

ONE of the arguments used against the adoption of the proposed suffrage amendment is that there would then be taxation without representation, and that no man ought to be taxed unless he is allowed to vote. Those who use this argument allege that it would be very unjust and a hardship on any negro to make him pay tax and not allow him to vote. And yet those men, who think this so, never say a word against making a man pay taxes to make the children of negroes, who pay taxes!

There are many persons here who pay taxes, and who vote. There are many women and other ladies, who own property, who of course are allowed to vote. There are also thousands of young men, between eighteen and twenty-five years of age, who cannot vote and yet have to pay a tax by which they are made to grow wiser than they are. And there are other grown men who pay taxes but cannot vote, such as for instance, the unincorporated residents of the State. This fact is not what is lost by the work of the proposed amendment. It is the loss of the right of the people of color to vote, and the loss of the right of the people of color to elect their representatives to the General Assembly. Shall we have a representation in which the colored people are not represented?

Our State, as it is, is a free State. It is a free State in the sense that it is a State in which every man is allowed to exercise his rights as a citizen. It is a free State in the sense that it is a State in which every man is allowed to exercise his rights as a citizen. It is a free State in the sense that it is a State in which every man is allowed to exercise his rights as a citizen.

At the present position of the ex-Confederate soldiers of this State, it is a fair question to ask whether a notable sportsman would be found in the ranks of the colored people. It is a fair question to ask whether a notable sportsman would be found in the ranks of the colored people. It is a fair question to ask whether a notable sportsman would be found in the ranks of the colored people.

On the 19th of this month there will be a barbecue and picnic at Old Fort, McDowell county, at which speakers of different political opinions will discuss the proposed suffrage amendment. It would be well to have a similar discussion in every county.

Washington Letter.

Washington, August 4, 1899. Will there be a change in the Philippine policy of the administration? That question has been asked quite frequently since Senator Burrows made the declaration that McKinley's resolution was largely dependent upon the successful outcome of the Philippine campaign. There is no reason to believe that the administration will change its policy.

There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy.

There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy.

There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy. There is no reason to believe that the administration will change its policy.

A Hero's Residence of Death.

Osgood, N. C., Aug. 5, 1899. Major Latham, a brilliant young man of a ten talented family, born in Randolph county, N. C., on a small farm near Osgood, lived in the city of Washington, D. C., where he was one of the best of men. He was a hero in the war, and his death was a great loss to the country.

Major Latham was a brilliant young man of a ten talented family. He was a hero in the war, and his death was a great loss to the country. He was a hero in the war, and his death was a great loss to the country.

Major Latham was a brilliant young man of a ten talented family. He was a hero in the war, and his death was a great loss to the country. He was a hero in the war, and his death was a great loss to the country.

Major Latham was a brilliant young man of a ten talented family. He was a hero in the war, and his death was a great loss to the country. He was a hero in the war, and his death was a great loss to the country.

Cyclone in Florida.

River Junction, Fla., Aug. 4.—The most disastrous cyclone that ever visited this section of Florida completely annihilated Carrabelle, McIntyre and Lankum, south of here, Wednesday. At Carrabelle only the remains of a few houses and a few people were left.

The most disastrous cyclone that ever visited this section of Florida completely annihilated Carrabelle, McIntyre and Lankum, south of here, Wednesday. At Carrabelle only the remains of a few houses and a few people were left.

The most disastrous cyclone that ever visited this section of Florida completely annihilated Carrabelle, McIntyre and Lankum, south of here, Wednesday. At Carrabelle only the remains of a few houses and a few people were left.

The most disastrous cyclone that ever visited this section of Florida completely annihilated Carrabelle, McIntyre and Lankum, south of here, Wednesday. At Carrabelle only the remains of a few houses and a few people were left.

Wages Paid by Railroads.

It is probably not generally known that the railroads of the United States are the largest employers of labor of any corporate bodies in this or any other country. Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country.

Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country. Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country.

Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country. Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country.

Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country. Moreover, labor constitutes the largest item of expenditure, absorbing more than 60 per cent. of the total operating expenses of the railroads of this country.

Perfect Health.

Keep the system in perfect order by the occasional use of Tatt's Liver Pills. They regulate the bowels and produce a Vigorous Body. For sick headache, malaria, biliousness, constipation and kindred diseases, an absolute cure TATT'S LIVER PILLS.

Keep the system in perfect order by the occasional use of Tatt's Liver Pills. They regulate the bowels and produce a Vigorous Body. For sick headache, malaria, biliousness, constipation and kindred diseases, an absolute cure TATT'S LIVER PILLS.

Keep the system in perfect order by the occasional use of Tatt's Liver Pills. They regulate the bowels and produce a Vigorous Body. For sick headache, malaria, biliousness, constipation and kindred diseases, an absolute cure TATT'S LIVER PILLS.

Keep the system in perfect order by the occasional use of Tatt's Liver Pills. They regulate the bowels and produce a Vigorous Body. For sick headache, malaria, biliousness, constipation and kindred diseases, an absolute cure TATT'S LIVER PILLS.

SEABOARD AIR LINE VESTIBULE LIMITED DOUBLE DECK SERVICE TO ALL PORTS NORTH, SOUTH and SOUTH-WEST. Available in Piedmont Dec. 11, 1898.

Table with columns for Southbound, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 52, No. 53, No. 54, No. 55, No. 56, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 63, No. 64, No. 65, No. 66, No. 67, No. 68, No. 69, No. 70, No. 71, No. 72, No. 73, No. 74, No. 75, No. 76, No. 77, No. 78, No. 79, No. 80, No. 81, No. 82, No. 83, No. 84, No. 85, No. 86, No. 87, No. 88, No. 89, No. 90, No. 91, No. 92, No. 93, No. 94, No. 95, No. 96, No. 97, No. 98, No. 99, No. 100.

Table with columns for Northbound, No. 40, No. 41, No. 42, No. 43, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 52, No. 53, No. 54, No. 55, No. 56, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 63, No. 64, No. 65, No. 66, No. 67, No. 68, No. 69, No. 70, No. 71, No. 72, No. 73, No. 74, No. 75, No. 76, No. 77, No. 78, No. 79, No. 80, No. 81, No. 82, No. 83, No. 84, No. 85, No. 86, No. 87, No. 88, No. 89, No. 90, No. 91, No. 92, No. 93, No. 94, No. 95, No. 96, No. 97, No. 98, No. 99, No. 100.

TRAINS LEAVE PETERSBORO 8:20 p.m., 9:30 a.m.

Trains Arrive at Petersburg 11:25 a.m., 5:25 p.m.

General Schedule. Daily Ex. Sunday. No. 401 and 402 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 403 and 404 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 405 and 406 - 11 to Atlanta via Norfolk, Petersburg and Norfolk.

W. H. THOMPSON & WELDON. Agents for the Seaboard Air Line Railroad.

General Schedule. Daily Ex. Sunday. No. 401 and 402 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 403 and 404 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 405 and 406 - 11 to Atlanta via Norfolk, Petersburg and Norfolk.

Table with columns for Daily Ex. Sunday, No. 401, No. 402, No. 403, No. 404, No. 405, No. 406, No. 407, No. 408, No. 409, No. 410, No. 411, No. 412, No. 413, No. 414, No. 415, No. 416, No. 417, No. 418, No. 419, No. 420, No. 421, No. 422, No. 423, No. 424, No. 425, No. 426, No. 427, No. 428, No. 429, No. 430, No. 431, No. 432, No. 433, No. 434, No. 435, No. 436, No. 437, No. 438, No. 439, No. 440, No. 441, No. 442, No. 443, No. 444, No. 445, No. 446, No. 447, No. 448, No. 449, No. 450, No. 451, No. 452, No. 453, No. 454, No. 455, No. 456, No. 457, No. 458, No. 459, No. 460, No. 461, No. 462, No. 463, No. 464, No. 465, No. 466, No. 467, No. 468, No. 469, No. 470, No. 471, No. 472, No. 473, No. 474, No. 475, No. 476, No. 477, No. 478, No. 479, No. 480, No. 481, No. 482, No. 483, No. 484, No. 485, No. 486, No. 487, No. 488, No. 489, No. 490, No. 491, No. 492, No. 493, No. 494, No. 495, No. 496, No. 497, No. 498, No. 499, No. 500.

TRAINS GOING NORTH. Daily Ex. Sunday. No. 401, No. 402, No. 403, No. 404, No. 405, No. 406, No. 407, No. 408, No. 409, No. 410, No. 411, No. 412, No. 413, No. 414, No. 415, No. 416, No. 417, No. 418, No. 419, No. 420, No. 421, No. 422, No. 423, No. 424, No. 425, No. 426, No. 427, No. 428, No. 429, No. 430, No. 431, No. 432, No. 433, No. 434, No. 435, No. 436, No. 437, No. 438, No. 439, No. 440, No. 441, No. 442, No. 443, No. 444, No. 445, No. 446, No. 447, No. 448, No. 449, No. 450, No. 451, No. 452, No. 453, No. 454, No. 455, No. 456, No. 457, No. 458, No. 459, No. 460, No. 461, No. 462, No. 463, No. 464, No. 465, No. 466, No. 467, No. 468, No. 469, No. 470, No. 471, No. 472, No. 473, No. 474, No. 475, No. 476, No. 477, No. 478, No. 479, No. 480, No. 481, No. 482, No. 483, No. 484, No. 485, No. 486, No. 487, No. 488, No. 489, No. 490, No. 491, No. 492, No. 493, No. 494, No. 495, No. 496, No. 497, No. 498, No. 499, No. 500.

W. H. THOMPSON & WELDON. Agents for the Seaboard Air Line Railroad.

General Schedule. Daily Ex. Sunday. No. 401 and 402 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 403 and 404 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 405 and 406 - 11 to Atlanta via Norfolk, Petersburg and Norfolk.

W. H. THOMPSON & WELDON. Agents for the Seaboard Air Line Railroad.

General Schedule. Daily Ex. Sunday. No. 401 and 402 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 403 and 404 - 11 to Atlanta via Norfolk, Petersburg and Norfolk. No. 405 and 406 - 11 to Atlanta via Norfolk, Petersburg and Norfolk.

W. H. THOMPSON & WELDON. Agents for the Seaboard Air Line Railroad.