

Two notable incidents or events occurred last week that most pleasantly and forcibly illustrated the obliteration of the passions and prejudices engendered by the war between the States.

Gen. Fred. Grant is a son of Gen. U. S. Grant and is a Major-General now in the Federal army. At the parade of the United Confederate Veterans at their reunion at Memphis Gen. Grant occupied the place of honor in the reviewing stand, and as the veterans marched by they not only cheered him but many rushed to him and most cordially greeted him, shaking him by the hand and expressing as much pleasure in meeting him as if he had been an old Confederate.

The other incident at Vicksburg the next day was still more notable, when a monument was unveiled in the national military park in honor of a distinguished Confederate general, who had been conspicuous at the siege of Vicksburg and at the time of his death was the commander of the United Confederate Veterans.

Asheville, N. C., June 15.—Two miners, Woody and English, are dead as the result of a cave-in of a mica mine in Mitchell county. The men were not killed outright, but Woody died before aid reached them, forty-eight hours after the accident. English died in a few hours after being taken out of the shaft.

English was found buried to his chin, as in an iron case, unable to move a muscle. A heavy rain storm raged throughout the two days added to his torture. A faithful dog with the men remained yelping at the mouth of the shaft for two days and nights until he attracted the attention of rescuers.

The new twelve-inch wire breech loading gun (Mark XL), which is to have the highest velocity of any gun yet made, has (says our Woolwich correspondent) emerged with credit from its tests, and has given complete satisfaction in official quarters. Compared with the present twelve-inch gun (Mark X.), which has a range of, roughly, sixteen miles, the new gun has many points of superiority, the most important of which is its greater range. It is said to be effective at eighteen miles, and those who have seen it tested declare it to be the finest weapon in the world.

The North Carolina National Guard is to encamp by regiments and for seven days each at the State camp-grounds near Morehead City, beginning on the 8th of July and ending on the 3rd of August.

The cornerstone of John Wamaker's new store was laid last Saturday with imposing ceremonies. This will be the largest commercial establishment in the world and will have ten thousand employees.

WE are pleased to note that definite action is reported to have been taken toward the dissolution of the Seaboard Air Line Railway receivership, and the reorganization of the company. It is said that the receivers will be discharged by the first of next January, and that arrangements will be made to pay the floating indebtedness of the company.

THE New York Herald and the Atlanta Journal have shown a most commendable public spirit in forwarding the movement for an automobile highway from New York to Atlanta. Two weeks ago the Herald started a party in an automobile from New York and on the same day the Journal started a party from Atlanta, and the two parties met near Danville, Virginia, and together went to Atlanta. This route was by way of Greensboro and Charlotte.

On last Monday the same two parties started from Atlanta for New York by way of Pinehurst, Sanford, Raleigh and Richmond. They are expected at Raleigh on Friday of this week, and a committee from that city will meet them at Lookville and escort them to Raleigh. It is said that the worst road between Atlanta and New York is in this county, between Lookville and New Hill.

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Gun Shoots 18 Miles. From the London Chronicle.

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Mr. J. H. Thomas, of Thomasville, has invented an instrument for extracting a cork from a bottle without damaging the cork in the least.

The First Methodist church at Greensboro was struck by lightning last Sunday, but was only slightly damaged.

The Gypsies of Hungary. Hungary is the home of the Tziganes in so far as they have any home. In all other European countries they were persecuted for centuries, but in the fifteenth century the Hungarians took pity on them. There are about 150,000 Tziganes in Hungary, and, with few exceptions, they are musicians. The typical Tzigane may best be seen near the Croatian frontier in the district of Nagy-Karped. Their camps are always set up at some distance from the town or village and if possible near a forest. Their huts have but one room and are devoid of furniture. Tziganes take their meals and sleep on the bare boards. Many unsuccessful attempts have been made to restrain the Tziganes. The Emperor Joseph II. once allotted land and ordered them to cultivate their acres. They turned their houses into stables, set up tents near by for their own use, and to prevent the corn given them for seed from sprouting they boiled it.

Washington Letter. (From Our Regular Correspondent.)

Washington, D. C., June 10.

The progress of the tariff bill through the Senate is strikingly suggestive of a trip up the side of a mountain on a cog railway. The bill progresses but it is by a series of short and emphatic jerks. In short it recalls the somewhat witty conundrum propounded by a Democratic statesman regarding Mr. Roosevelt. He inquired why President Roosevelt was like a gasoline automobile, his answer being, "Because he proceeds by a series of explosions." Considerable progress has been made during the last week. The cotton schedule, over which there was probably more wrangling than is likely to attend any other section of the bill, has finally been disposed of, and material progress has been made on the wool schedule. When this troublesome proposition is out of the way a date will probably be set for the final vote on the measure and once that is done the debate will move along with increased celerity and diminished interest.

The explosions which have attended the debate recently have not been confined to either side of the chamber. Senator Aldrich as leader of the organization and Senator Beveridge as would-be leader of the insurgents have been clashed frequently and violently. Senator Stone as the close personal friend of Mr. Bryan and Senator Bailey as the determined opponent of the peerless Nebraskan, have crossed swords and made the sparks fly. Senator Newlands, who as a statesman is justly regarded as one of the ablest of the Senate, has contributed to the gaiety of the situation by a wealth of declamation which has emptied the Senate chamber on more than one instance and proven the occasion for numerous wagers concerning the school of political economy to which the Nevada statesman might prove ultimately to belong.

The administration, despite its efforts to hold aloof from the tariff squabble, has come in for its share of condemnation. The Secretary of the Treasury, than whom there is no more discreet member of Mr. Taft's cabinet, took occasion to express a few modest views on the tariff to the Commercial Club of Chicago and as a result the Republican leaders in the Senate are now explaining that Mr. MacVeagh's revision—downward views are due solely to his experience in politics and are intimating that President Taft knew nothing of the purpose of his Secretary of the Treasury to discuss this subject, whereas the fact is that the President carefully visted his Secretary's speech before Mr. MacVeagh left Washington. That noblest Roman of them all, William Alden Smith, of Michigan, whose chief function in the Senate is to secure protection for the beet sugar industry and to prevent any curtailment of the water-power monopoly of a great electric corporation, has publicly declared that Secretary MacVeagh could not make up his mind for him, which led Senator Stone to reply that not being omnipotent Mr. MacVeagh could not make up anything which did not exist—all of which illustrates the spirit of brotherly love which has pervaded the upper house of Congress during the tariff debate.

President Taft's Secretary of the Navy seems destined to earn the sobriquet of "Secret Board Meyer." When Mr. Meyer became Secretary of the Navy he found himself heir to an extremely troublesome controversy bequeathed to him by the Roosevelt-Newberry administration. Immediately he appointed a secret board with Admiral at its head to devise a method of extricating the Navy Department from its difficulties. Twenty-four hours after the board was appointed an enterprising newspaper correspondent robbed it of its secrecy and thereby, apparently, destroyed its efficiency. It finally made two radically divergent reports and the unfortunate Secretary was no wiser as to the merits of the controversy than he had been in the beginning, after threatening court martial to all newspaper correspondents in Washington and to all officers who talked to them, he created another board, composed of commandants of navy yards. These also fell from grace, lost their secrecy as expeditiously as did their predecessors and finally submitted two more radically conflicting reports. In still greater perplexity Secretary Meyer created a third secret board with Rear Admiral Leutze as its head, and to it confided the four divergent reports of its predecessor. This board managed to preserve its secrecy for almost a week. It is still in session but it is understood to be preparing majority and minority reports. Secretary Meyer is breathing anathema against the newspaper correspondents, and unpermitted naval officers intimate that they are making surreptitious arrangements for suitable accommodations for the Secretary of the Navy and all the members of all his boards in the government hospital for the insane.

The president of Brazil died on last Monday.

INSOLVENT LIST

The following is a list of the insolvents, dead and removed taxpayers credited by the county commissioners in their settlement with Ex-Sheriff J. R. Milliken:

- BALDWIN TOWNSHIP FOR 1907. Fred Bynum, gone, \$2 41; Lonnie Bynum, gone, 2 39; Sam Cotten, gone, 2 39; Murph Lindsay, gone, 2 41; John Norwood, gone, 3 98; Charlie Stone, gone, 3 98; Jim Snipes, gone, 2 51; Leonard Thrift, gone, 2 39; D A Smith, gone, 3 30; John Richardson, gone, 1 37; J G Foster, gone, 2 76; W S Hopkins, gone, 3 40; W M Harris, gone, 2 72; G M Foushee, gone, 82; S L Ferguson, gone, 2 56; J D Baldwin, gone, 3 35; H L Burns & Co., insolvent, 2 98; R L Atwater, insolvent, 3 27; Estin Norwood, insolvent, 2 39; Lon Farrington, insolvent, 2 39; Will Foushee, insolvent, 3 18; Charlie Farrar, insolvent, 2 54; Will Perry, insolvent, 2 39; Ed. Cotten, error, 3 19; Rob Fearrington, error, 1 69; Capus Bynum, error, 2 46; John Bynum, error, 72; Errors for 1906 not allowed: Thomas Bynum, 2 60; H L Burns & Co., 1 57; A F Norwood (1905), 2 39; A Burnett (1905), 2 39;

- BEAR CREEK FOR 1907. Ross W Brewer, gone, \$3 14; W T Beal, insolvent, 36; Jas. O Evans, gone, 62; C W Slack, gone, 2 82; Fred Loppo, gone, 2 39; Chas. H Maness, gone, 2 39; Geo. W Marley, gone, 54; Geo. W Shields, gone, 2 58; Tom Stutts, gone, 24; Amos Stout, gone, 14; Will Emerson, insolvent, 2 44; John Mason, insolvent, 2 39; Henry L Tyson, insolvent, 2 39; Geo. M Tyson, insolvent, 2 39; Cicero Womble, gone, 2 46;

- CAPE FEAR TOWNSHIP FOR 1907. Burt & Hicks, error, \$4 48; R H Cates, gone, 4 95; Chas. Clifton, gone, 2 39; T K Gunter, error, 2 39; J S Hunter, error, 3 90; B W Maddox, error, 3 71; W B Marks, dead, 2 39; W W Rosser, gone, 2 41; Bernard Rosser, gone, 4 78; R M Reeves, gone, 2 39; S A Salmou, dead, 1 21; C D Stewart, gone, 2 65; J E Spence, error, 1 09; John Taylor, gone, 3 06; Manuel Alston, insolvent, 2 46; D G Arent, gone, 2 39; Arthur Cross, gone, 2 58; John Calhoun, gone, 2 58; John Clegg, gone, 2 39; Mark Douglass, dead, 88; Douglass heirs, insolvent, 91; Walter Farrish, gone, 2 39; W H Coins, gone, 2 72; Pig Gunter, error, 2 39; Hayes Hunter, gone, 2 39; W H Harmon, gone, 2 39; Lon Jones, insolvent, 2 39; Allen Johnson, gone, 2 39; E J Judd, error, 3 82; Luckey Johnson, gone, 24; Tom Long, gone, 2 39; Henry Lassater, error, 2 39; Henry Lassater, Sr., gone, 48; Geo. Marks, gone, 2 39; Junc McClenahan, gone, 3 06; T J McDuffie, error, 3 48; Tom McLean, gone, 2 39; Lonnie McCullers, insolvent, 15; Geo. Minnix, gone, 2 39; Loss Owens, gone, 2 39; John Owens, gone, 2 39; Ed. Prince, insolvent, 2 48; Nathan Smith, error, 2 39; L Street, gone, 2 39; Atlas Taylor, insolvent, 2 39; Charlie Taylor, gone, 2 39; Ben Thomas, insolvent, 2 39; Fred Thomas, gone, 2 39; Everett Thomas, gone, 2 39; Merriam Womble, dead, 2 56; Geo. Waller, gone, 2 39; Moore Co. Lumber Co., error, 11 66;

- CENTRE TOWNSHIP FOR 1907. H H Bland, error, \$6 72; Watson Clark, gone, 2 80; H K Eubanks, exempt, 2 80; J F Foushee, insolvent, 2 80; F M Farrell, error, 2 39; W B Gunter, gone, 3 29; F S Hill, dead, 2 39; J C Hackney, dead, 1 04; Hawks heirs, error, 1 56; M T Leach, error, 1 69; W May, error, 2 80; Archer Neal, insolvent, 57; Geo. Newman, error, 1 03; J W Taylor, error, 2 00; C J Young, insolvent, 2 11; Primus Alston, error, 5 08; Artelia Alston, error, 2 39; Primus Alston, gone, 2 61; Phillip Alston, insolvent, 3 01; Lin Alston, gone, 1 69; Aaron Alston, error, 3 29; Jake Bland, insolvent, 2 41; Edward Bland, error, 3 32; Jerry Bland, dead, 2 39; Virgil Bland, insolvent, 3 32; W M Baldwin, dead, 2 39; Ely Brooks, error, 1 76; Joseph Burnett, insolvent, 2 46; Henry B Burke, insolvent, 83; Affia Bynum, error, 2 39; John Covington, gone, 2 39; John C Cobb, gone, 2 39; Gaston Cotten, insolvent, 5 18; Lon Cotten, insolvent, 80; Glas, Cotten, error, 3 06; Tom Farrar, insolvent, Rufus Farrar, error, 41; Bettie Farrar, error, 12; Percy Freeman, insolvent, 3 32; N M French, gone, 2 46; Mack Fearrington, gone, 2 39; Essex Headen, error, 12;

- Johu Harris, insolvent, 2 39; Troy Harris, insolvent, 2 46; Major Harris, gone, 3 39; Sam Harris, gone, 3 39; Richard Johnson, insolvent, 2 39; Walker Lambert, on roads, 3 29; John Latta, dead, 2 39; Colored Masons, error, 72; Joe Moore, insolvent, 3 29; John Moore, insolvent, 2 39; Ben Mitchell, insolvent, 2 58; John McAdams, insolvent, 3 29; W E Monroe, error, 2 39; Jennie Perry, error, 41; Mary A Poe, error, 60; J R Richardson, 2 48; Peter Rogers, insolvent, 3 29; Lina Ramsey, error, 56; Louisa Ramsey, error, 40; Rilla Rives, error, 2 39; John H Rives, insolvent, 1 07; Laura Rives, error, 1 66; Jack Smith, error, 1 66; Snipes heirs, error, 1 59; Carolie Snipes, error, 1 29; Will Sanders, insolvent, 3 29; Henry Taylor, insolvent, 2 84; Della Taylor, error, 68; Octavia Taylor, error, 1 21; Duncan Thompson hrs. error, 44; Hood Steadman, error, 2 39; Joe Taylor, insolvent, 2 39; Ed. Williams, insolvent, 3 29; Sallie White, error, 2 29; Arthur Williams, gone, 3 29; Henry Williams, gone, 3 29; Henry Jackson, error, 3 97; Geo. Fike, insolvent, DeWitt Harris, insolvent, 3 29; Lonnie Cotten, gone, 3 29;

(To be continued next week.)

One case occupied all the term of Anson county superior court, last week. It was a suit by a woman against two doctors for malpractice, and she lost it.

Personally Conducted TOUR "Around the Continent" Over the Rocky Mountains to the Pacific, the Alaska-Yukon Expedition, Los Angeles During the Elks National Convention and Through the Yellowstone National Park—Via the SEABOARD AIR LINE RAILWAY

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Write at once to the undersigned for cost of trip, schedule and itinerary. If maps, timetables and booklets of the lines over which party will travel, are desired, send 30 cents in stamps.

C. H. GATTIS, District Passenger Agent, Raleigh, N. C.

Improved Passenger Service Via Southern Railway. Effective Sept. 6th, the Southern Railway will inaugurate through Pullman car service between Raleigh, N. C., and Atlanta, Ga. This sleeper will be handled on train 139, which leaves Raleigh at 4:05 p. m. and on train 43 from Greensboro, arriving at Atlanta at 6:25 a. m. Northbound on train 44, which leaves Atlanta 9:25 p. m., arriving at Raleigh 12:30 noon, following day. Train 43 connects at Salisbury with train 35 for Asheville, Knoxville, Chattanooga, Memphis, Cincinnati, Chicago and other points. For Pullman reservations, call on or write to W. H. McGlamery, P. & T. A., Raleigh, or R. H. DeButts, P. & T. A., Greensboro. R. L. VERNON, T. P. A., Charlotte, N. C.

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LAND SALE—Under and by virtue of an order of the Superior Court of Chatham county, rendered in the cause therein pending, entitled, "E. J. McIver and D. E. McIver vs. D. W. McIver and others," the undersigned, Fred. W. Bynum, Commissioner, will sell to the highest bidder, at public auction, on Wednesday, the 23rd day of June, 1909, on the premises at the home of the late R. A. McIver and wife, Maria J. McIver, the following described tracts of land in Gulf and Oakland townships, Chatham county, N. C. 1st Tract: A tract of land, lying and being on Georges creek, in Gulf and Oakland townships, bounded on the west by Georges creek, adjoining the lands of H. F. C. Burke and others, on the north by the old Jordan Johnson place; on the south by the old Jordan Tysor place; and on the east by the lands of Mrs. Elizabeth Clark and others, containing 217 acres, more or less and being the same whereon the late R. A. McIver and wife, Maria J. McIver lived and died. 2d Tract: A tract of land in Oakland township, adjoining the lands of Oran S. Johnson and others and bounded on the south by O. S. Johnson, on the north by the Jordan Tysor tract, on the east by the George Burns land and on the west by the Jordan Tysor tract, containing 30 acres, and being the same land willed to Maria J. McIver by Jordan Tysor, deceased. Terms of sale one-half cash, balance in 6 months, deferred payment to bear interest at 6 per cent and title reserved till all purchase price is paid. This May 17th, 1909. FRED. W. BYNUM, Commissioner. Hayes & Bynum, Attorneys.

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CASNOW

Seaboard AIR LINE SCHEDULE. Effective Jan. 3, 1909. Direct Line Between New York Florida, Atlanta, Birmingham, Memphis, New Orleans and the Southwest, subject to change without notice. Figures given below are for the information of the public and are not guaranteed. Trains leave Pittsboro as follows:—No. 138—9:00 a. m., connecting at Moncure with No. 38 for Portsmouth-Norfolk, which connects at Weldon with the A. C. L. for Eastern Carolina points, at Norfolk with all steamship lines for points North. No. 140—4:10 p. m., connects at Moncure with No. 41 for Charlotte, Wilmington, Atlanta, Birmingham, Memphis, and points West. No. 41 connecting at Hamlet with No. 43 for Jacksonville and Florida points. No. 139 will arrive at Pittsboro 11:10 a. m., connecting with No. 38 from the South. No. 141 arrives at Pittsboro 6:20 p. m., connecting with No. 41 from points North. Trains between Moncure and Pittsboro operated daily except Sunday.

For further information apply to B. M. Poe, agent, Pittsboro, or write to C. H. GATTIS, District Passenger Agent, No. 4 West Martin St., Raleigh, N. C.

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