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The UNEQUALLED BEAUTIFIER, guaranteed to remove freckles, pimples, all facial discolorations and restores the beauty of youth.

The worst case in twenty days. 50c and \$1.00 at all leading drug stores, or by mail.

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Office: Bank of Fayetteville Building.
Phone 280. Notary Public in office.
Mr. Sinclair appears in all Civil Practice.

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Q. K. NIMOCKS,
Attorney and Counselor-at-Law.
Rooms 1 and 8 K. of P. Building.
FAYETTEVILLE, N. C.
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Real Estate bought and sold. Loans negotiated and guaranteed. Rents and interest collected. Titles examined, conveyances made. Insurance premiums taken and loaned here.
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THE ORIGINAL LAXATIVE COUGH SYRUP

Relief for Cough, Whooping Cough, Hoarseness, Sore Throat, Etc.

BEE'S LAXATIVE

Prepared by F. W. LITTLE, Chemist, Fayetteville, N. C.

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RHEUM-AID

for rheumatism is absolutely without an equal on earth for curing Rheumatism, Pains, Bruises, Inflammations of all kinds, etc. Rheum-Aid Medical Co., Sole Proprietors, P. O. Box 446, Fayetteville, N. C. For sale at all druggists 25c bottle.

NOTICE.

Application will be made to the General Assembly of North Carolina during the (1907) January Session for certain changes in and amendments to the Charter of Fayetteville, N. C. Jan. 10, 1907.

PARKER'S HAIR BALM

Prepared by F. W. LITTLE, Chemist, Fayetteville, N. C.

PARENTS

PROSECUTED AND DEFENDED. Best medical preparation for the cure of all cases of Rheumatism, Pains, Bruises, Inflammations of all kinds, etc. Rheum-Aid Medical Co., Sole Proprietors, P. O. Box 446, Fayetteville, N. C. For sale at all druggists 25c bottle.

THE ROCK HILL PLAN FOR FINANCING STREET PAVEMENTS.

We recently reprinted from the Gastonia Gazette what paper denominated "The Rock Hill Plan" for financing the paving of sidewalks in that aspiring and thrifty little city of South Carolina. It occurs to us that the same principle, modified where necessary to suit our local conditions, might be successfully applied to Fayetteville for the paving of the roadway as well as the sidewalks of our principal streets.

Here is the "Rock Hill Plan," which we reproduce:

"The commission appointed by the city of Rock Hill to push through the sidewalk scheme recently adopted by the chamber of commerce and the council, has outlined the proposed undertaking as follows:

"From the best information the commission has at present, such sidewalks as are proposed will cost from \$1.25 to \$1.50 per square yard; or from 70 to 85 cents per lineal foot. To be planned, it may be stated that a five-foot pavement will cost from \$70 to \$85 per hundred feet. Cheaper construction will, of course, cost much less than these figures, but the commission believes the best work is the cheapest in the end, and therefore has determined to have the work done in the first-class and by experienced contractors in this line, who will be required, if necessary, to give bond. The very lowest figures will be obtained, and if the estimates above noted can be reduced, the commission will see that the people will get the benefit of it.

"The city council will pay for the work and allow the property owners to reimburse it in twenty semi-annual installments without interest. This will cover a period of ten years, and the semi-annual installment to be paid by one owning 100 feet front will therefore amount to \$3.50 to \$4.25, depending upon the final cost of the paving work done. Perhaps installments will be less than the amount stated. The figures are approximate and are simply given as a matter of general information to property owners. It, however, may be positively stated that the higher amount is well within the cost. Those who desire to pay cash down will be allowed a discount of 25 per cent.

"The commission at its first meeting appointed a number of citizens to circulate petitions among the property owners residing on the various streets, and it urges these gentlemen to get to work at once and be ready to make their reports by December 1. They will wait on no further notice from the commission. Their names and the street to which they have been assigned will be published in the newspapers."

If any one doubted the value of stimulating the growth of towns—even to the real-estate-owning drones, if any there be, who merely reap the "unearned increment" which increasing population bestows upon their holdings—the recent phenomenal rise in land values in this town and neighborhood must convince them.

The condition precedent of lifting a community from the village state to that of the city is waterworks and sewerage. That is the first step, and we took that (barring the sewerage), by the aid almost of a miracle, thirteen years ago. The next step, is paved streets. We should have taken that, if wisdom had prevailed, three years ago. We ARE ABOUT TO TAKE IT NOW, or lose the golden opportunity which the present situation presents. That opportunity is the doubling of present values in many instances and the assuring of present values in the least hopeful cases.

We submit the Rock Hill plan for financing street paving undertakings to those whom it concerns—and who in this community is not deeply concerned with the problem of a greater and richer Fayetteville?—with the hope that our able financiers may adapt it to our needs and abilities.

While our municipal credit is said to be exhausted under the present assessment, it seems to us that capital assets could readily be found who would back the city in financing the necessary paving on the Rock Hill Plan, or something akin to it, the salient feature of which, as the reader will observe, is the carrying of the total cost for the individuals benefited while the latter are engaged in discharging it by the installment plan.

THE PURIFYING OF AMERICAN LIFE.

The people are beginning to understand now the meaning of the Chicago Democratic platform of 1896 and of those wholesome truths in elaboration of it or founded upon it which Mr. Bryan uttered in his remarkable campaigns of 1896 and 1900. That was the good seed sown, from which we have lately been reaping the harvest of graft exposures and the consequent purifying of our national life.

We print elsewhere the noteworthy comments of the New York Commercial on the Perkins and Fairchild indictments. Here is what the New York Times, another Wall Street organ, says upon the same subject:

"It will be the heartfelt wish of every man of honor, of every man who regards an imputation against the integrity of American business men as an injury to the Nation, that Mr. Perkins and Mr. Fairchild, against whom indictments were found yesterday, may be able to prove themselves innocent of any crime. They had been indicted for forgery in the third degree, which includes the falsifying of books of account by officers of corporations. The charge is that they

had caused the transfer of certain railroad shares from the New York Life Insurance Company to the New York Security and Trust Company, to be entered upon the books of the insurance company as sales, whereas upon the books of the Trust Company the transaction appeared as a loan. The motive alleged is the desire to conform to the demand of the Prussian Government that insurance companies doing business there should hold no shares of stock among their investments. The Grand Jury, in filling the indictments, recorded its conviction 'that in doing the acts charged the defendants were solely influenced by a desire to benefit the policy holders of the New York Life Insurance Company; that the defendants themselves neither did nor could in any way personally profit from the acts done, and that the evidence conclusively showed that a large pecuniary benefit was derived by the policy holders as a consequence of these acts.'

"But we are neither preaching a homily nor unnecessarily repeating a thing many times said when we express the hope that every business man in this city, that every American charged with a trust in public or private life, will understand that the finding of these indictments is an occasion neither for malicious satisfaction nor for thoughtless protest, but is a matter to be seriously and gravely considered with a sober mind. In the business affairs and in the public life of this country these men have stood high. But if they are guilty, no morally responsible being can argue that they ought not to be punished, even though it clearly appears to the public, as it did clearly appear to the Grand Jury, that the offense charged was only a device to facilitate business, a procedure under a commercial system of which these men were not the authors, only the instruments, and now the victims. Such a plea is an extenuation, not a defense.

"A business system or custom that demands or permits such deviations from the straight line of honor is vicious, and the American public is in a temper to demand that a stop be put to it altogether. Confidence is the basis of all business. When in place of confidence and pain may attend the process of convincing the heads of corporations and business establishments that the straight path is the only safe path, but come to it they must."

As we have had occasion to say before, the reason why the United States sell almost none of their manufactures in the neutral markets, while England, Germany and France sell such enormous quantities, is, first: our high and dishonest tariff, which enhances the cost of manufacture beyond the point of competition with those countries; and, second, the prevalent belief among the less civilized peoples that our merchants are less honest than those of Western Europe. This writer will never forget the remarkable tribute which a Cingalese dealer in ivory paid to the prevalent honesty of Englishmen. He priced an ivory set of chessmen at Colombo, one day, and, upon being told that the price was 1200 Rupees (some \$400), he remarked that that was more than he could spare from his voyage funds. "Oh," said the dealer, "take it, and pay when you come again." The writer replied that he probably wouldn't come again. "Then," said this heathen, "send it by a friend."

Upon reporting the incident to his shipmates, the writer was assured that there was nothing out of the way in it—that the natives would so trust any passenger from the P. & O. ships.

On the contrary, the Yankee trader has not so good a reputation (to speak mildly) as the English, French and German traders, either in the Orient or in South America.

The wave of a purified public and private life, otherwise known as "Bryanism," which is sweeping over our country, will lay up treasures for us both here and hereafter.

CURRENT COMMENT.

Here is a funny telegram from Ansonia, a Connecticut town: "Beginning with the new year a number of society women in this city will take the 'silence cure.' The treatment is very simple, and consists of keeping the mouth closed. They claim that the results will be marvellous, benefiting not only the patient but in many cases bringing recuperative peace to other members of the family. The women claim that people talk too much, which means a tremendous waste of energy, eventually undermining the health and bringing along a train of ills the causes of which few suspect. The T. P. R. Association, the most prominent club in the city, will debate the subject at its next meeting."

Piles get quick relief from Dr. Shoop's Magic Ointment. Remember it's made alone for Piles. It works fast, certainly and satisfaction. Itching, painful, protruding or blind piles disappear like magic by its use. Try it and see. B. E. Sedberry's Sign.

THE FALSE BASIS OF RAILWAY RATES.

Mr. Pence, in his Washington letter to the Raleigh News and Observer, touches the quick of the railway transportation business in the quotation which we make below from his last letter. Like the iniquitous tariff, with its benefits bestowed upon a part of the community and withheld from the other part, the present railway system is rotten to the core with its arbitrary distribution of rate favors.

The railway question will never be settled until it is settled right, and the basic wrong that needs righting is the departure from the simple Democratic rule of "equal rights to all and special privileges to none," which is expressed by equal charges per ton per mile.

Says Mr. Pence:

"That the railroads of the country have built up trade centers in certain cities at the expense of other cities equally as advantageously located is not to be denied. In the opinion of a member of the Interstate Commerce Commission this tendency of concentration of population, trade and industry in a few cities—more to a town, in part at least, by reason of transportation favors—was frankly denied. The speaker expressed the opinion that better morals, better commercial conditions, greater equity of opportunity, would all be promoted by a policy that would tend to develop a great number of industrial towns instead of a small number of tremendous hives of industry in a few cities. This particular member of the Commission, in giving an illustration, said: 'A number of years ago the Southern railroads adopted the policy of building up trade centers. Rates were made with this purpose frankly in view. The rate from Chicago, for instance, to Atlanta would be less than the rate from Chicago to a town 100 miles north of Atlanta, and the rate to that town north of Atlanta would be equal to the rate to Atlanta plus the local rate back to the minor town.'

"The Commission held that this was wrong, but the Supreme Court sustained the practice, and following that ruling the policy of developing trade centers went forward. As a result industry in the South is much more concentrated than in the North, although tendencies toward concentration in the big cities have also been encouraged in the North.

"Now, the first result of this system is noted in the fact that the car famine is worse in the South than in any other section of the country. The centralizing of traffic in these favored centers has caused it to outgrow facilities for handling it. Recently the Commission has been notified of empty barges on freight from certain Western territories, destined to pass through Atlanta, Savannah, and Charlotte, N. C. That means that the congestion of freight at those points had become so great that roads did not dare take the chance of getting any more consignments through those towns. Like conditions, perhaps not so aggravated, are reported from many Southern points.

"Take Chicago and Pittsburg, centers of the greatest industrial districts probably on the continent. It is testified that seven to ten days is required for a car of freight to get through the city of Chicago, because of the tremendous pressure of traffic upon the limited capacity of the terminals there. Other big cities show conditions hardly less serious. As a result of freight cars thus being tied up and standing still, day after day, at the terminals of big cities, there is a car famine. If this concentration continues conditions cannot but grow worse with it.

"It is not practical to talk about creating bigger terminals at these cities, because there is no room for them. Prices of reality are practically prohibitive. To pay such prices would so immensely increase the investment in railroads that the rates of all traffic would have to be increased in order to make railroads profitable. That increase would be a tax on the industry of the whole country. To what extent such increase would be necessitated may be judged from a study of the huge expenditures recently made by systems for new or extended terminals in New York, Pittsburg, Washington, and other cities.

"The conditions that have concentrated business in the great cities are of course, to a considerable extent, artificial. The same power that made those conditions could unmake them. I would not suggest a policy that would injure property in the big cities. I would expect them to go on growing. But I believe an adjustment of rates could be made that would give the smaller cities and towns a better chance, would check the tendency of population to concentrate in the very great cities, and would benefit the whole country.

"In fifty years we will have something like 300,000,000 people in this country. At present rate of growth, what will be the population of New York, Chicago, Philadelphia, St. Louis, Kansas City, and other big centers by that time? It is plain enough that present facilities for handling business would have to be completely revolutionized. Great terminal systems would have to be built far outside the cities, and even with that done the question of getting freight to and from factories and warehouses inside the business districts would be complicated and difficult.

"To diffuse the business throughout the country would solve this problem by substituting a great number of terminal and switching facilities in smaller places for a huge system of great cities. It seems to me that, while there is probably no present grant of power under which such a readjustment of conditions could be accomplished, and while the question is today largely academic, it is none the less one deserving most serious thought, in view of the conditions we have on our hands this winter."

Stockman Items.

STEDMAN, N. C.
January 2, 1907.

Christmas and the holidays were spent quietly but very pleasantly, and have passed without accident to any of our people.

Miss Eva Parker and brother, Master Tom, of Fayetteville, are visiting relatives here.

Miss Martha Simmons, of Mints, spent Sunday night with Miss Julia Bullard.

Mr. Stacy Maxwell, of Fayetteville, recently visited relatives here.

Mrs. J. D. Averitt and children visited her sisters here last week.

Mr. Corneil Parker, of Sampson, spent Sunday night with his cousin, Mrs. A. B. Maxwell.

Miss Gussie Butler, of Clinton, visited relatives here last week.

Miss Lula Scossoms, of Fuquay Springs, is spending this week at her home here.

Rev. J. W. Autry, of Durham, is visiting relatives and friends here.

Rev. N. M. McDonald and family moved to the parsonage Saturday, and, to the delight of the circuit, he preached two sermons in Cokesbury church on Sunday. Those who heard him were favorably impressed with Mr. McDonald as a preacher.

Mr. A. F. Bullard returned to his home in Alabama, accompanied by his brother, Mr. Henry, who will assist him in the naval store work there.

Messrs. Clarence and Marcus Geddie returned to Durham-to-day to recenter Trinity College.

Miss Fannie Bullard returned to her school in Bladen yesterday.

Prof. Stancel and Miss Mildred Cunningham, who went away to spend the holidays, returned Monday night and reopened school here yesterday.

Mrs. Mitchell Butler visited her mother, Mrs. A. B. Maxwell, last week.

Miss Rena Geddie visited relatives near Fayetteville last week.

Misses Lillian and Ethel Scossoms spent Sunday with relatives at Vander.

Miss Retta Bullard will open school in Cumberland county Monday.

After spending the holidays with their parents, Misses Addie Williams and Annie Bullard returned to Red Springs to-day, to recenter school there.

Mr. C. A. Maxwell, who, for some time has been working in Fayetteville, returned home last week and entered school here yesterday.

Best wishes to the OBSERVER.

GERALDINE.

Hope Mills Notes.

Miss Mammie McDonald, of Ashpole, visited relatives here last Monday.

Miss Mary Sherwood McDonald, of Spring Hope, visited her mother, near Hope Mills, during the holidays.

Messrs. Will Tyson and Alexander Davis left here Monday for Raleigh, to enter King's business college.

Miss Jennette Watson will return to the female university to-morrow.

Mr. and Mrs. Nathaniel Jones, of Rockingham, made a flying trip to Hope Mills last Friday.

Miss Parson, of Roseboro, N. C., who has been visiting her sister, Mrs. John Holt, has returned home.

Mr. Will Graham had his bicycle stolen from his piazza Sunday night.

Mr. and Mrs. Harry Hall visited relatives here Saturday night and Sunday.

Mr. and Mrs. George Davis visited their brother, Mr. Jim Davis, Saturday night.

Mr. and Mrs. N. M. McDaniel and little daughter, Eva May, visited relatives in Seventy-First during the holidays.

Mr. and Mrs. Archie Ray and Miss Nobles, of Rocky Mount, who have been visiting Mr. Ray's father, near here, returned home yesterday, accompanied by Mr. Neil Ray.

Miss Minnie Henderson who spent the holidays with Miss Ida Brown, has returned home. Miss Ida accompanied her.

Messrs. John Smith and John Brown of this place, left for Rocky Mount yesterday.

The boys of our town celebrated Christmas night with fire works in front of the Company's store. Christmas had been very quiet with us up to this time.

BERTHA.

Edonia Items.

A beautiful home wedding took place at the residence of Mr. and Mrs. F. N. McMillan December 26th, when Miss Christian Janette became the bride of Mr. Van E. Ellis. Miss Annie, sister of the bride, was maid of honor. Mr. — Ellis, brother of the groom, was best man. Mr. Ellis is a popular young man from Ore Hill, and Miss Christian is a charming young lady and has many friends. The waiters were Mr. John McMillan, of Florida, and Miss Mary Bell McMillan, from near Parkton. Mr. Lily Williamson, of Hottess Monroe, and Miss Ethel Williamson, of Parkton, Mr. and Mrs. Ellis left Thursday for Ore Hill, where they will make their future home.

Mr. J. B. Riddle has accepted a position at Parkton at the carpenter's trade.

Miss Ola Johnson visited relatives here last week.

Miss Ethel Williamson spent last week with relatives here.

The public school at Vernon commenced Monday with Mr. — Page as teacher.

Mr. Lily Williamson has returned to Fortress Monroe, after spending Christmas with relatives.

MAGNOLIA.

Your money refunded if after using three-fourths (3/4) of a tube of ManZan, you are dissatisfied. Return the balance of the tube to your druggist, and your money will be cheerfully refunded. Take advantage of this offer. Sold by MacKethan & Co.

Gives vigor, strength, vitality to your nerves, stomach and every part of your body. It is easy to take; swallow a little Hollister's Rocky Mountain Tea; it does the business. Tea or Tablets, 35 cents. Ask your druggist.

Cascara, the ideal medicine for the little ones. Contains no opiates. Conforms fully with National Pure Food and Drug Law. Write E. C. DeWitt & Co., Chicago, Ill. for the "Baby Book," Sold by Armfield & Greenwood.

Chamber of Commerce.

Election of Officers — Important Business — Resolution as to the Normal School — Changes in City Charter.

The regular monthly meeting of the chamber of commerce was held at 8 o'clock in the court-room Thursday evening, the following members, with others, being in attendance: H. Lutterloh, R. G. Harrison, E. H. Jennings, E. L. Rensburg, C. J. Cooper, R. L. Holland, B. R. Huske, H. R. Horne, Charles Haigh, A. E. Dixon, J. H. Anderson, A. L. McCaskill, Q. K. Nimocks, J. D. McNeill, H. L. Cook, J. H. Marsh, J. R. Tolar, W. C. Newlin, C. S. Russel, Shuford, Williams, Jones, Upton.

The minutes of the last meeting were corrected, as to its adjournment to last evening; and, under the ruling, the chamber went into the annual election of officers as follows: President, J. D. McNeill; first and second vice-presidents, Charles Haigh, Jr., and J. H. Anderson; secretary and treasurer, F. R. Rose; directors, Maj. E. J. Hale, J. H. Culbreth, A. H. Slocumb, B. R. Huske, A. E. Dixon, J. J. Malloney, H. R. Horne, E. H. Jennings, H. McD. Robinson, H. Lutterloh, J. H. Marsh, Jno. R. Tolar.

The reports of committees being called for, the committee on charter, consisting of A. L. McCaskill, J. D. McNeill and H. Lutterloh, submitted majority and minority reports, the former advocating the sale of the waterworks and electric light systems, and the paving of the streets with the proceeds; the reduction of the number of aldermen, with other minor changes in the charter. The minority report, while acknowledging that it was mistaken policy to own these utilities, believed that popular sentiment was against disposing of them at present; it concurred in the reduction of aldermen. An interesting discussion followed, resulting in the passage of a resolution that a committee of five members be appointed by the chair to take into consideration any changes in the city charter which they might think desirable; that they hold meetings at such times and places as they thought desirable, and at such times receive suggestions from any citizen or citizens interested; that they formulate, with the assistance of an attorney, a draft of the proposed changes in the charter, and report to a called meeting of the chamber, to receive the result of their labors, within ten days from the present time.

A Western Wonder.

There's a Hill at Bowie, Tex., that's twice as big as last year. 'Tis wonder is W. L. Hill, who from a weight of 90 pounds has grown to over 180. He says: "I suffered with a terrible cough, and doctors gave me up to die of Consumption. I was reduced to 90 pounds, when I began taking Dr. Kigg's New Discovery for Consumption, Coughs and Colds. Now, after taking 12 bottles, I have more than doubled in weight and am completely cured." Only sure Cough and Cold cure. Guaranteed by B. E. Sedberry's Sons, druggists. 50c. and \$1.00. Trial bottle free.

Two days treatment free. Ring's Dyspepsia Tablets for impaired digestion, impure breath, perfect assimilation of food, increased appetite. Do not fail to avail yourself of the above offer. Sold by MacKethan & Co.

Open the bowels—DeWitt's Little Early Risers are recommended and sold by Armfield & Greenwood.

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Two days treatment free. Ring's Dyspepsia Tablets for impaired digestion, impure breath, perfect assimilation of food, increased appetite. Do not fail to avail yourself of the above offer. Sold by MacKethan & Co.

Open the bowels—DeWitt's Little Early Risers are recommended and sold by Armfield & Greenwood.

Chamber of Commerce.

Election of Officers — Important Business — Resolution as to the Normal School — Changes in City Charter.

The regular monthly meeting of the chamber of commerce was held at 8 o'clock in the court-room Thursday evening, the following members, with others, being in attendance: H. Lutterloh, R. G. Harrison, E. H. Jennings, E. L. Rensburg, C. J. Cooper, R. L. Holland, B. R. Huske, H. R. Horne, Charles Haigh, A. E. Dixon, J. H. Anderson, A. L. McCaskill, Q. K. Nimocks, J. D. McNeill, H. L. Cook, J. H. Marsh, J. R. Tolar, W. C. Newlin, C. S. Russel, Shuford, Williams, Jones, Upton.

The minutes of the last meeting were corrected, as to its adjournment to last evening; and, under the ruling, the chamber went into the annual election of officers as follows: President, J. D. McNeill; first and second vice-presidents, Charles Haigh, Jr., and J. H. Anderson; secretary and treasurer, F. R. Rose; directors, Maj. E. J. Hale, J. H. Culbreth, A. H. Slocumb, B. R. Huske, A. E. Dixon, J. J. Malloney, H. R. Horne, E. H. Jennings, H. McD. Robinson, H. Lutterloh, J. H. Marsh, Jno. R. Tolar.

The reports of committees being called for, the committee on charter, consisting of A. L. McCaskill, J. D. McNeill and H. Lutterloh, submitted majority and minority reports, the former advocating the sale of the waterworks and electric light systems, and the paving of the streets with the proceeds; the reduction of the number of aldermen, with other minor changes in the charter. The minority report, while acknowledging that it was mistaken policy to own these utilities, believed that popular sentiment was against disposing of them at present; it concurred in the reduction of aldermen. An interesting discussion followed, resulting in the passage of a resolution that a committee of five members be appointed by the chair to take into consideration any changes in the city charter which they might think desirable; that they hold meetings at such times and places as they thought desirable, and at such times receive suggestions from any citizen or citizens interested; that they formulate, with the assistance of an attorney, a draft of the proposed changes in the charter, and report to a called meeting of the chamber, to receive the result of their labors, within ten days from the present time.

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For Emergencies at Home For the Stock on the Farm