THE DEMOCRATIC DONKEY."

We find the following in the Baltimore Bun:

'ompromised" Out of the Cr 6t. ben the Railroad Rate v. tunging in the balance, with many fighting it with all their might, it was and impured its names. But the Retrain that shut out the Democrits env, and the President at the bit-opponents of the bill joined

outoffean unriv did it with the Mest Inspection bill. ito with the Pure Poud bil

to the thick of the fight, he but borne ured the victory. But with the co-ring Hero Comes It is the Repulthe procession.

ro troops it was the becorrate who forced the partial indor-unit President Boosevelt. But at the hast noment the Republicans to ft)'s face are together and irred that gave in the edit to the Republicans

word things, but the 5-50ans r tor ally manage to can out of the credit.

The Democratz bear the same relafi . 'v the Republicana s. 're Liber y ir idritain do to the C increatives or Tories. It is an old story in Eneland that the Liberals heat the h Les" and the Tories bag the game. cently the Liberals have both beaten the bushes and bagged the game

That is because their principles have se ired an overwhelming poplar ensement at the polls, and the government of Britain is controlled by the party that secures the majority in the popular branch of Parliament a this country, on the contrary we might control the House of Recreses. tatives, but that would not give us control of the government, by any

To call the Democratic party the "Democratic Donkey" is largely a proper designation, but it would cease to be if we should change our form of government by amending the Conortion o meet the new condition osed by the success of the doc-

trine of force in 1865. Ever patriot should bend his energies to the accomhim of such a change. There Id and be no compromise; of prinsich as the Sundescribes, but the issues would be clear out and the

popular will would find complete exresiden in the law

The annual meeting of the board trusteees of the University was held jesterday afternoon in the governor's office, Governor Glenn preziding. The following trustees were in attend-

Meeting of Trustees-Report of the

Rev. J. O. Atkinson, Elon College; Battle, Perrin Busbee, Bennehan Cameron, Dr. B. F. Dixon, Jose, has Dan-lels, Claudius Dockery, R. T. Gray, T. Kenan, Dr. R. H. Lewis, of Raleigh V. J. Hawkins, Warren, J. Allen Holt, Guilford: John W. Fries Winston: R A. Daughton, Alleghany; John Sprunt Hill, Durham; E. J. Hale Favetteville Paul B. Menas, Concord; R. B. Redwine, Un lon; A. M. Scales, Greensbory, C. M. Steadman, Greensboro: H Goldsboro; Francis D. Winston Windsor; Charles W. Worth, Wilmington, and W. T. Whilsett, of Guilf 71 coun-

The resignation of Dr. Thomas Hume, as professor of English, was accepted to take effect June 4th, commencement day. He will be continued professor of mathematics, without salar, having been provided for by a pension from the Carnegie education fund, on account of his uge and

The death of Captain N. A. Ram ey, of Durham, a member of the board, was announced, and a commitwas named to prepare suitable resolutions of respect A committee and appointed to as-

slot the prosident in presenting the needs of the University to the proper committee of the legislature. Those on the committee are: Mr. T. Gray, Colonel B. Cimeron,

Mesars. Claudius Dockery and Perrin All members of the executive committee were re-elected, and they are

A. B. Andrews, R. H. Battle, F. H. Busbee, J. S. Carr, Josephus Daniels, Claudius Dockery, John W. Graham, President Venable was present and submitted his annual report, which

was listened to with much pleasure. The following is taken from the report of the president: Comparison of Incomes. "A comparative statement of incomes and equipment of three representative Southern universities

Equipment.
Univ. of Va...\$1,500,000
Univ. of Texas. 1,250,000
Vanderbiit U... 610,000* \$185,000 147,000 Univ. N. C.... 700,000 108,000 *This amount does not include any portion of the equipment or buildings from which income is derived, nor new buildings erected in place of those destroyed by fire. Total may be

ated at more than \$190,000' Enrollment of Students The report shows that six years ago he students at the University of North Carolina numbered 512, where close to 750, an increase of nearly 50 per cent. This necessitates a muc arger force of teachers, and Presi dent Venable states that it would re quire at least \$29,000 to fill out the complement of teachers in the various

Needs of the University. The following statement is made in regard to the needs of the institution "I will simply repeat here the needs as laid down in my report of last year

More dermitory room must be ed for the students. Additional lecture rooms. This will be met in part as separate than are provided for the various riments. Nearly fifty rooms for used as dornitories are at the control of the control of

"2 Additional fato of new apparatus and appliances. Be-tween three and four thousand dollars is spent annually upon them, but a large part of this is in perishable ma-

"4. Additional teaching force. This has been discussed elsewhere in the report. (2) Assistants, 6, at salar-les of \$260 to \$560. (b) Instructors, st suraries of \$560 to \$900. Professors, 4, at salaries of \$1.250 \$2,660

S. Additional buildings: to buildings, care of grounds, \$29,860 addition to water-works, heating and lighting plant, \$29,000; new dining sall, kitchen, etc., \$15,000; new reci tation building, \$40,000; infirmary, \$15,000; medical building \$50,000; law building, \$25,000; biological labora tory, \$35,99; pharmacy building, \$29, 900; physical laboratory, \$40,000; geo logy and mining and museum, \$49,090

Terrible Arraignment of the Stand and Oil Company

by telegraph to the Observer

Washington, Jan. 28-The most tertible arraignment of the Standard Oil Company yet made by either private investigator was that filed with Congress to-day by the Inter

Every conceivable cornerate crime tenses to bribery, corruption of or and debasebery of public offcials is contained in the catalogue of Some of the crimes charged against

erstate Commerce Commission Monopolization, knifing of compet or discrimination, talse pretenses rend, bribery, corruptionof the press. debauchery of State inspectors Remodies suggested bythe Commis-

Disassociation of the production and the transportation of oil. The government to fix rates for the trans-

After a long and painstaking invesordered by Congress, in lamition: which hundreds of witnesses were exemined in various cities of the country, and ample opportunity was given ommission makes a report that completely overshadows the sensations disclosures revealed in the report of ommissioner of Corporations Garleid on the same subject last May

Mr. Garfield's report was confined largely to the relations of the Stand ard Oil Company to the railroads of the country: the Interstate Commerc Commission's report goes into the whole subject of mor of the oil market. With a wealth of detail, it describes the devious meth ods employed by the Rockefeller combine to crush competition. Some of the methods are outlined

y the Commission as follows: The Standard has sold different grades of oil at different prices from

"It has paid employes of independ nt oil companies for information as to the business of these competitors and has paid employes of the industrial companies to secure the adopion of its oil in preference to that of its competitors

"It has followed every barrel of oil to its destination. Its agents are instructed to secure customers at any pacrifice

"It has tampered with the oil in speciors of different States. The laws of several States concerning the in-spection of oil are singularly defeclive, and this has been turned to profit by the Standard.

"The Standard buys advertising space in many newspapers which it ills, not with advertisements, but with reading matter prepared agents kept for that purpose and paid for at advertising rates, as ordinary news. The assumption is that lurnishes many of the ideas touching the great benefits conterred upon the public by the Standard Oil Company.

'The Standard has repeatedly, after becoming the owner of a competing company, continued to operate it under the old name, carrying the idea to the public that the company was still independent and competing with the Standard. "It has used such purchased or in-

dependently organized companies to kill of competitor, by such companies reducing prices. "The operation of such fake independent concerns has been one of its

most effective means of destroying "The Standard has habitually reduced the price against its competitor in a particular locality, while maintaining its prices at other places.

When competition was destroyed it estored or advanced former prices." The Commission's only knowledge ken under oath. It is stated that the Standard was given permission to explain or rebut the facts. "This evidence, if true," continues

the report, "demonstrates that the competitive methods of the company disreputable. Its motto has been the destruction of competition at any cost, and this policy has been pursued without much reference to decency or conscionce, and it is significant that the larger independent refiners sell the greater part of their product in facilities for unloading, such as stor

duct went abroad, and said that he could compete with the Standard in pete with it here."

"It may become necessary," says

the report, "for the uprooting of esof others that the government shall fix in the first instance the rates and regulations for the transportation of oil. This method has been adopted by of the difficulties confronting the govprobably be found necessary to dis the Commission says: associate, in the case of oil,, as in that of other commodities, the function of transportation from that of production

and transportation." The investigation by the Commisstance was discovered where officials of a railway company were interest-

road transferred to the Galena Oil Company, a Standard concern.

Discussing in detail its charges against the Standard Oil Company

"The Standard Oil Company large ly monopolizes the handling of petroleum from the mouth of the well until it is sold to the retailer, and sometimes to the consumer, and under ordinary circumstances its margin of profit is very large.

The evidence shows little basis for

the contention that the coormous dividends of the Standard Oll Company are the legitimate result of its economies. Except for its pipe lines, the Standard has but little legitimate advantage over the independent refiners. At the basis of the monopoly resta the size line. The Standard may to-day sump oil from a well in Indian Territory to its refinery in Jersey City. The cost of piping a barrel of oil from the Kansas field to the Atlantic Seabourd would not be much, if any, above thirty cents. The independent refiner is located usually near the source of the crude supply. but the Standard locates its refineries near the great centers of distribution. The independent refiner in the interior of Kansas finds it difficult to dispose of his residuum, such as fuel oil, because the railroad rate is almost as much as its value: but the Standard has at the doors of the refinery in Kansas City a market at a favorable price for a large part of its by-product, and this is of itself an enormous advantage.

Possession of the pipe lines enables the Standard to absolutely control the price of crude petroleum and the price which its competitors in a given locality shall pay. It can raise the price in one locality and obtain its own oil from another and reverse the process when it desires to do so.

The nine line system of the Standard is not a natural, but rather an artificial advantage. The reason why pipe lines competing with those of the Standard have not been provided is found in obstacles thrown in the way of such undertakings, having been opposed by the railways, whose right of way has generally stood as a Chinese wall against all attempts to extend pipe lines. However, in cases brought to the attention of the Commission every facility has been extended by the railways to the Standard for the construction of pipe lines.

While the Standard has not received rebates it has nevertheless enjoyed secret rates possessing all of the elements of illegal rates and the advantages so obtained over independent shippers have been a very great value to that company."

The Commission then relates several instances of this kind similar to those detailed in the report of the Commissioner of Corporations, and

"The ruin of its competitors een a distinct part of the policy of the Standard Oil Company in the past, systematically and persistently pursued. One method has been the organization of a perfect system of espionage over theshipments of its competitors; resulting in knowledge as to the destination of every car of oil leaving the refinery of an independent. The Standard agent at the destination is held responsible if the independent oil is sold. It does not appear that the railroad companies have directed the furnishing of this information or that the practice has been sanctioned by the superior officials of the road, but it does appear that such information was systematically obtained from railroad employes. The testimony shows that the Standard at one time, if it does not now, devoted fund to the purpose of obtaining this information. It has frequently happened when the supply of independent oil in a particular locality was low and a shipment was peculiarly necessary, that the shipment has

unaccountably gone astray. "Information also appears to have been given the Union Tank Line, a creature of the Standard, concerning of the competitive methods of the the whereabouts of its cars, while Standard Oil Company, says the re- such information was not furnished port, was obtained from evidence ta- the owners of other tank cars, and some discrimination in tank-car mileage in favor of the tank line, is shown for one railroad. Many roads issued passes on account of the Union Tank Line which were in fact used by the selling agents of the Standard. Many in the past have been unfair and even local agents of roads have been in the employ of the Standard, and this may account for the unsatisfactory service accorded independent chippers.

"Most roads charge higher rate on oil tank cars destined to consignees who do not have the proper foreign countries. One independent age tanks so situated that the oil testified that 75 per cent of his pro- can be transferred by pipe from the tank car to the storage tank.

This has brought about the erection Germany, where its methods as fol- of distribution tanks in all parts of lowed in this country would not be the country. The tanks are necessar tolerated, but that he could not com- ily located near the railroad tracks and there was much complaint that It is the opinion of the Commission | the railroads allowed the Stundard to that existing law is inadequate to erect tanks at convenient points on cope with theevils complained of. the railroad right of way and declined to accord this privilege to independent refiners. The Commission is sattablished wrongs and the prevention isfied that such discrimination has been very generally practiced in the

Closing its report with a discussion the legislature of one State. It will erument in coping with all these evils,

"Since the past petroleum rates have not always been established to promote, but often to check traffic, and the tariffs are more or less permeated with discriminations in favor sion failed to dispose of any instance of the Standard Oil Company, having where a railroad company had been been built up during a series of years interested directly in oil lands or in in that view, it may be that this dispetroleum production. Only one in- crimination will never be eliminated by any process of complaint against a expensive and extensive storage faspecific rate or practice. Judging by ed in the production and sale of oil. the past discriminations as to this and Michigan Southern Railway for This related to certain officials of the traffic may arise more frequently than the Standard, for which the Standard Ballimore and Ohio Southwestern those now existing can be routed out paid nothing. The chief traffic official Railroad which owned stock of the by that method. In no other impor- of that road gave instructions that

pany in that of oil. What other reme dies in addition to those already provided it may be necessary to prescrifuture by the result of experience administering the present law."

General Review of the Report. Interstate Commerce Con sion to-day transmitted to Congress its report under the joint resolution of Congress approved March 7, 1906 concerning the relations of the common carriers by rail to the produc tion and distribution of oil. The report covers the distribution of petroieum and its products east of the Mississippi River, and, incidentally, the Cansas and Texas Selds.

The Commission refers to the report upon oil and its production and distribution issued by the Commissioner of Corporations, and said that such report leaves little to be added to the understanding of the subject.

No instance is found where any railway company has been interested in oil lands or in petroleum production, and only one instance is shown where officials of z raifway company were interested in the production and sale of oil. This relates to certain officials of the Baltimore and Ohio Southwestern Railroad having owned stock of the Argand Refining Company, which was on their recommendation afterwards sold to the Standard Oil Company, and the lubricating contract which theroad transferred to the Galena Oil Company, a Standard

The Standard Oil Company largely monopolizes the handling of petroleum from the mouth of the well until it is sold to the retailer, and some times to the consumer, and under or dinary circumstances its margin of profit is very large. Estimates made in the report show a profit on refined oil from the Sugar Creek refinery at Kansas City of from 5 to 8 cents per gallon. A much higher profit is indicated for gasoline. The sale of refined oil from the large Standard refinery at Whiting is correspondingly profitable.

The evidence shows little basis for the contention that the enormous dividends of the Standard Oil Company are the legitimate result of its economies. Except for its pipe lines, the Standard has but little legitimate advantage over the independent reffher.

The Standard buys advertising space in many newspapers which it fills, not with advertisements, but with reading matter prepared by agents kept for that purpose and paid for at advertising rates, as ordinary news. The assumption is that this literature furnishes many of the ideas touching the great benefits conferred upon the public by the Standard Oil Company.

The report points out generally the methods b, which the Standard has built up and perpetrated its monopoly and the relation of transportation agencies to that monopoly. At the basis of the monopoly rests the pipe line. With refineries on the Atantic seaboard, in Pennsylvania, Ohio, Chicago, Kansas City, and various other points, which are all connected with the principal oil fields and with each other by a network of pipe lines, the Standard may to-day dump oil from a well in Indian Territory to its refinery at Jersey City. The cost of piping a barrel of oil from the Kansas field to the Atlantic seaboard would not be much, if any, above 30 cents. The independent refiner is located usually near the source of the crude supply, but the Standard locates its refineries near the great centers of population while the independent refiner in interior Kansas finds it difficult to dispose of his residuum, such as fuel oil, because the railroad rate is almost as much as its value; but the Standard has at the doors of its refinery in Kansas City a market at a favorable price for a large part of this by-product, and this is of itself an enormous advant-

The refined product can be distributed cheaper and with better facilities from a distributing center like Kansas City than from a noncompetitive point. Possession of the pipe lines. enables the Standard to absolutely control the price of crude petroleum and the price which its competitors in a given locality shall pay. It can raise the price in one locality and obtain its own oil from another, and reverse the process when it desires to do so. Whoever controls the avenues of transportation of the raw material or of the refined product can speed ily drive his competitors out of exstence, and the production and distribution of petroleum is no exception to the rule. The Standard maintains system of telegraphic lines in consection with its pipe lines, putting every part of its producing and refining operations into most intimate rela-

The pipe line systemof the Standard is not a natural, but rather an artificial advantage. Any person with sufficient capital, and the expense is not great, can construct and operate a pipe line. The reason why long pipe lines competing with those of the Standard have not been provided is found in obstacles thrown in the way of such undertakings, having been opposed by the railways, whose right of way has generally stood as a Chinese wall against all attempts to extend pipe lines. From the railway standpoint, the pipe line takes the traffic which therallways would otherwise obtain; butin cases brought tothe attention of the Commission every facility has been extended to the Standard for the constructionof pipe lines, Ordinarily the Standard has not received rebates in recent years, so far as has been discovered. Only one instance was shown in this investigation, which was in the provision of cilities at Chicago by the Lake Shore

shortly before the hearing. White the possessing all the elements of illegal rates, and the advantages so obtain been of very great value to that conscated in the very full report made

by the Commissioner of Corporations. while the railways have generally done all in their power to prevent the Standard. An atempt at the prespipe line would probably not meet the sume sort of opposition. The crude oil is generally transported by pipe line and the refined oil by rail. Numerous instances of discrimina

tion in favor of the Standard resulting from the published railway rates were found. A low rate of 10 cents per 100 pounds upon petroleum and its products existed for many years from Neodosha, Kans., where the Standard operated a refinery, to Kansas City. This was for the interest of the Standard; but when the Standard constructed its refinery at Sugar Chek, Kansas City, and connected it by pipe lipe with the Kansas oil wells, the rail rate was advanced from 10 to 17 cents per 100 pounds. While the railways insist that this was not done at the instance of the Standard the significant fact remains in this and many other cases called to the Commission's attention, that the rate was not changed until it came to be for the interest of the Standard that it should be changed, and it was also changed exactly as that company would naturally desire. The increase in the rate also rendered it just so much more difficult for the independent Kansas City operators to compete with the Standard Oil Company, and increased by just that amount its advantage and the price at which it could market its oil.

Before the rate itself was advanced the railways' estimated weight for all products of petroleum was advanced from 6.4 pounds per gallon to 7.4 pounds per gallon, except fuel oil which retained the former estimated weight. This change in estimated weight caused one dealer in crude oil to lose \$6,600 per year in a contract to furnish such oil to Omaha gas companies and the contract was finally turned over to the Standard.

Formerly through rates were in effeet on refined oil from Pennsylvania and Ohio Points to territory west of Chicago, but in 1890 the great refineries of the Standard were erected at Whiting, Ind., near Chicago, and thereupon lines west of Chicago decilned to join in through rates with lines from the east, and the independent refiners were compelled to pay the full locals from the point of shipment to Chicago plus the full local beond. This increased the through ates to its competitors and aggravated the advantage which the Standard posseased by reason of its ability to pump its oil to Whiting at a small cost and refine it at that point. Almost every commodity takes a blanket rate to the Pacific coast from all points east of the Mississippi and north of the Ohio, but to this rule petroleum is a notable exception. The San Francisco, is the full local to Chi-

The Commission long ago pointed out that the railway schedules of this country were filled with discriminations of this character in favor of as follows: the Standard Oil Company, which could not, as the law then stood, be corrected. The Commission refers to its report or decision in the New York, New Haven and Hartford Railcommodities, and wherein it was shown that the Standard thereby obtained a monopoly of the territory covered by that railroad system and di-\$200,000 and \$300,000 per year. The

of a similar character. oil leaving the refinery of an indeindependent oil is sold. It does not ent oil to its destination. Its agents appear that the railroad companies have directed the furnishing of this information, or that the practice has been sanctioned by superior officials of the roads, but it does appear that such information is systematically obtained from railroad employes. The testimony shows that the Standard at

"Silver Plate that When You Buy Spoons 47 ROGERS BROS

tion. It has frequently has when the supply of independnt off in a surticular territory was low and a shipment was peculiarly necessary, that the shipment has unpany. These secret rates are indi- Union Tank Line, a creature of the and Oil Company is obtained from ev Standard, concerning the whereabouts of its cars, while such information was not furnished to other owners of tank cars, and some discrimination their construction by competitors of in tank-car mileage in favor of the that the competitive methods of the tank line is shown for one railroad. Many roads issued passes on account of the Union Tank Line which were in fact used by selling agents of the Standard. Many local agents of roads have been in the employ of the Standard, and this may account for the un- nificant that the larger independent satisfactory service accorded independent shippers.

> Most roads charge higher rates on oil in tank cars destined to consignees of his produce went abroad, and said who do not have proper facilities for that he could compete with the Stand situated that the oil can be transferred by pipe from the tank car to be tolerated, but that he could not the storage tank. This has brought compete with it here. about the erection of distribution tanks in all parts of the country. The cost of erecting such a tank is not very great, and the rule would ordin- Oil monopoly, and its supremacy must arily impose no hardship; but it is continue until its rivals enjoy the the practice of the Standard, when same transportation facilities. The to reduce the price of oil in that lo- makes the existing pipe lines com callty to such a point as to make the mon carriers subject to that act, and business unprofitable to the competi- the power to prescribe just and rea pete against the Standard must erect points, and this requires large investerect its to its at convenient points specific rates, regulations, or pracon the railroad right of way and de tices. Some complaints are now penddependent refiners. The Commission is satisfied that such discrimination has been very generally practiced in the past.

The report shows that at present very considerable railroad in the United States is buying of the Galena Oil Company, one of the Standard signal oils, the price paid for lubricating oil, which is of three grades, being substantially the same to the various roads. The contracts generally contain a guarantee to the road that the cost of lubrication shall not exseed a certain sum per car mile or engine mile, and provide for oil inspectors appointed by the oil company to supervise the use of the oil. The Galena Company is rarely called upon to pay anything under the guaranty, and the prices obtained by the oil company are extravagantly high. Oils of the same grade could be bought in the open market for about onehalf the Gaiena Company's prices. The traffic official of one railroad company is said to have stated that the Standard traffic was many times that of an independent, and that that settled the proposition. Another operating official wanted to contract with an independent concern, but declared the matter off after a conference with rate for instance, from Cleveland to the president. Most roads prefer to stand on the guaranty, and no other

Standard's Method of Competition. Some of the methods of competition indulged in by the Standard are

The Standard has repeatedly, after becoming the owner of a competing company, continued to operate it under the old name, carrying the idea to the public that the company was road case, which involved refusal still independent and competing with of that road to join in through rates the Standard. It has used such purupon petroleum, as it did upon other chased or independently organized companies to kill off competitors by such companies reducing prices. The operation of such fake independent concerns has been one of its most efrectly put into its treasury between fective means of destroying competition. The Standard has habitually Commissioner of Corporations has collected in his report many instances tor in a certain locality, while maintaining its prices in other places. The ruin of its competitors has been When competition was destroyed it distinct part of the policy of the restored or advanced former prices. Standard Oil Company in the past, The Standard has sold different systematically and persistently pur- grades of oil at different prices from sued. One method has been the or- the same barrel. It has paid emmanization of a perfect system of ployees of independent oil companies aspionage over the abipments of its for information as to the business of competitors, resulting in knowledge those competitors, and has paid emas to the destination of every car of ployees of industrial companies to secure the adoption of its oil in preferpendent. The Standard agent at the ence to that of its competitors. It destination is held responsible if the has followed every barrel of independ-

One Of The Results

or liberally using our fertilisers, is to pay off a mortgage on the old farm. Rend the following from Hears. Wherry & Son, owners of the Magnolia Fruit Farm, Durant, Miss.:

We made \$600 from the large transpayed.

Virginia-Carolina Pertilizera

any sacrifice. It has tampered with The laws of several States concerning the inspection of oil are singularly de fective, and this has been turned to profit by the Standard.

SALMAGUNDI'S COMMENTS.

r beat and watching the proce it harries along. Violations of

the increase and these vic

Mr. Editor: We are still walking

not confined to the poor and ignorant masses, but are indulged in by those

It behooves the honest man to put o

is thinking apparel and thoroughly

'estigate the matter. It is more in

rtant than the yellow peril or the

The system of education that falls to

each the practical lesson of honests

d dought to be abandoned and

laimed that the Standard Oil Com-

pany is violating the charter granted

specified business. Yes, it is repor

d and is being read and commented

on by saint and sinner. John D

Rockefeller is president of that char-

red company. He is also superin

ndent of Sunday School; retires to

est at 10 o'clock p. m. and rises at

o'clock a. m. sixty or seventy-five

housand dollars richer in dollars than

when he retired. The company has

dictments; a fine of one hundred thou

and dollars imposed. But what does

cern whose president is paid fifty

esand dollars every twenty-four

nours, including Sunday School hours.

The company could pay thirty thou

sand dollars a day for the privilege of

ating existing statutes and grow

faster than any honest industry

ver did. The cost of their product

is much less than the cost of drinking

vater, or transporting sand, clay

cod or coal. But many other things

re going on equally as bad. The pat

ent or proprietary medicines are flood-

z all the markets of the world, and

to such humbuggery ever cursed the

who have sold it for years do not

know what is in it, except a little al-

been taken away from honest com-

elevating morality, and turned into

the hands of monied syndicates who

impose on the public by selling in

erior goods at extortionate prices

and sent another class of people to

violate these unwise laws, so-called

they operate in swamps and supposed

y inaccessable places and keep pande

antidote for moral depravity is worse

than the disease they proffered to

cure. But probably it has served the

tended, piled the shekels into the cof-

ers of a few individuals to the det

riment of the public weal. Now these

cranks, calling themselves Prohible

tionists or temperance societies, are

not necessarily mean, they are just

dupes, ignorant like the field hands

who proposed to root up the tares

from among the growing wheat, but

vere enjoined from doing so upon

the reasonable grounds that It would

injure the wheat and separation could

e accomplished at harvest without

that there is none so blind as those

regard the Divine plan and adopt in-

the confusion. They have collisions

worldly wealth. They are impelled by

times in fooling the people as to their

real object, and when the deception is discovered they abandon the pursuit

and organize a new method. See pro-

They don't regulate, see low

hibition. It don't prohibit, see dispen-

license and high license. The drink

habit has prevailed for more than

five thousand years and if it is an

evil that evil has be aggravated by

all legislation on the subject. It

might do some good to impose a fine

for public drunkenness on the streets

victim was abusive or brutal to

or highways or even in the home if

his family or servants. But it is in

excusable folly to put good people to

inconvenience because a few act in

discreetly. It would be better to build

such a state of affairs as now exists

of the bone of contention. Our sys

traffic puts to shame the inquisitions

of the dark ages. It is not on the

foundation of civilization and we be-

lieve it to be unconstitutional, except

when martial law is necessary. If

that is ever indespensible. We are

not assuming the role of dictator but

want the people to think about this matter, and we want their servants

to think while they are assembled to

gether and to act for the public good.

Cameron, N. C. January 26, 1907.

SALMAGUNDI.

Peace is better than war regardless

tem for the management of the liquor

induced by the greed for gain

entions of their own make, hence

damage.

who will not see.

But the Scriptures teach

These people dis-

They succeed oft-

which it was really in

onium in continual eruntion

etitors by cranks under the guise of

cohol, the manufacture of which has

vorld since time began.

that avail to check lawlessness in a

en found guilty as charged in in

it by the government to carry on

a the every-day life of the busine

substitute a better method.

are a learned and wealthy class

God and man seem to be on

The Commission's only knowledge of the competitive methods of the Standidence taken under oath in this inves tigation. The Standard was given per mission to explain or rebut the facts This evidence, if true, demonstrate company in the past have been unfair and even disreputable. Its motto has been the destruction of competition at any cost, and this policy has been pursued without much reference to decency or conscience, and it is sigrefiners sell the greater part of their product in foreign countries. One in dependent testified that 75 per cent unloading such as storage tanks so and in Germany where its methods as followed in this country would no

Remedies. More than anything else the pipe line has contributed to the Standard ever a competitor so crects a tank, amended act to regulate commerce tor, while prices were maintained in sonable rates, regulations, and pracother localities. Whoever would com- tices, after complaint and hearing, is conferred upon the Commission. But these tanks-not at one, but at many the pipe line tariffs filed with the Commission are alleged to be of no ment. The tanks are necessarily lo- actual advantage to the independent cated near the railroad tracks, and operators. The Commission can only there was much complaint that the act upon these schedules after comrailroads allowed the Standard to plaint has been made challenging the clined to accord this privilege to in- ing. How far the amended act will prove adequate to the correction of such injustice as now exists in respect of this tariff remains to be seen.

Since in the past petroleum rates have not always been established to promote, but often to check traffic and the tariffs are more or less per meated with discriminations in favo companies, most of its lubricating and of the Standard Oil Company, having been built up during a series of years in that view, it may be that this discrimination will never be eliminated by any process of complaint against : specific rate or practice. Judging by the past, discriminations as to this traffic may arise more frequently than those now existing can be routed out by that method. As to no other important traffic is there an approach to the monopoly of the Standard Oil Company in that of oil. Under these conditions it may become necessar to the uprooting of established wrongs and the prevention of others that the government shall fix in the first instance the rates and regulations for the transportation of this traffic. This method has been adopted by the legislature of one State. It will probably be found necessary to disassociate in the case of oil, as in that of other commodities, the function of transpor tation from that of production and distribution. What other remedies in addition to those already provided it may be necesary to prescribe can be better determined in the near future by the results of experience in administering the present law.

FLEA HILL NOTES.

We are having some very cold weather at present which is greatly welcomed by those who killed hogs during the recent warm spell. many it came too late, Some had already had to bury their meat. A few after waiting a few days for colder weather purchased ice and used it in packing up their meat. So far as we have learned those who did this never had the misfortune to lose any.

Fire destroyed the meat he store-room of Mr. H. A. McPhail last Thursday, and the residence, only a few yards distance, was saved through the fforts of a number of men who were present engaged in killing hogs. The kitchen adjoining the residence caught fire once, but it was extintwo thousand pounds of bacon constitutes part of the loss. Farmers are slowly making prepar-

stions for their nineteen and erop. Indications now are that labor will be scarcer than ever. Rev. N. M. McDonald , the new

preacher on Cokesbury Curcuit, filled his first appointment at Salem yesterday. The congregation was very large, considering the inclement weather. Foxhunters were in this commun-

ity a few nights last week; hope they succeeded in catching some of the chicken thieves The wedding bells keep ringing in this community. A very large crowd attended Sun-day school at Lebanon Sunday after-

Captain W. P. Wemys has returned from Clinton, where he went in the interest of Clinton Chapter, No. 40, Royal Arch Masons, which has been reorganized recently, where he con-

ferred the degrees on twelve new

Wise Counsel From the South

members.

"I want to give some valuable advice to those who suffer with lame back and kidney trouble," says J. R. Blankenship, of Beck, Tenn. "I have proved to an absolute certainty that Electric Bitters will positively cure this distressing condition. The first bottle gave me great relief and after taking a few more bottles, I was completely cured; so completely that it becomes a pleasure to recommend this great remedy." Sold under guarantee at B. E. Sedberry's Sons drug store.

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