big roads of more than ten per cent, Our Duty in Maintaining Southern fy the law when they cannot write it. even if there should be no increase in The time has passed in North Caro- travel. lina when such methods can succeed.

"Mr. Sanford L. Rotter assumed the rate law were managed by men who for a passel of fols. Smarting under duties of easter of the Raleigh Even- held the view of Col. Buford and Mr. the exposure that it sold itself to the gation would be ended in a week. mud on the Old Reliable that expos-They would order their roads to obey ed its rottenness. The mud discriminations against North Caro- trying to escape its own wrong doing Northern metropolis. Now if we are platform of 1896 declared that the railroad and developing the country, any rale rode orgin gives 'em credit erate the prostitution of the public and they who look them up will find and cease subsidizing newspapers and with having.-Rhamkatt Roaster. hiring politicians to lobby, and seeking to control political action. But Times, Mr. Rotter said that he would that will not be done as long as the the reasons given by the State's at- all the people. And if a man be per- now, but every political evil of today railroad leadership seeks to destroy torneys why the Southern Railway's conally popular and wear the out- is, and every one of tomorrow will tions. Simultaneously with the pub- a Governor, a Judge, an attorney, an books should be open to their inspeclication of Mr. Drewry's explanation, editor-anybody who fights for the tion, and makes the comment that betray his trust. which was in effect a confession of im- the just rights of the people. It will they are "conclusive." It adds that the newspaper, the Times pub- be done the first day the railroad "Judge Montgomery had made a still leaders in the State understand that further mistake in ruling against the we must preach even more strenuous-With the good will of the people is a valu- appeal of the State's attorneys for ly than ever before the stern and un-He simply did the proper thing in obtain than the good will of the peo- Railway's books back to 1906. ple for a railroad. It needs only that it shall serve them efficiently, added to the paper's embarrassment. give them fair treatment, and let politics alone.

> Isn't it worth while for the law-defying railroads to change their course and show that they desire the good will of the people of the State by quitting all discrimnations, obeying ple who will be glad to have an end of litigation and friction upon the basis or fair treatment and observance of laws?

It rests with the railroads alone.

## SHOULD NOT PERMIT IT.

The attention of the Corporation Commission is hereby called to the bad condition of the track on certain of the North Carolina railroad. The That statement shows there is no Commission ought not to permit its

> The Enfield Ledger of this week gives another incident calling for at-

"The Atlantic Coast Line has cut the per day instead of one and a quarter, and it is said has reduced the number of hands to six to a section. It does seem that this force is inadequate to that the Southern Railway Company keep a section in good and safe con- helped the Raleigh Times under an dition. It may be this line is also agreement, expressed or implied, that playing the baby act, trying to make it appear that it is so crippled by road. The money which was paid State legislation that it cannot keep its was a subsidy, pure and simple, and road in order."

There is no excuse for this. Within the past year the Atlantic Coast Line Senator. We can readily understand against the heavy fine placed on the twenty-five per cent, in addition to Standard Oil Company, and says the regular dividends on hundreds of dolman guilty ought to be criminally lars; worth of water, and some at every turn. It had a right to make it is, subserves the encouragement of prosecuted, but the company ought way should be found to compel not to be fined! That would be pie it to keep its property "in good and for the company, but would fail to safe condition." If there is no law, meet the ends of justice. The man the Corporation Commission should corner. It should have been an- the general public, than the universal senger a day or so guilty of the crime should be im- ask the Legislature for authority. prisoned and the corporation heavily though we think they now have the fined. Any other method would do power to remedy most of such wrongs much importance to attach to the ceived. to the travelling public,

THE TWO CENT RATE PAYS.

In nearly every instance, where the two-cent passenger rate has been put in operation under favorable conditions, the increase in passenger receipts have increased and the reduction has actually put more money into the treasuries of the railroad companies. In the few cases where there was no increase, the book-keeping has been attacked and in some instances it has been shown that receipts were not correctly accounted for.

When the two cent rate was put in effect on the New York, New Haven and Hartford railroad, President Melthe good will of the people if, when len predicted a decrease in revenues. its short comings are exposed, it at- At the annual meeting of the stocktempts to subsidize their newspapers, holders for the year ending June 30th, corrupt nominating conventions, con- President Mellen makes the statetrol legislators, and dictate politics as ment that the company has found it it has been shown the Southern Rail- can operate with satisfactory profit way has been guilty of doing. It is under a two-cent passenger rate. The equally true that no railroad can gain reduction in the passenger rate to 2 the good will of any people when cents a mile on the whole system, it discriminates against them in fa- which was in full operation for seven vor of competing cities in other months of the last fiscal year, shows States, as the merchants and manu- that it resulted in a gain of passenger facturers of North Carolina show is receipts, where a considerable loss

newspapers and hires lobbyists to | "While some surprice was expressed convince the people that all state- at the announcement of President ments of the truth are the pro- Mellen, that the 2-cent rate pays on the New York, New Haven and Hartford, it is found nevertheless that the 2-cent fare after all is not a bad courage in the most of them, no will of the people by any such treat- thing and really brings an increase of equipment.

> "The New York Central has had a in this State interests competing with it have been obliged to follow suit or

"The Erie Railroad, which on ac-

"It is pointed out that there is a big a mile, is it not more profitable than "In localities where trolleys were inthe steam lines.

have been commendations of this hon- told that the people would not ap- during the year was 1,383,701, but a thorough and rigid one wherever erable course. It was bad enough to prove a certain policy the road con- whether this was due to reduced rates the chips fall. Go back ten years, deceive the public by reiterating that templated, swept away the objection it is said it is hard to decide, but it twenty years if necessary, and ascerreally the cause.'

If the Southern Railway and the The Subsidized Southern Railway other railroads that are fighting the Evening Times must take the folks Mellen, the present friction and liti- rail-rode, it is a trying to fling some the law, issue orders ending the gross stick. We folks see it is a game of lina cities, and go to work to devote by abusing the solicitor who convictall their energies to running their ed it. The folks have more sense than

The Fayetteville Observer quotes able asset. And nothing is easier to the right to examine the Southern

Wadesboro, through Mayor Brock, will appeal to the Corporation Coma union depot. One is very much er accommdations except under com-

## SPIRIT OF THE PRESS

The Railroads and The Press. Richmond Times-Dispatch. In a recent issue of the Raleigh

would make "a full and frank state- est." ment" of his entire connection with matters pertaining to the Southern Railway vouchers. Senator Drewry has made a statement, but, according to the snyopsis which was published in The Times-Dispatch of yesterday. it was not "full," and, we fear, not altogether "frank."

He says that he approached Col. A. B. Andrews, vice-president of the Southern Railway Company, with reference to the publication of an ideal afternoon newspaper in Raleigh. and asked what he would contribute to such an enterprise; that Colonel in the Times to the extent of a few that the bald fact stalks forth schedules, special notices, and such

to be left entirely with the editor. Raleigh "with full Associated Press dispatches?" There can be no doubt in the mind of any intelligent man the newspaper would help the rail-Mr. Drewry recognized it as such, or he would not have returned the third voucher for \$2,000 after he became desired a friendly newspaper at Raieigh, for the morning paper was hostile, and was fighting the Southern a deal with the Raleigh Times, and the brethern whose feet tread the the Times had a right to make a deal high plain of professional ethics, in which has been classified in the public should not have been made in a the confidence in which it is held by conservative. The Wilmington Mesnounced through the columns of the appallment with which this revela- opinion that some ex naper that the deal was on, and then tion of the Drewry-Times-Southern the -ublic. and it the public would have known how Railway financial incidents is rethink that it looked much importance to attach to the ceived.

a publisher wishes to conduct a rail road organ for a price, it is his privilege to do so; but there should be no sailing under false colors. He should not pretend to be publishing an independent newspaper, when he is pub-lishing a subsidized organ.

But our advice to the railroads

that they had better keep out of all

such deals. The influence of a newspaper which can be purchased is not worth the price. The public cannot be fooled for long, and sooner or later the secret will out. There is a better way. The newspapers of the South, as a whole, are honest and fair. Their influence cannot be purchased with money or favors, but their good will can always be had from men and corporations that deserve it. The railroads may gain the influence, good will and friendly co-operation of the press by giving the public a square

Might Have Said It Next Day. Charlotte Chronicle.

Senator Drewry says he delayed making the statement in order to have the details verified, but we can been as well said on the day the matter was made public. The dates as to when the two checks were deposited in the bank, or when the third was returned to the railroad company are immaterial. The circumstances of receiving the money and the service expected of the Times for it was what the public was interested in. Just how it may be regarded as affecting the paper may be judged from the resignation of editor. But almost any circumstance, no matter how unfortunate, may afford some cause for congratulation if the cause be sought for. We take consolation that it is the only blot on the pages of the history of the newsnewspaper scandal in North Carolina taken the Times is because they were within our recollection-and may it be the last.

Yes, "Turn on the Light."

Wilmington Dispatch. is really charging about a cent and a with the hearty approval of the Dembooks, claiming that at different times Still the keynote is a good one and cratic press. There has been rumors will always condemn it. about various contributions, and contributions made on both side of the Ohio, it is said there is not likely to fence, though these rumors may not termine them, especially in view of by the Southern in conjunction with There seems to be no doubt that wily or corrupt politicians, with the travel has increased in North Caro- aid of sly or nefarious newspaper men. Special Master Montgomery vestigation, but if it is not in his province why the United States Court for corruption, but not to divulge any

Upon such dealings as this (the giving of \$6,000 to Senator John C. the Southern Railway) our people can have long boasted of the purity of compared with the result. our politics boasted that neither out If a State law would not reach the and that our citics have been free national, be Decentralization. pearance of evil on the part of the year adopted this man chosen as the unbiased and un- North Carolina platform. purchasable defender of the rights of more reason for condemnation if he powers of government.

ife, in this time when prosperity would seek to make us money-mad relenting ideals of honor which have been our chiefest heritage.

We regret this occurrence for many reasons. For one thing, we are not sure but that the anti-railroad agitation is in more danger of becoming frenzied and unreasoning-and if mission to hear the request of the peo- it appear that railroads are seeking ple of that town to require the Sea- to corrupt public office of public board and Atlantic Coast Line to build press, the anger of the people can but wax hoter. From the clearer air of an adjoining State, the Richmond needed. Isn't it strange that these big Times-Dispatch concludes its obserrailroads will not give the people prop- vations on this case with these true words, which we are glad to adopt as our own

"That a railroad employe should masquerade in the Legislature as a representative of the public interest and a newspaper substitized by railroad money as a champion of popular rights is a travesty which the virtue and intelligence of the American people will never tolerate. The sooner Evening Times it was promised that railroad corporations and all other Senator Drewry, president of the com- corporations learn this for themselves

#### The Fourth Estate. Goldsboro Augus.

Anent the recent newspaper revelations in Raleigh, the Argus has bided a hearing from Mr. Jno. C. Drewry before giving expression to criticism. in the hope that there was some mistake about it all; in the hope that the journalistic profession of North Carolina-and the good old State herself -would be spared the pain and humiliation of realizing that there existed within her borders a subsidized newspaper posing to the public to be Andrews replied that he would take otherwise. But now that this hope no stock, but would give advertising deferred has not been fulfilled; now dollars in publishing hideous reality, through the signed statement of Mr. Drewry, published clippings from other papers as he in his own paper-the Raleigh might designate, the editorial columns Evening Times-on Saturday, and to be found elsewhere in this issue, the But why should the Southern Rail- Argus, in whose heart the milk of to us that the Wake county grand way Company be interested in see- human kindness never curdles and the jury adjourned last Saturday without ing an "fdeal" afternoon newspaper in well of charity ever free, stands mute for words tempered to suit its dispo sition yet capable of just critcism. Mr. Drewry Acknowledges the Coin. Mr. Drewry's card carries its own sickening comment, and an intelligent public, the decrees of whose supreme tribunal, whom all the facts are dispassionately before it. are rarely ever other than just, will pass judgment thereon, and execution will followfrrevocable and complete, so complete that these lines may be writ of

"He lives and yet is dead; for lo! his days Mr. Henry Clews is inveighing has paid an additional dividend of why the Southern Railway Company Which the Lord God did give him in the land

> Are desolate." This incident, however, sickening as deditorial opinions of the Times. If And right here, and in conclusion, withheld its opinio

This position and just restrictions. the Argus has maintained at all times the development and prosperity of western and central North Carolina, has now lost the confidence of the public throughout the entire ramifishould be re-organized and remaned before it can ever hope for re-instalment in the good graces of an outraged people.

As to Mr. Drewry's Statement.

Wilson Times. We sincerely regret the unfortunate position that the Raleigh Times has gotten into. The Charlotte Observer see nothing in it that could not have with its designation. It is such a pity, and we believe there are a number of editors who will feel sorry for the into. The Times needed money, and there was a party who was anxious to see the Times live, and the contributed money, but it came as the funds from a great corporation, that just now stands in bad odor with the people of the State. It looked like a subsidy. There are a number of editors in North Carolina that would no sooner take such money than they would touch the fangs of a poisonous reptile, and then there are others who would have taken it gladly. And we are of the opinion that there are others who have taken it and the only reason they are spared revenue without any additional cost of papers of the State. It is the only shame and humility that has over-

not found out. For Mr. George B. Crater, the publisher of the Times, we feel the utmost sympathy. He did his first newspaper work in the office of the author The Greensboro Industrial News of this article. He afterwards worked

Mr. Drewry's statement which we publish elsewhere must have been to him a humiliating confession, while ent time. The News wants to "turn the conditions surrounding the transon the light" on all the Southern's action that Mr. Drewry confesses to may seem under certain conditions contributions were made to the Demo- plausible, it was evidently wrong. It cratic campaign fund, though remain- has been done before by great corporations, and will be done again, but when ever such a matter is uncovered should be struck by all the Demo- and the public looks at it straight it

Feel Like They Got a Gold Brick.

Charity and Children. The Southern Railway investigation has disclosed the startling fact that the Drewry exposure, is to "turn on the Raleigh Evening Times has receiv-"The Eric increase of passengers the light." Let the investigation be ed \$6,000 from that great corporation for advertising. In view of this information we wonder how those voters in Wake county who voted against Mr. Percy Olive for Senator feel.

> The Courts and the Railways. Fayettev'lle Observer.

We append an article from the Ralquestion is asked if railways are entitled to close their books to the auitself should permit it. Probe simply thorities or representatives of States in which they do business. Until this question was asked it never occurred to us that there could be other than the answer that they could not do

The matter is of the highest im portance. If there be any doubt about the law, the next Legislature should Drewry, president of the Times from remove it. Indeed, so far as our opinion goes, the present Legislature not afford to look with the least de- should be re-convened for the purgree of allowance. We of the South pose. The expense would be a trifle

public men nor our newspapers have difficulty, then let the leading plank been overcome of the lust for gold, of the Democratic platform, State and

of that taint of graft which has made It will be recalled that the preamble stench of the names of many a of the North Carolina Democratic to maintain our traditions, if the issue of centralization was the issue honor of the fathers is to be kept in of issues between the two parties, our hands inviolate, we must not tol- from Jefferson's time to the present; press not countenance even the ap- that the national platform of that exordium of the It is the courts and the railways

ward appearance of virtue, all the be, referable to centralization of the In this transition period of Southern Surprising That the Grand Jury of

Wake County Adjourned Without Finding Some Bribery Indict-

Moore Coun & News. During the summer of 1906 John C. Drewry, President of the Evening Times, was a candidate for nomination as one of the Senators for Wake county. The News and Observer bitterly opposed him, charging that he was too much under the influence of the Southern railroad and invested wealth. May it be the last other corporations to make a safe representative of the people. In the primaries Drewry was suc-

ressful, and we applauded, because we

thought the News and Observer was Chatham Record. persecuting him, but time has proven that the News and Observer was right er of a newspaper must greatly regret creature of the Southern railroad. In the railroad rate investigation 000 vouchers paid to Drewry and the Times during a period of ten months, ening Times was improperly "subpaid ostensibly for advertising schedules and special notices. The first pany which publishes that newspaper, the better it will be for their inter- \$2,000 of this money was paid while Drewry was making the race for the nomination for senator—a sort of a campaign fund, and the balance later

When the vouchers were first unearthed and the matter made public. the Times pretended total ignorance the payments, and the business manager. Crater, told two or three reputable gentlemen that the Times never got a cent of the \$6,000. The next day he tried to get out of his verbal statements and said the Times did

get the money. Later Drewry published a claiming that the Southern railroad gave him this money to help the Times

His card of explanation is entirely too lame, and confirms the impression that Drewry is a creature, of the Southern railroad, and that this money was simply paid to take care of and hold their own. In this connection, it is surprising

finding some bribery indictments.

Saturday afternoon the Times pub-Drewry, the president of the Times company. The statement was published in black faced type, in the interest of emphasis, we assume, and evidently both of whom had handled the vouchafter some hesitancy on the part of ers. the ublishers of the paper. Only a single late edition was published.

Asheville Gazette-News.

that paragraph in which Mr. Drewry 'acknowledges the corn.' We have been interested to observe the views of that part of the press with the railroad; but the bargain that virtue of the Fourth Estate, to prints, and in the public mind, as

we take this occasion to say, that the when it recited the facts, and passed came to hand. The tel Argus is a friend to railroads, be- judgment, briefly, upon them. It says opsis was published cause it is of the people and for the that, except that by Mr. Drewry's people, and railroads are the great- showing no part of the money receiv-ast developres of opportunities for ed was used to aid him in his candithe enlightment, enrichment, conven- dacy for the State Senate, or influencience and happiness of the people. To ed his conduct as a legislator, "it affairs could exist in North Carolina this end we believe in giving rail- does not as it appeals to us, help the The point of the matter lies in the roads ample latitude, within legal case at all." Perhaps the Observer would not, even in this regard, have tempered its adverse criticism, had it and still asseverates; but the Southern known, as it has now been made Railway, that has done so much for to appear, that Senator Drewry voted or the rate reduction bills only after he had exhausted all the obstructive tactics known to parliamentary law, and after it appeared that his cations of its manifold lines, and individual vote was of little consequence, one way or another.

Stick to Facts.

Charlotte News. In the course of a self-laudatory edtorial the Raleigh Evening Times

"And what is equally true and imany afternoon paper in North Caro- sin of sins in newspaper eth line will continue to read and appreterms it a tragedy, and we quite agree | ciate the Times as a paper that prints | Sell Their Birth right for a Mess of both sides to controversies, etc.

In another place the Times says: "The advertising patronage of the Times has been larger for the past two years than that of any other paper issued in this section of the coun- praise I sing" is as true to life now

The above is all right in every respect, if it is true. In the first place, "constituency" refers to paid subscribers and paid advertising The News claims more of both than the Times or any other afternoon paper in the two Carolinas, as an examination of the books we believe will show, though The News may not brag of such advertising rates as \$4,000 for 175 inches. In the second place, if 'this section of the country" reaches as far as Charlotte our contemporary is wrong again. Nothing like sticking to the facts, contemporary. It won't hurt in the long run.

Makes a Difference.

Webster's Weekly. Far from Mr. Bryan standing in the way of any Southern man of Presidential proportions, the record is that he was urging the Southern Democrats six years ago to assert their right and put forward one of their number. This met with objection from the Charlotte Observer, which said in its issue of Monday, July 22, 1901:

"The Republican papers generally are endorsing Mr. Bryan's suggesti that the Democratic party look presidential candidate in the South. They say that it is a capital idea, and so it is, from a Republican standpoint. Will they never be satisfied with the size of the majority against the Demo-

cra in nominee?" At the national convention of 1904 Mr. Bryan placed the rame of a South of New York, holding with Senator Cockrell, of Missouri, who was a galant Confederate soldier. The South ern Democrat in nomination. Senator aniel, of Virginia, that defeat was becoming tiresome. At the election v : ber the New York jurist led us to the greatest de'eat we have had since Greeley. The South's day will come, but not in this generation.

It is to be hoped an examination of expect favor in refurn. the Southern's books prior to 1905 be allowed by Judge Pritchard. This is the only way to remove suspicion, which will continue to exist until something of this kind is done. will be better for the railroad to have everything made public now and be more careful in the future about its practices along certain lines. The investigation thus far has shown that the Southern would stand far better in the estimation of the public if more ed by Mr. S. C. Clapp, formerly con-money had been spent for improve-nected with the John A. Young nurments in its equipment and less for some other things.

A Subsidized Newspaper

Lexington Dispatch. One is loath to comment on the deplorable affair at Raleigh, and one is loath to hit a man when he is down, but the mess, for there never was such a mess in North Carolina, deserves the severest condemnation. It is a disgrace to newspaperdom. The brutal truth is that the Raleigh Evening Times has been subsidized the Southern railway, and while the Southern railway or any other railway has a perfect right to spend money on newspapers, and while publishers have a perfect right to accept money under such circumstances, no man has a right to publish a newspaper or support a paper that mas-querades under other than its true colors. Messrs. Drewry and Crater and the Southern appear in a light that pains their friends, and the matter pains the people who have been standing for conservatism in dealing with the corporations of the State This sort of thing is new in North Carolina, although witlings knaves are very ready to denounce a paper as subsidized that dares open its mouth for a friendly word incident of its kind.

Stand Higher Than Ever Before With the Best People in the State.

Every reputable editor and publishin its suspicion that Drewry was a and feel humiliated that the oft repeated charge of a "subsidized press' has at last been proved to be true of before Special Master Montgomery in a North Carolina newspaper. The re-Washington a few days ago, the State's cent disclosure in the railroad rate inattorneys found record of three \$2 .- vestigation have developed a most lamentable fact-that the Raleigh Evsidized" (to put it mildly) by the Southern Rallway

The facts as admitted in Mr. Drew-

ry's long delayed explanation are bad enough. His admissions show that the Southern Railway in nine months (from April, 1906, to January, 1907) paid him \$6,000 as president of the company publishing the Evening Times for "publishing the schedules, special notices, and such clippings from other papers" as might be designated by the Southern Railway. Of course every newspaper man, (and everybody else) knows that such publications were not worth \$6,000, and that this was not legitimate journalism. Such, indeed, must have been Mr. Drewry's opinion, for after receiving the last \$2,000 he says that he returned it because as a member of the Senate, he might be criticised for accepting a voucher from the Southern Railway Company, even though received in his capacity as president of a newspaper company. An amusing feature of this sensa-

tional exposure is that, after The News and Observer had published the facts (now admitted as true), the Evening Times in its next issue stated that it had telegraphed to its correspondent at Washington for the facts and that its corresponden; could not lished a statement from State Senator get them. Such an inquiry seems very strange when all the facts were well known to the president of the Times company and its business manager,

The business manager of the Times (Mr. George B. Crater) rushed into There was little in the statement to print with a most unfortunate (fo warrant the use of the ad, type, save him) card. In it he made statements, which no doubt he will ever regret having made, and denounce i most nitterly Mr. Josephus Daniels, the editor the comments of the press of the State of The News and Observer, who stands upon these developments, particularly higher today than ever before with the test people of this State.

Selling to An Outsider to Affect the Policy of a Paper is the Sin of Sins in Newspaper Ethics. Fayetteville Observer.

The editor of the Observer was engaged with the Bryan reception details when Mr. Drewry's statement Headaches and Ne

before the Times Itself was received The full statement does not vary the effect of the synopsis, except to deepen the sorrow that such a state of purchase of the privilege of inserting in a newspaper such clippings (presumably not indicated as advertise. ments) as the purchaser "may designate," which breach of good newspa per morals is greatly aggravated by the fact that the purchaser in this case was a public service corporation, owing its existence to a charter by the State carrying the right of

eminent domain. It appears strange to the Observer that this crucial point in the matter has escaped the notice of the The value of advertising in different mediums is a debatable matter; but the selling to an outsider of the right portant the largest constituency of to affect the policy of a paper is the

Louisburg Progress. Drewry confesses that the Evening Times is subsidized by the Southern Railway. "Whose bread I eat, his as when uttered in the long ago. Newspapers have a great influence and so great as is their power even so lamentable is the fact that some of them sel! their birthright for a mess of pottage. Many things in print should be taken with a grain of salt. Fo rindeed he is a shrewd man who can tell whether an editorial is a dollar a word or the honest unbought untainted opinion of the paper. The words of Esaw often proceed out of the mouth of Jacob.

It Being Unenviable Position. Greenville Reflector. Senator Drewry has made a state ment and confesses to getting the \$6,-000 from the Southern railway, but through a hurting of conscience he returned \$2,000. The placed Senator Drewry and Mr. Crater, business manager of the Raleigh Times, in very unenviable position It

the paper. Right to Know the Whole Truth,

seems that Mr. Rotter, editor of the

Times, could not stand his surround.

ings and tendered his resignation

Louisburg Progress It is earnestly desired by the peop of the State that the St be allowed to fully and freely inspe the books of the Southern Railway Company, and we hope that Ju Pritchard will grant the appeal of the State from the ruling of Standing Master Montgomery. If the State has the right to control corporations, it has the right to know truht regarding them.

McDowell Democrat

Mr. Drewry's statement sounds ther filmsy. The story of the of the affair is deplorable. Even if Mr. Drewry's intentions were good he should have known that he would be placed in an embassing position when it be-

# **Power Over Wire From**

(Continued from Page One.)

series of this city. Rev. Dr. G. H. Detwiller, p. West Market Street Methodist church who was selzed with a sudden serio

illness two weeks ago, continues to b prove. He has been confined to his bed since he was stricken, but sat up awhile today for the first time. Mr. George Fawcett, of Mt. Airy was in the city yesterday afterno enroute home. by his bride who was Brower, daughter of ex-Congre John M. Brower, formerly of Mt. Airy, but who has been a resident of Indian Territory for some time. Mr

Fawcett is a brother of Mrs. C. W

Banner, of this city.

Students at Red Springs Governor Glenn was unable to fill his engagement to make an address on "Woman's Education" hoard of trustees of the Presbyterian College of Red Springs in session here last night. The board was fully represented, 22 of the 24 members being present. The most interesting part meeting was the report of Dr. C. G. Vardell, president of the college. reported that the work of completing the Central building is progressing nicely, the interior of the building now being complete. The completion of this building he declared fills a long felt want in the college, especially in the way of parlors and halls. Dr. Vardell informed the boar that the present enrollment of student

at the college is 250, 236 of whom are boarding pulpls, and from time to time the number will be increased. The financial report showed the col lege to be in a sound and thriving con dition financially, and but for a deb which hangs over the college it would be in a position to accomplish much more than it is doing at present. Following the report of the president the board went into executive session and the usual amount of routine business was transacted. board adjourning at a late hour last Made Some Investments.

Capt. James E. Clark and wife, Washington, N. C., after spe some days here, returning home from Blowing Rock, left for Washington this morning. While here Capt Clark made some investments in real estate and will build a modern home for summer residence. Capt. Clark is what might be termed the advance guard of eastern capitalists, now that the railroad goes straight from Ral' eigh to Washington, who will become permanent residents of this section Another valuable acquisition is the of Mr. R. K. Walker, of Milton, wi will erect a residence on a lot pur chased on North Elm street and move his family here as soon as the bull

ing is completed. Mr. J. M. Brown, of Albemarie, is at a sanitarium here, and is improv rapidly. Two years ago this able law ver and useful legislator from and has been unable to walk ever since. Not only as a member of the Legislature, but at other times as chief clerk of the House, Mr. Brown is well known and highly regarded in all sections of the State Mr. S. C. Whitaker, a merchant

Gastonia, Gaston county, was today by Judge Boyd adjudged to be bankrupt upon his own petition. Liabili-Beginning Sunday the street cars will run on a regular ten minu schedule from the court house to the Normal College. The recent trouble with the power plant seems to have been at last remedied,

A woman can have more enjoyment worrying because her husband's flan-nels are either too heavy or too light

PILES CURED IN 6 TO 14 DAYS. PAZO OINTMENT IS gui