

STATE CONVENTION CALLED.

The State Democratic Executive Committee met in Raleigh Wednesday night. The meeting was large and enthusiastic and the state convention was called to meet on Thursday, May 26th.

Whereas, the Democratic organization of North Carolina is a part of the National Democratic organization, and whereas this committee is the custodian of the interest of said organization in North Carolina.

Resolved 1. That the committee endorse the patriotic address of our National Chairman, Hon. Jas. K. Jones, seeking to unite the silver forces in the upbuilding of Congressional contests.

Resolved 2. That the chairman of our committee be requested to call a State Convention to meet in Raleigh, N. C., on the 26th day of May, 1898, which early convention has supreme authority and will shape all matters of party policy.

Resolved 3. That in accordance with the resolutions heretofore adopted, all white electors who intend to vote with us in the next election and who desire the re-election of Anglo Saxon supremacy and honest and good government in North Carolina, are cordially invited to participate in all our primaries and conventions.

Sam Jones, the noted evangelist, has added considerably to the gayety of the campaign now in progress in Georgia by announcing himself an independent candidate for governor of the state. Sam has written a long letter, in which he cuts right and left in his usual nimble style, and in which he leaves the politicians in doubt as to whether he is earnest or only joking.

Governor Russell has removed Robert Hancock from the presidency of the Atlantic and North Carolina Railroad. The Governor's action in this matter is proof positive that Hancock is guilty of the revolting crime with which he is charged.

We have heard of only two occasions on which Representative Martin has opened his mouth since he has been in Washington. The last time was last Friday night, when he made a speech at the reception of the North Carolina Society, his subject being "North Carolina folklore."

Robert Hancock, the deposed president of the Atlantic and North Carolina railroad, has written an open letter to Gov. Russell in which he says that the Governor offered to retain him in his position provided he (Hancock) would make a violent personal assault upon Josephus Daniels, Esq., editor of the Raleigh News and Observer.

W. R. Hearst, owner of the New York Journal, has offered \$50,000 reward for exclusive information which shall lead to the detection and conviction of the person, or persons, or government, or criminal responsible for the destruction of the battleship Maine.

In the Senate Tuesday Mr. Morgan, of Alabama, presented a resolution, which was adopted, instructing the committee on naval affairs to inquire and report whether a war ship, to be named the George Washington, and to be equal to any in the world, can be built, armed and commissioned within twelve months in the United States.

Mr. Spencer Blackburn has been appointed assistant district attorney for the western district of North Carolina, but Mr. D. A. Covington, of Monroe, who held that position under Cleveland, refuses to surrender the office, claiming that he is protected by the civil service law.

B. F. Keith, of Wilmington, has announced himself a free silver candidate for Congress in this district.

A Queer Accident in Church. Richmond, Va., Special to Portsmouth Star.

By a unique accident the celebration of the communion service at Broad Street Methodist church, yesterday, was abruptly brought to a close in the midst of the service.

Men and medicines are judged by what they do. The great cures by Hood's Sarsaparilla give it a good name everywhere.

To those who drink whiskey for pleasure; HARPER Whiskey adds zest to existence. To those who drink whiskey for health; HARPER Whiskey makes life worth living.

MILITARY STATISTICS.

Since the battleship Maine was blown up in Havana harbor there has been much talk of war between the United States and Spain. This talk, in a great measure, has doubtless been inconsiderate and, yet, if the explosion which wrecked the big battleship is found to have been caused by an emissary of the Spanish government, there is good reason to believe that this government will be forced to take a hand in the Cuban struggle for independence.

While the MESSENGER AND INTELLIGENCE does not believe there will be war, still the possibility of such an outcome of our present strained relations with Spain is not so remote but that the following statistics of the fighting strength of the United States, taken from a recent issue of the New York Sun, will be of general interest.

According to the figures published in the Sun the present organized military force of the United States aggregates 114,362 officers and men. The total available men which each State and territory could furnish, according to the War department statistics, are indicated in the following table:

Table with 2 columns: State/Territory and Number of Men. Includes Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, District of Columbia, Total unorganized, Total organized, Grand aggregate.

The Public Roads.

Mr. Edgerton—It appears that the annual "road fever" has reached the eruptive stage, and we ask space in the M. & I. to say a few words for our people, such as much road law. It makes us "tired" to see so many jumping on our present law and branding it as "fair, without giving a single reason therefor. Even our good preacher-editor of the Morven Enterprise, who is no stranger to the law as written, does not realize what the old law has done for the roads in Morven township. He has not been with us long. We were unable to understand the meaning of the notices published in the M. & I. recently, regarding the different townships, and we are glad to meet, until Wadesboro township published hers, saying the law requires the supervisors and trustees to meet on the first Saturday in February. Is it possible that all of these supervisors are so ignorant of the law that they do not even know when the law requires them to meet? It certainly seems so.

The choice lies between the Montgomery, or coming out on the way from Spanish Doming to Key West, and the Nashville, gunboat, now at Galveston participating in the Mardi Gras festivities.

ACCIDENT THEORY WAINING.

Divers Find Evidence of Two Explosions on the Battle Ship Maine. NEW YORK Herald.

HAVANA, Feb. 23.—The United States court of inquiry into the loss of the Maine met this morning at 10 o'clock, and examined Dr. J. J. Sampson, Chief Engineer of the battleship, who was on duty at the time of the explosion.

The court of inquiry, which was held at the residence of the Chief Engineer, began its work at 10 o'clock this morning. The court was composed of the following members: Captain Sampson, Chief Engineer of the Maine, and Lieutenant-Commander Marix, recently executive officer of the Maine, acted as recorder.

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INQUIRY BEGUN

Board Meets on Lighthouse Tender Mangrove at Havana.

CAPTAIN SIGSBEE EXAMINED

In Deference to Spain the Public Will Not be Told the Testimony Until All Has Been Received and the Findings Considered.

HAVANA, Feb. 21.—The board of inquiry into the Maine disaster met on the lighthouse tender Mangrove at 10 o'clock this morning, with Captain Sampson and Chadwick, and Lieutenant-Commanders Potter and Marix present. Captain Sampson presided, and Lieutenant-Commander Marix, recently executive officer of the Maine, acted as recorder.

Captain Sigsbee, the commander of the Maine, was the first witness called. He was under examination until 1 o'clock this afternoon.

Captain Sampson received the Associated Press correspondent immediately after the morning session. He said, in the course of the interview: "I would be glad to give the Associated Press news, but owing to the delicate situation the board has decided to make nothing whatever public. I do not know what testimony will develop, or when, and it is only the Spanish government not to tell the public the testimony until all has been received and the findings have been considered."

Captain Sigsbee, on board the Mangrove, told the correspondent that he was quite pleased with the examination and that he was able to answer all the questions asked, not only as to his act, but as to those of his subordinates on the Maine.

SPANISH DID NOT INTERFERE. Consul-General Lee says the Spanish officials are not interfering with the investigation into the causes of the disaster. He has notified the captain of the port that the wrecking tug Lightman will be here tomorrow from the Merritt & Chapman Derrick and Wrecking Company. No objection will be made to the presence of the tug or the prospective work. She will probably make an early attempt to save the big guns, and, if possible, the more valuable parts of the Maine's machinery.

Today the divers found a copper cylinder used in conveying charges to the six-inch guns. The fact that it had exploded seems to show that there was an explosion in the magazine for fixed ammunition on the port side forward.

All the wounded men except two are doing well. This afternoon the court of inquiry personally inspected the wreck of the Maine. By their invitation Captain Feral, appointed by the Spanish government as a special judge to investigate the disaster, and his secretary viewed the divers at work. Captain Feral expressed his appreciation of the courtesies shown to him by the court of inquiry.

A number of bodies were discovered today in the forward hatch. It was not possible to remove them immediately, but they will probably be removed tomorrow.

WORK OF THE DIVERS. Gunner Charles Morgan, of the cruiser New York, arrived on the Mangrove and is in immediate charge of the divers. The latter have been at work all day, but up to the time of sending this dispatch no discoveries of importance have been made. It is believed that the salvage by the wrecking company will be considerable and valuable.

ANOTHER SHIP TO BE SENT. WASHINGTON, Feb. 21.—The Navy Department has not yet determined definitely which of our warships shall replace the Maine in Havana harbor, although it has determined that, as a matter of policy, another ship must be sent there.

The choice lies between the Montgomery, or coming out on the way from Spanish Doming to Key West, and the Nashville, gunboat, now at Galveston participating in the Mardi Gras festivities.

THEORY OF ACCIDENT WAINING.

No Says the Staff Correspondent of the Washington Star.

WASHINGTON, Feb. 22.—The Evening Star has received the following from its staff correspondent in Cuba: "Havana, Feb. 23, via Key West, Fla.—Inquiry into the Maine disaster progresses along the definite lines. The result so far may be summed up in the statement that the probability that it was an accident seems to decrease with the progress of the investigation."

The most intense anxiety is shown by the Spanish officials here, who are in constant communication with Madrid. They realize that the definite line of the States were never so much in danger of rupture now. This is the general feeling. The commercial classes here are hopeful of American business on possible lines, but what they base their hopes on is unknown.

The insurgents continue to win minor military successes. The autonomists are restless and some of the leaders seem at the point of breaking away from the government. Army officers continue to show an anti-American sentiment. They are apparently in the only class that do not look for an early crisis. "PERPETR."

THE COURT OF INQUIRY. HAVANA, Feb. 23.—The United States court of inquiry into the loss of the Maine met this morning at 10 o'clock, and examined Dr. J. J. Sampson, Chief Engineer of the battleship, who was on duty at the time of the explosion.

A MINE UNDER THE CRUISER?

Belief Growing Stronger That the Maine Was Wrecked From the Outside If So, It Was a Mine, and Not a Torpedo.

Junior Spanish Officers Suspected of Knowing Something About It—Revelations Expected at Any Moment.

HAVANA, via Key West, Feb. 23.—The situation, which may be changed at any moment by further disclosures, is summed up, when this dispatch is sent this afternoon, substantially as follows: The divers having discovered cases of dynamite and other explosives in the magazines did not blow up. If this be so, and many have insisted from the first that it is, the further conviction is formed that the explosion which wrecked the Maine came from the outside of the port bow. As previously wired, the main portion of the wreck, as seen above and noted from below, was blown to starboard. The highest American officials here are confident that General Blanco and the other high Spanish officials had no knowledge, direct or indirect, of the conception or execution of a plot to blow up the Maine, if such a plot existed, but they believe the junior Spanish officers, who were on duty at the time of the disaster, if there were any outside agency. It is pointed out that it would not be surprising to find a mine of wet and dry gun cotton near where a foreign vessel was directed to anchor, such a mine communicating with the machinery of the ship, and regarded as an interesting point that the Maine, for the first time during her stay in the harbor, lay at the particular place where the wreck occurred, and the catastrophe, and it is said, though not officially verified that the Maine was the first foreign war vessel moored to this particular buoy since the troubles in Cuba grew acute.

All stories as to lax discipline on the Maine are without a shadow of truth. On the contrary, the rigidity of his rules and the strictness with which he enforced them. Moreover, the Maine has been in commission for years and had a serious accident, and a member of this quiet harbor. In reply to a question put by this correspondent to a high American official as to what the outcome would be if it were proved that the disaster was due to an outside agency, the official is questioned: "Sir, the American people could not be restrained. I do not know what it would be necessary to fire a shot. Admiral Sicard could anchor the Iowa, the Indiana, the Massachusetts, or the Oregon, and prevent the ingress of the fuel supplies without which the city could not exist a fortnight."

"Guba is a waste of land and desolation. Even the hotels and cafes here in Havana, live from hand to mouth, on supplies brought from the United States. If Admiral Sicard were to send the sender of Havana, giving 24 hours for the removal of the women and children, surrender would follow. The forts are old structures and could be demolished by a six-pounder. Such new guns as have been mounted are short of ammunition and have never been tried. If General Blanco should order to surrender, the Spanish merchants here would pay 80 per cent of the property and pay 75 per cent of the taxes of the island, would compel him to accede to Admiral Sicard's terms. The result of the men are for the most part the employees of these merchants and the volunteers' officers are largely their sons or their junior partners."

"It is well to look these things in the face. At the same time it is well for the Americans to restrain themselves until some of our own officers are on the spot in the explosion. We can afford to wait a little longer, seeing that we have waited so long. We could not wait after it had been proven that the explosion was the result of a dastardly plot. Spanish officers from the old country hold to the unaccountable belief that their arms would overcome them in a few weeks, and the Cuban merchants have no such delusion, and they would control the situation. Hence I believe that no shot from a big American gun will be necessary."

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PASSENGER FARES REDUCED.

The Railroad Commission Reduces Passenger Fares on a Number of Roads in the State—Free Passes Prohibited.

Raleigh Cor. Charlotte Observer, 21st.

Yesterday afternoon it was the view of Railroad Commissioner Pearson that the rate of railroad fare should be reduced to 21 cents for first class and 24 for second class. It was known that Chairman Caldwell favored 21 and 24 cents. This used to be not now since he desires of course to compromise effected with the Southern and leasing by the latter of the Atlantic and North Carolina Railroad at 21 per cent, and the paying by the Southern of the \$12,000 or \$15,000 expenses the Governor has incurred in his fight against the lease of the North Carolina road.

But it appears that just as the Governor was about to dismount from his "high horse" the two commissioners of his own creation, failed to give him a hand. Now has he fallen or has he gotten back on his feet again? Will Caldwell and Pearson lose their heads for their temerity in trifling with the imperial will and wishes? Those are the questions which members of the Governor's following asked to day. The friends of Caldwell and Pearson declared the latter could not stultify themselves by turning like weathercocks as the breeze shifted, after they had let it be understood, they were going to cut rates. Then, too, they argued the commissioners had nothing to do with railroad leases.

This morning Commissioner Pearson falling in line with Chairman Caldwell's views as to a bigger cut in rates, introduced the following resolutions: "That on and after March 23, 1898, the transportation of passengers shall be 21 cents per mile for first class tickets, 2 cents per mile for second class tickets on the following railroads in the State: Carolina: The Wilmington & Weldon from Wilmington to Weldon, and from Concoctee to the South Carolina line; the Petersburg Railroad from Weldon to the Virginia State line; the Tarboro branch from Rocky Mount to Tarboro and the Norfolk & Carolina from Tarboro to the State line; the Raleigh & Gaston from Weldon to Raleigh; the Seaboard & Roanoke from Weldon to the Virginia line and the Raleigh & Gaston from Weldon to the Piedmont from Greensboro to the Virginia State line; the Northwestern North Carolina from Greensboro to Winston; the Western North Carolina from Salisbury to Paint Rock; the Atlantic, Tennessee & Ohio from Charlotte to Statesville; the Atlanta & Charlotte Air Line from Charlotte to the South Carolina line and the Charlotte, Columbia & Augusta from Charlotte to the South Carolina line."

This was adopted. Caldwell and Pearson voted aye; Abbott no. Then Chairman Caldwell introduced the following resolution: "Whereas Section 4, chapter 320 of the acts of the General Assembly at its session of 1892 known as the railroad commission act, makes it unlawful for any 'common carrier' within the State, either directly or indirectly, any special rates, rebate, drawback or other device, to charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered or to be rendered in the transportation of passengers than it charges, demands, collects or receives from any other person or persons, and whereas section 25 of said act enumerates the exceptions alone permitted, and whereas absolute equality is the demand of the law."

"Resolved, That said act condemned and prohibits free pass or free mileage transportation to all editors, staff correspondents and employees of the newspapers of the State."

"Resolved, That said act applied with equal force to free pass or free mileage transportation to attorneys within the State, not actually employed by the common carrier for a certain and definite sum and not the actual and bona fide employees of the same."

Your correspondent asked Chairman Caldwell what he had to say about this free pass resolution and the reply was "I want to test it. The courts will have to decide whether we are right or wrong. We don't know what editor has a pass, so as to bring a test case."

A statement offered by Dr. Abbott that the commission consider the reduction of freight rates instead of passenger fares was voted down by Pearson and Caldwell.

The Seaboard Air Line Scores Another Point. Portsmouth Star.

The Seaboard Air Line has, for a long time, contended that as it could not get its sleepers south of Atlanta and north of Washington, while other lines were allowed a differential rate. This matter was taken up recently with the southeastern passenger association, the Trunk Line association and the association of Virginia and the Carolinas, and the Seaboard Air Line's claim for differentials was allowed.

The tariff just published by the above associations show standard rates by all lines between the north and south, as well as the differential rate via the Seaboard Air Line, which rate is 83 less than that shown by other lines. The standard rate between New York and Atlanta is \$24; the differential rate via the Seaboard Air Line is \$17.50, the differential rate via the Seaboard Air Line is \$14.50. This differential applies between any two cities in the southeastern passenger association's territory, and the Trunk Line association territory.

The Seaboard Air Line now has the maximum of \$21, the rate of the southeastern passenger association, looking to the publishing of these differential rates in their tariffs. As soon as this is granted it is understood that the Seaboard Air Line will then go to the Mississippi passenger association with a request that they publish like rates from their territory. When this is done the Seaboard Air Line will be in a differential on all business which is competitor for, east of the Mississippi river.

HORRIBLE AFFAIR IN SOUTH CAROLINA.

Negro Federal Official in South Carolina and Child Killed By a Mob—Others Seriously Injured.

CHARLESTON, S. C., Feb. 23.—A special from Lake City, South Carolina, to The Evening Post says:

About 1 o'clock this morning Postmaster Baker, a negro, and his child were shot to death and their bodies cremated. It is said that a mob numbering several hundred surrounded Baker's house, where the postoffice is kept, set fire to the building and opened fire with guns upon it. Baker was killed and his wife, his two daughters and one son were seriously wounded.

The woman had a baby in her arms and she says that the ball that went through her hand passed through the baby, killing it and it fell from her arms.

The house was afire and the occupants who were able to run out, but the cremated bodies of Baker and the child were found in the ruins of the house this morning.

All the wounded were maimed for life; the two girls may lose their arms. All of the mail matter was totally destroyed.

News of Fee Dee. Our farmers are further advanced with their work than usual for this time of the year. Some of the ladies in our community have been gardening a great deal. We fear they are too early.

We learn that oats in some places have been killed by the recent cold snap. We hope the fruit will stand the storm and that there will be a better crop.

Mr. J. D. Stewart, of Rockingham, spent a few days in the city last week. Mrs. W. S. Cox and daughter, Miss Blanche, spent Saturday and Sunday in and around Lenoir, visiting friends and relatives.

Some one passing through the yard of Mr. W. S. Cox's last Friday night broke one of the windows of the house. Mr. Walter Harris, who has been sick for some time, died last Friday night. Walter was a good man, and a member of the Gum Springs Baptist church.

Mr. J. A. Wall has a wife who goes that is perfectly sane. It follows the other genus all the time. With best wishes to the M. & I. I am still BLUE EYES.

Killing Babies in New York. New York Dispatch, 12th.

Infanticide in New York is on the increase. Like the same crime in France, it is not only a monstrous crime, but threatens to become a great national evil. France is becoming gradually depopulated. May not this follow here? The bodies of 20 infants have been found in New York city since January 1st.

Fourteen were found in Harlem alone, or three times as many as in the rest of the boroughs of New York.

This unusual record has stirred up the police. Captain Creedon is not alone in his belief that there is a baby farm in Harlem, from which most of the dead little ones have been taken.

But the local fact is only a small affair by comparison. The general increase is appalling.

Whooping cough is the most distressing malady; but its duration can be cut short by the use of One Minute Cough Cure, which is also the best known remedy for croup and all lung and bronchial troubles. James A. Hardison.

Miraculous Benefit RECEIVED FROM Dr. Miles' New Heart Cure.

FLOUR AND MOLASSES. We are still carrying a Large Stock of FLOUR and N. O. MOLASSES. Prices are higher, but we bought before the advance.

HARDISON CO. \$10,000,000. This is a large sum of money, but your eye sight is worth more than this amount. Preserve this valuable organ of the body by the use of a pair of my CELEBRATED "CRYSTAL GLASSES."

Some rare bargains in Sewing Machines, Bicycles, Watches and Jewelry, Standard Books in sets, 100 China Ware Dinner Sets, Tobacco, Box Paper and many other things.

My line of Toilet Goods, Sporting Goods, Cutlery, all kinds Crockery and Glass War, Books, Stationery, School Supplies, Guns, Pistols and all other goods I will sell you at the very closest prices.

B. H. CROWDER. Jewelry, Book and Novelty Store.

REMOVAL. W. N. Pinkston Has Moved His Stock of FANCY GROCERIES!

HEAVY GROCERIES. Remember that his prices are as low as the lowest and that he meets all competition.

W. N. PINKSTON. T. W. DAVIS, W. A. ROSE, General Insurance Agent.

Watch Maker and Jeweler. Has just opened up a Shop in the Central Hotel in Wadesboro, N. C.

Sale of Land by Commissioners. By virtue of a decree of the Superior Court for Anson county, N. C., made at the February term, 1898, in the case of Chas. M. Dunlap vs. Martha Smith and others.

Sale of Land by Commissioner. By virtue of a decree of the Superior Court for Anson county, N. C., made at the January term, 1898, in the case of Chas. M. Dunlap vs. Martha Smith and others.

Wanted. Raw furs and skins, such as skunk, mink, muskrat, otter, raccoon, opossum, etc. by the Providence Fur Co., Providence, R. I. Buying agents wanted.

Valuable Town Property for Sale. My house and lot, near Mr. C. S. Wheeler's residence is for sale. Any one wishing to purchase may apply to either Mrs. L. E. McCallum, Health Springs, S. C., or C. S. Wheeler Wadesboro, N. C. for information.



Dr. Miles' New Heart Cure. Miraculous Benefit RECEIVED FROM Dr. Miles' New Heart Cure.

The Implement Co., RICHMOND, VA. FARMERS NEED THE BEST AND CHEAPEST PLOWS, CULTIVATORS, BARB WIRE, WIRE NETTING, ENGINES, THRESHERS, SAW MILLS, WAGONS, BUGGIES, HARNESSES, WIND MILLS, PUMPS, RAMS, V CRIMP AND CORRUGATED ROOFING.

Rough Food. Hay, Fodder, Shucks, Peavines and Oat-straw for sale. Also Red Seed Oats. Apply to W. A. SMITH, Ansonville, N. C.