

As long as the negroes could vote in this State the white Republicans courted their favor and votes in every way possible, but now that they are disfranchised they have no sort of use for them.

This is positively and plainly set forth in a series of resolutions adopted by the Republican members of our late Legislature and published in last week's issue of the Winston Republican.

Now, what do you think of such a resolution? Does anybody think that any such resolution would have been adopted when the negroes could vote?

The Republican legislators who adopted the above resolution assert in their address that they "fairly represent the intelligence of the party," and this is probably true, hence the significance and importance of their utterance.

The progressive city of Durham is becoming as well known and as well advertised by its continuous litigation with the railroads as by its world-wide reputation for tobacco manufacturing, though we doubt if the former has paid as much as the latter.

This railroad litigation began in 1889—sixteen years ago—over the right to use as a street a part of the railroad right-of-way, and this contention has been heard numerous times in many courts—Superior, Supreme and Federal—before many Judges and by many juries.

Last Sunday's issue of the News and Observer, very fittingly called the "legislative edition," was very interesting and instructive to all persons who wish to know what the Legislature did at its recent session.

This issue consisted of twenty-four pages, and contained a very full and clear explanation of all the important laws enacted last winter. This is a valuable service rendered the people of this State, thus enabling them to know our new laws so long before they will be published in full by the slow State printer.

It also contains a sketch and picture of every member of the last Legislature, and, while the pictures may not be very flattering, the sketches are as complimentary as the most conceited could wish.

Our State institutions cannot be too carefully managed, and their management cannot be too closely watched. Therefore we approve an act of the last Legislature, which gives to the Governor the power when he shall deem it advisable to visit all State institutions for the purpose of inquiring into the management and needs of the same.

The Fayetteville bank, which recently closed its doors, will shortly resume business without any loss to either depositors or stockholders.

Judge Parker will be the principal speaker at Jefferson Day dinner in New York on the 13th of April.

Among the acts passed by the last Legislature is one changing the law as to what persons shall be exempt from jury duty.

By this change only the following will be exempt: Practicing physician; licensed druggist; telegraph operator in regular employment; train dispatcher employed in handling trains; regularly licensed pilot; regular minister of the gospel; officer or employee of a State hospital for the insane, or active member of a fire company.

All citizens are interested in having competent jurors to pass upon their lives, their liberty and their property. Therefore it is important that the exemptions should be as few as practicable.

The Japanese-Russian War.

The Japanese victory at Mukden has been followed up to such an extent that what remains of the great Russian army is now making its way northward toward Harbin, with the enemy apparently in hot pursuit.

The Russian army is now making its way northward toward Harbin, with the enemy apparently in hot pursuit. The Russians reached Tie Pass (or Tieling), some forty miles north of Mukden, where fortifications had already been constructed.

Dispatches on Wednesday last, via St. Petersburg, stated that no considerable body of Japanese troops was within ten miles of Tie Pass, and that everything indicated that the Russians would not be further pushed at that time.

At 12 o'clock that night, however, the Japanese occupied Tie Pass, and the Russians again took up their fight northward. No particulars of the taking of the pass have been received, but the Russians were apparently very much surprised by the development.

It is not likely that the Russians can make any determined stand short of Harbin, which is about 275 miles north of Tie Pass, and if they do retreat to that point the present campaign will doubtless be ended.

Harbin is on the northern border of Manchuria proper, and with the Russians driven thither, Japan would possess practically all of Manchuria, just as she did Korea after slight resistance on the part of the Russians.

It is regarded as likely that as soon as the ice melts sufficiently, the Japanese will take possession of Vladivostok, the last Russian naval base in the Far East. Without a port and with her army driven out of Manchuria and almost battered to pieces, and, in fact, decreased perhaps 50 per cent. in effectiveness through killed, wounded and prisoners, the Russians are almost helpless.

If the war is to continue—and the Russians firmly assert that it is—practically a new start will have to be made. Something like 300,000 fresh troops must be mobilized wherever the retreating Russians find a safe stopping place, and that will require many months, if not a year or more.

In accordance with orders from the Emperor, General Kurapatkin on Friday handed over the command of the Russian army to General Linevitch. General Kurapatkin retires in disgrace, the command having been taken from him by the powers at home.

All save his avowed enemies are said to have much sympathy for General Kurapatkin.

Washington Letter.

Washington, March 16, 1905.

The Santo Domingo protocol is dead and Senator Gorman, as Democratic leader of the Senate, has scored a triumph. For a time it looked as if enough Democratic Senators would break away from Mr. Gorman's leadership to ratify the treaty, but the Maryland statesman worked quietly and effectively and ultimately lined up the entire minority in opposition to a foreign policy which he regards as unwarranted and injudicious.

There is no doubt, however, that prominent Republicans have covertly assisted the Democratic leader in defeating this cherished scheme of President Roosevelt, and it is probable, too, that Assistant Secretary of State Loomis contributed his full share to the defeat of the protocol, although his part was played unwittingly.

The chief factor in defeating the treaty was the conviction that Secretary Loomis drafted it and caused it to be negotiated with a view to putting it into force without seeking the advice and consent of the Senate. This conviction is as largely entertained by Republicans as by Democrats and, in the estimation of all Senators, it indicates a dangerous tendency on the part of the administration, the Democrats felt it to be their duty to administer a rebuke in the form of rejecting the treaty.

No vote has yet been had on the protocol and probably none will be, the present intention being to defer action until the special session to be called for next October. Meanwhile, the President will cause a more extensive investigation of Dominican affairs to be made, to be followed by a comprehensive report on the situation to be submitted to the Senate when it again convenes.

Republican Senators are somewhat at a loss as to the best means of disposing of the Dominican treaty, although they most favor referring it back to the committee on Foreign Relations. One of the peculiarities of the debate has been the development of sentiment in favor of annexing Santo Domingo to the United States.

This proposition has been vigorously espoused by Senators Heyburn (Republican) and Newlands (Democrat), but finds little encouragement among other members of the Senate, most of whom seem to think that, with the race question in the South, Porto Rico and the Philippines, on its hands the United States has quite enough trouble without borrowing more.

Some Democrats insist that annexation would provide a place to which surplus negroes could be exported, but fail to furnish particulars as to the method they would adopt to effect such exportation.

Despite the evident fact that Secretary Loomis blundered seriously in his handling of the Dominican negotiations, the President takes every occasion to reiterate his high regard for the Assistant Secretary of State and insists that he has no thought of displacing him or of assigning him to a foreign mission, at present, although he intimates that the Secretary will be rewarded for his eminent services within the next four years by a diplomatic post of high rank.

There may be some obstacles to the President's programme in this regard, however, as the Senate does not place a high valuation on Mr. Loomis' diplomatic attainments and may intimate to the President that his confirmation for a post of importance would be attended with serious difficulty.

The decision of Congress to return to the several States all the Confederate battle flags captured in the Civil War and the prompt approval by the President of the bill authorizing such return seems to have created much enthusiasm in the South and complimentary letters are daily reaching the White House thanking the President for his part in the legislation.

There is little doubt in the minds of Southern members of Congress that this graceful act on the part of Congress and the President will contribute materially to the enthusiasm of the President's reception on the Southern trip he is so soon to make. There are 544 old battle flags all told, about 100 belonging to Northern States and the remainder to States which formed part of the Confederacy. They are all stored in the "flag-room" of the War Department where they have been carefully protected from the ravages of time and as they were of good material originally they are said to be in excellent state of preservation.

Killed His Pet Bear.

From the News and Observer.

Passengers arriving on last evening's Seaboard train reported a peculiar and in some sense pathetic accident which occurred near McKinney, in Virginia, at the long trestle, near that place.

As the fast and heavy train swung forward down the grade to the trestle, the engineer saw a strange sight ahead—a man and a huge beast on the track, the man edging away from the rail and pulling frantically at a chain which was around the neck of his charge. The whistle screamed and the brakes rasped against the wheels to no purpose.

The train, under its high momentum, was scarcely checked, roaring on the trestle, while the man and the bear were still on the track. For an instant or so it seemed that the man in the effort to save his pet would lose his own life, but at the last moment, with the train almost upon him, and the steam from the cylinders scorching his face, the man slunk aside and threw himself prostrate on the narrow ledge between the track and the edge of the trestle.

And in the last moment, before the engine was upon him, the huge bear rose majestically upon his haunches, snarled through his muzzle and looked with beady eyes of hate that was not afraid at the monster of smoke and fire sweeping down upon him; stood for a brief instant in the middle of the track with the white faces of the engineer and fireman as an audience of his valor, raised his mighty arms as a pugilist on guard and gave a thunderous cuff at his on-rushing fate!

Struck fair in front the great bear was hurled for fifty yards, mangled, torn and instantly killed, his last movement having been the defiant sweep of his paw as the engine breathed its hot breath upon him. The train was stopped some hundred yards beyond the trestle and the crew and passengers went back to view the remains of the bear and to see the owner who had himself only escaped with his life.

Bundled on the side of the track lay the gory remains of what had been a wonderful white bear; such as are taken around the country to box and dance for the amusement that they give and the pennies they make.

At the side of the carcass stood the owner, swart, with the terror and excitement of the scene still in his black eyes, transfixed with woe. His hat was gone and the midnight tangle of his hair showed above the brown wrinkles of his skin the sunny skies of his nativity. Below the dusty jauntiness of his stiff curled mustache the mouth fell into hard lines of hopeless despair.

His figure, with the bowed shoulders, the black shirt and the inevitable red tie was as one shrinking under fate for the next sweep of the knout. "Gooda Marie! Gooda Marie! Da hava killa Guiseppel! Da killa Guiseppel! What-a-donow? What-a do now? Aii-Aii! Cara bambino! Aii! Aii!"

And the big tears rolled down the dusty cheeks of the man, and the giant fore-arm twisted over his bristling neck, lay like a mockery of hope across the ties.

Twenty-Four Miners Killed.

Charleston, W. Va., March 19.—As the result of horrible explosions in the Rush Run and Red Ash mines, near Thurmond, last night, 24 men now lie stark in death in the two mines. Ten of these were killed in the explosion Saturday night; the other 14 were a rescuing party who went into the mine this morning to recover the blackened remains of their fellow-workmen, and were killed by a second explosion.

The first explosion seemed to shake the foundations of the mountains, and the angry twin flash from the two neighboring drift mouths lighted up the heavens for miles around. Soon, from the mining villages for several miles up and down the river, hundreds of people rushed to the scene of the dreadful disaster.

A War Reminiscence.

From the Wadesboro messenger.

Wadesboro had two interesting visitors last Sunday. They were Captain Theodore F. Northrop, of New York city, and Mr. J. W. Landigan, of Washington, D. C. There was nothing particularly strange in the appearance of these gentlemen. They looked like ordinary well-to-do elderly business men, so the interesting thing about them was not their looks, but the fact that they had once before visited our town under very different circumstances.

On the morning of the 3rd day of March, 1865, the first of Sherman's troops arrived in Wadesboro, by way of the Camden road. Their coming was entirely unheralded, and it goes without saying that their sudden appearance on our streets caused great excitement. These troops, about 80 in number, were a detachment of Sherman's scouts, under command of Capt. Theodore F. Northrop, our visitor of Sunday. Mr. Landigan was a private in Capt. Northrop's company, and they are now engaged in a tour of the route they took through the South as a part of Sherman's army.

Both gentlemen seemed greatly interested in recalling the incidents of their former visit here and seemed to remember perfectly all that took place at that time, as well as recalling without hesitation the geography of the town.

Our older citizens will remember that as two of the "Yankees" rode down Green street, past the court house, they were fired on by someone near the intersection of Green and Martin streets. The person who fired the shot we have heard was Mr. Isom Davis, at present a citizen of this county.

Mr. Davis, we have also been told, always claimed that he hit one of the men, but whether or not he killed him was never known by our people until Mr. Landigan cleared up the mystery Sunday. Mr. Landigan, in conversation with gentlemen here, stated that he was one of the men fired on, and that Lieutenant Griffin was the other. Lieutenant Griffin, he said, was struck near the heart and was fatally wounded. The Yankees remained in Wadesboro only a short time, and as they left town a buggy belonging to the late Jesse Edwards was impressed and the wounded man, who begged not to be left behind, was placed in it. The soldiers left town by way of the Chesterfield road, Lieutenant Griffin dying, so Capt. Northrop states, just as they arrived at the branch on the other side of the present residence of Mr. Robert Lampley, which was then known as the "Lilly" branch.

Capt. Northrop's command then proceeded to Chesterfield, S. C., where they remained only a few minutes. They came back into Anson county that night, arriving at the Tillman place (now the property of Mr. Fred Tillman), in White Store township, about 10 o'clock. At 12 o'clock the body was buried in the front yard of the Tillman dwelling. The body, however, was removed soon afterward to a spot remote from the house.

Lieutenant Griffin, according to Capt. Northrop, was an Alabamian, and a deserter from the Confederate army. The captain further stated that Griffin was one of the best shots in the entire service, and had killed more men than any other man he knew of in the army.

Balloons Fall Headlong.

Wallace, Idaho, March 19.—W. A. Middlekirk was killed and L. M. Odell seriously injured by falling out of a balloon while giving an exhibition here today. Both men were seated in parachutes, and when they ascended 200 feet, the lower parachute tore away. The parachutes failed to open, and both men fell among the spectators with terrific force. A young boy was caught by the falling balloon and badly injured. Middlekirk had nearly every bone in his body broken.

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Two Killed by Explosion.

Dubois, Pa., March 17.—Two men named Causlovich were killed by an explosion of gas in the Pittsburgh Coal and Iron Company's mine at Sykesville today. The two, who were brothers, were employed as cutters and were working in a heading by themselves when gas which had collected became ignited from their lamps. It was early in the morning, and as the day men had not yet arrived, nothing was known of the accident for several hours after it had happened.

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Heavy Fall of Rain.

Mobile, Ala., March 20.—The weather bureau gives the rainfall of yesterday and today at 9.22 inches, the greatest fall since June 26, 1900, when 12.76 inches fell in eight and a half hours.

Water around Jefferson street public school early today was over the heads of most of the children attending there, and school could not be held. Many bridges were carried away.

Special Rates via S. A. L. Ry.

Account of Tabernacle Bible Conference, Atlanta, Ga., March 21st—April 3rd, Seaboard announces a rate of one fare and a third on certificate plan.

Account of Fourth Annual Tournament Golf Association, Savannah, Ga., May 9th-13th, Seaboard announces rate of one fare plus 25 cents from all points. Tickets sold May 7th, 8th, 9th, final limit May 15th.

Account of Southern Baptist Convention, Kansas City, Mo., May 10th-17th, Seaboard announces rate of one fare plus 50 cents in addition to 25 cents for validating tickets. Tickets sold May 7th-11th, inclusive, final limit May 23rd.

Account of Annual Association of Manufacturers, Atlanta, Ga., May 16th-18th, Seaboard announces rate of one fare plus 25 cents. Tickets sold May 14th-15th, final limit May 20th, with the privilege of extension.

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