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**WHAT WE ARE GETTING FOR DEFEATING BRYAN.**

We have published a good many hundreds of articles under the above caption since 1896 and 1900. The demoralization of silver doubled the fortunes of the rich which the robber tariff had built up, and Imperialism has been fastened upon the country. The Trusts have grown apace as a consequence of the first sin against the republic, and centralization has come as the inevitable complement of the second.

These fruits of the division in the Democratic ranks are so apparent that it is to be hoped that all who call themselves Democrats may feel the necessity of united action in opposing their further progress.

The trusts are damned by everybody, but they are not opposed by all who damn them. So, while the Democracy has voiced its opposition, it has not been united in efforts to destroy them. Centralization, on the other hand, is so palpably contrary to the Democratic principle that its recent alarming progress should open the eyes of all to the inseparable relation of the two.

The latest expression of centralization is contained in the report of the Postal Commission which proposes, in effect, that Congress shall muzzle the press.

Concerning this remarkable measure the Atlanta Journal says, in part: "The Postal Commission, consisting of Senators Penrose, Carter and Clay, and Representatives Overstreet, Gardner and Moon, has just reported to Congress, with the recommendation that it pass, the most drastic and revolutionary measure that has ever been suggested since the liberty of the press was guaranteed by the Constitution."

"It is no exaggeration to say that the restrictions which this measure contemplates will be regarded as burdensome and offensive under the despotism of Russia or the Imperial regulations of Germany. Its specific provisions are harsh enough, but the most illuminating and alarming fact is the avowed hostility to the expansion of the press, which the commission expresses with cynical frankness. When we remember that the wisest of the founders of the republic declared that if he had to choose between a government without newspapers and a newspaper without a government, he would not hesitate to choose the latter, we realize how far the present commission has departed from the spirit of Jefferson and the statesmen whose sentiments he expressed.

"It is almost inconceivable that an intelligent body of men, nurtured in the traditions of the inviolable liberty of the press as the surest guarantee of liberty of the people, should have had the impudence to frame such a law as this, and even now we wonder what must have been the sinister motive underlying it all."

And the Norfolk-Virginian-Pilot has this to say: "Proposed Government Censorship of the Press.

"The report of the Postal Commission appointed at the last session of Congress to investigate abuses of second-class mail matter privileges and to suggest whatever changes in the regulations governing such mail matter as might be found necessary and desirable has been submitted to the House Committee on Post Offices and Post Roads, together with the draft of a bill, for presentation to Congress, embodying the commission's recommendations.

"That second-class mail matter privileges are to some extent abused and that the abuses should be corrected is freely and frankly admitted; but there is not the shadow of foundation upon which to rest an argument that the abuses are of a character or an extent to warrant such wholesale and unrestricted interference with periodical publications as the proposed bill contemplates. The bill provides, among other things, that no newspaper, or part or section of a newspaper or other periodical shall consist wholly or substantially of fiction; that no newspaper shall have advertising to a greater extent than 50 per cent. of its superficial area; that each part, or section of a newspaper must be of the same size, form and weight of paper; that supplements must be of the same form as the main body of the publication, must contain no advertisements, and must be supplied only to complete matter left incomplete in the main body of the publication, and that with each issue of its publication, the publisher must make under oath a statement showing the number of copies mailed to subscribers of different classes, the number in bulk, the weight thereof and the average weight of a single copy. In addition, every newspaper publisher is required to furnish under oath at any time any information as to his business, which the Postmaster-General shall by regulations prescribe.

"The changes mentioned are only a small part of the total number proposed, but they are all radical and harassing, and, if adopted, would impose pecuniary and other hardships upon publishers and curtail to a considerable degree the advantages enjoyed by the public as a result of legitimate newspaper development. But such results, burdensome and unnecessary as they would be, are of no minor importance compared with the attack upon the liberty of the press which underlies the bill and the right of inquiry and censorship which it undertakes to confer upon a government agency--the Post Office Department. It requires no vivid imagination to conceive of how under such legislation as that proposed the press of the country would be practically at

the mercy of the Post Office Department. And from limited to absolute censorship is only a few short steps when the first has once been taken. If the Federal Government, by the exercise of its right to regulate the mails, can interfere with the freedom of the press in one respect, it can also interfere in others. As Mr. Frank P. Noyes, of the Associated Press, pertinently and truthfully remarks: "If fiction and the magazine matter in newspapers can be put under the ban, why not editorials and cartoons? The Virginian-Pilot is unwilling to believe that the time has yet arrived when the American public will tolerate even a limited government censorship of the press of the country."

**IMPROVEMENT OF THE CAPE FEAR.**

In a recent letter to the Raleigh News and Observer, Mr. Pence, its Washington correspondent, says: "Senator Overman has introduced an amendment which will endeavor to have incorporated in the River and Harbor bill making available an appropriation of \$400,000 for the improvement of the upper Cape Fear. This sum, it is estimated by army engineers, will be necessary to complete a single lock and dam. There are three such locks and dams necessary to give deep water connection between Fayetteville and Wilmington.

The State Merchants' Association, at its meeting in Raleigh last week, adopted the following preamble to resolutions calling for a cessation of railway discriminations against North Carolina:

"That whereas, the discrimination made by the railroads on freight shipments in favor of other States and against North Carolina are unjust and unwarranted, and

"Whereas, by reason of said discriminations as aforesaid, rates are higher in North Carolina than in any other Southern State; and

"Whereas, the progress of North Carolina is greatly retarded by the excessive and arbitrary charges; and

"Whereas, the present rates put the necessities of life at a higher rate to the people of North Carolina,

Whereas, the matter of these discriminations is of vital importance to every industry in the State, and

"Whereas, many difficult and intricate questions are involved, which can only be remedied by careful and studious preparation, etc.

"If the Interstate Commerce Commission could enforce its former ruling requiring equal rates per ton per mile, the discriminations which the railroads notoriously make against North Carolina would cease. But the people of Central and Western and much of Eastern North Carolina can never enjoy freight rates on equal terms with the people of other seaboard States until approach be had through the port of Fayetteville. The reason why this is true is our jutting seacoast, which opens our flanks, so to speak, to Richmond, Norfolk and Charleston by shorter lines than any of our seaports enjoy. That is why Fayetteville was such an important distributing point for Central and Western North Carolina and parts of Virginia and South Carolina before deforestation gave us less certain navigation and rendered the Cape Fear an easy prey to the North-and-South-going railways which the exigencies of the Confederacy caused to be established.

Let all our delegation in Congress give a united support to Senator Overman's patriotic endeavor, and his amendment to the Rivers and Harbors bill will become a part of it when it comes from the Senate and House conferees.

**PROGRESS OF THE REVOLUTION.**

Nothing of recent occurrence has more forcibly illustrated the Progress of the Revolution--Mr. Bryan calls it "The Moral Awakening" which, indeed, it is, at the bottom--than the unanimous decision, on Wednesday, by the Judiciary Committee of the House of Representatives, that the proposed Federal Child Labor law for the United States (for the States as distinguished from their creatures, the District of Columbia, etc.) is unconstitutional.

Senator Beveridge, of Indiana, occupied the greater part of three days recently in an effort to convince the Senate that the child labor legislation advocated by him would be constitutional. The House Judiciary Committee takes issue flatly with him on the proposition.

The action of the House Judiciary Committee was taken in response to a resolution introduced by Mr. Tawney, of Minnesota, directing the committee to investigate immediately and report to the House at this session the extent of the jurisdiction and authority of Congress over the subject of child labor and women workers, and to what extent and by what means Congress has authority to suppress abuses connected with such labor. The Senate Judiciary Committee has a similar investigation on foot by direction of a resolution passed by the Senate.

Written by Judge Jenkins.

The report agreed upon by the House Judiciary Committee was prepared by Judge Jenkins, of Wisconsin. It declares in the beginning that it must be understood that "what is said in this report has no relation whatever to the District of Columbia, the Territories or corporations created by act of Congress."

The Judiciary Committee, after pointing out that the question is a purely constitutional one, says:

"The Constitution is an instrument of limited and enumerated powers. The people of the original States, having made and adopted the same, delegating certain powers to the United States by the Constitution, expressly reserving to the States, respectively, or to the people, all powers not delegated to the States. So it follows that what power is not delegated to the United

**THE CHURCH SUBSIDY.**

Mr. Bryan's Commoner thus reviews the President's ship subsidy bill: "Mr. Roosevelt, in a special message to Congress, advocates a ship subsidy to the extent of 'encouraging the building and running of lines of large and swift vessels to South America and the Orient.' The President's message will be found in another column of this issue. He points out that the bill pending before Congress provides for fourteen steamships, subsidized to the extent of \$1,500,000, from the Atlantic coast, all to run to South American ports; also for twenty-two steamers on the Pacific coast, subsidized to the extent of \$2,225,000; some of these to run to South America, most of them to Manila, Australia and Asia.

Here is a subsidy amounting to \$3,725,000 per year. The South American and Oriental subsidy is but an entering wedge, and with that subsidy granted it will be but a short step to the larger and more general subsidy, for which the ship subsidy promoters have so long contended. From every State in the union protests against this subsidy should be sent to members of Congress. We have an object lesson in the exorbitant tariff rates provided by the Dingley law. It is well established that Mr. Dingley himself said that the rates provided for in his bill were purposely placed high in order that they might be used as a basis for obtaining reciprocity treaties with other countries. So far as concerns the well-meaning men who had to do with the Dingley tariff law, there was no intention to permanently maintain the high tariff rates concerning which Republican leaders now say we must 'stand pat.' But once having enjoyed these exorbitant rates, the subsidy grabbers refuse to surrender them. Habitually these men have taken advantage of one favor to secure another and, given the subsidy which Mr. Roosevelt in his message formally endorses, they will not rest until they have made that subsidy ground for sea-going vessels controlled by powerful men.

It is strange that Mr. Roosevelt, with all his progress along democratic lines, should retrace his steps and advocate a plan, which, if adopted, would make it all the more difficult for the people in their struggle with organized wealth. It is not so difficult to see why the subsidy grabbers move to these privileges at this time. Schemes like these are usually pushed at the short session, and the very fact that at this moment there is a strong popular protest against special privileges, encourages the promoters to hope that the eagerness of their demand will give them the victory. They hope that the people will conclude that this subsidy must be a righteous one, else its promoters would not dare urge it at this time.

It is possible that Republican newspapers that have in the past vigorously condemned this proposed subsidy will now rush to its defense? The most bitter condemnation of this scheme has been given by Republican editors. For instance, in December, 1900, the Indianapolis Journal said: "Congressmen must have mistaken the atmosphere of Washington for that of the country at large or the clamor of the few ship-builders and owners and their lobbyists for the voice of the people. Let Republican members go back to the platform of 1896, which demanded the upbuilding of our merchant marine and carrying trade by other methods than a ship subsidy."

In December, 1900, the Dubuque, Iowa, Times said: "No inconsiderable part of President McKinley's support in the recent election came from those to whom the subsidy idea is extremely distasteful."

About the same time the Portland Oregonian protested against the subsidy, and said: "The fact that building and sailing American ships in competition with the fleets of the world has enabled a few Americans to pile up colossal fortunes shows that we can operate the ships as cheaply as the foreigners can operate their craft."

In its issue of December 15, 1900, the New York Press said that Senators and Representatives had been carried to Europe and back every summer for the past ten years in anticipation of the part call on the ship subsidy scheme. The Press added: "It may be true of our government, as Hamilton said of the English, that it cannot be worked without bribery, but there is no reason why the measures and men which require bribery should be mixed up with those which do not."

The Chicago Record-Herald, while declaring that the West was not "afraid" of the word 'subsidy,' said "it balks over a proposition to take money from the national treasury to render the conditions of a self-supporting merchant marine more profitable than ever." The Record-Herald denounced the ship subsidy as a "preposterous proposition."

In December, 1900, the Chicago Tribune, discussing James J. Hill's Mothers who give their children Kennedy's Laxative Cough Syrup in variously indorse it. Contains Honey and Tar. Conforms to the National Pure Food and Drug Law. Sold by Armfield & Greenwood.

"Piscicles" (non-alcoholic) made from resin from our Pine Forests used for hundreds of years for Bladder and Kidney diseases. Medicine for thirty days, \$1.00. Guaranteed to give satisfaction or money refunded. Get our guarantee coupon from McKethan & Co.

Give 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.

**States by the Constitution is withheld from Congress and must be exercised by the States.**

"We look in vain over the list of enumerated powers granted Congress for jurisdiction and authority of Congress over the subject of woman and child labor. \* \* \* Under the policies of the State cannot regulate interstate commerce and under the commerce clause of the Constitution, Congress cannot interfere with the lives, health, property, good order or morals of the people, or anything in the good of the State and its citizens." The Judiciary Committee cites a number of cases and precedents, and then declares: "It plainly follows that Congress cannot even exercise any jurisdiction or authority over women and children employed in the manufacture of products for interstate commerce shipment, and certainly it will not be claimed by the foremost advocate of a centralized government that Congress can exercise jurisdiction or authority over women and children engaged in the manufacture of products for interstate shipment.

"Can't Regulate Manufacture. "The fact is when the product is manufactured it is not known whether the same will be interstate commerce or interstate shipment. It is not an extreme or ridiculous to say that it would be just as logical and correct to argue that Congress can regulate the age, color, sex, manner of dress, height and size of employees and fix their hours of labor as to control interstate commerce or interstate shipment. Congress can exercise jurisdiction over the subject of woman and child labor. "The jurisdiction and authority over the subject of woman and child labor certainly falls under the police power of the States, not under the commercial power of Congress. The suggestion contained in the resolution shows how rapidly we are drifting in thought from our constitutional moorings. Undoubtedly it is the earnest wish of all who desire the prosperity of the nation that the proper jurisdiction should always be drawn between the power of the States and the power of the nation. Certainly there is no warrant in the Constitution for the thought or suggestion that Congress can exercise jurisdiction and authority over the subject of woman and child labor. If those performing such labor are abused, and conditions are such that the same should be improved, it rests for the State to act. The failure of the State to act will not justify unconstitutional action by Congress.

"Unquestionably Congress has the power to investigate conditions, ascertain facts and report upon any subject. In the opinion of your committee there is no question as to the entire power on the part of Congress to exercise jurisdiction and authority over the subject of woman and child labor. Belongs to the State.

"In fact, it is not a debatable question as to the power of the States. The power of Congress to so legislate. It would be casting an unwelcome burden upon the Supreme Court to so legislate. The agitation of such legislation produces an uneasy feeling among the people and confuses the average mind as to the power of Congress and the power of the States. The lives, health and property of the women and children engaged in labor is exclusively within the power of the States, originally and always belonging to the States, not conferred by Congress. Such is the emphatic language of the Supreme Court. If a question of good order and morals, it is the same. The argument has long since been made by others, and the committee cannot add to it. The assertion of such power by Congress would destroy every vestige of State authority, obliterate State lines, nullify the great work of the framers of the Constitution and leave the State governments mere marionettes, the puppet of the power of Congress.

"The national government is too weak to undertake the exercise of the police power of the States. In a short time this great nation would be worse than a ship in mid-ocean, in a great storm, without a rudder or compass. The division of power was wise and beneficial. Time, study and experience approves it. It should not be attempted in an unconstitutional way the destruction of the structure of our government. If, then, these two great powers of police and commerce are separate and independent, the power of the States over women and children is the authority for saying that Congress can invade and impair that power, entire and independent in the States? The right and power of both States and nation must be upheld.

"The committee has no jurisdiction or authority over the subject of woman and child labor, and has no authority to suppress abuses of such labor or ameliorate conditions surrounding the employment of such laborers."

**RISE FROM THE GRAVE.**

A prominent manufacturer, Wm. A. Fertilizer, of Lucas, N. C., relates a most remarkable experience. He says: "After taking less than three bottles of Electric Bitters, I feel like one rising from the grave. My trouble is Bright's disease, in the Diabetes stage. I fully believe Electric Bitters will cure me permanently. Before submitting I already stopped the liver and bladder complications which have troubled me for years." Guaranteed by B. E. Sedberry's Sons, druggists. Price only 50c.

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**WHAT THE STATE HAS PAID AND WHAT THE RAILROADS HAVE DONE FOR "PROSPERITY."**

Raleigh News and Observer.]

A railroad is worth nothing to its owners unless the industry of the people living along the line affords good business. The industry of the people is greatly lessened in power unless quick and safe transportation is afforded. Railroads help to create business and industries, and the people of North Carolina have recognized their value and importance by going into their pockets to build most of the roads in the State and giving a big bonus to most of the good paying railroads of the State.

It is the people of North Carolina who have built the best railroads, and not outside capital, and in the main we are to thank ourselves for producing railroads and to criticize ourselves for the folly of giving them away after building them. Look at the railway systems of North Carolina. Where did the money come from to build them? The following roads were made possible by the fact that the State of North Carolina either owned the stock or enough to guarantee their construction:

1. Raleigh and Gaston Road. The State owned large stock and made construction possible. Given away for a song after the war. When it was managed as an independent line it paid well and undoubtedly pays better now.
2. Raleigh and Augusta Road. The State and the city of Raleigh helped to build this road. State interests sold for a song.
3. Carolina Central Road. The State owned big stock and virtually gave it away.
4. Cape Fear and Yadkin Valley Road. The State owned big stock and not only virtually gave away its stock, but gave convict labor free to build it when owned by private parties. A part of this road now belongs to the Atlantic Coast Line and a part to the Southern. Its dismemberment was due to legislative act that contained a provision for dismemberment that was so imbedded in a long bill due to a legislative act that no provision permitting dismemberment was contained in the act until too late. When sold the two wings of North Carolina railroading--the Southern and the Atlantic Coast Line--divided it so that each could continue to cover the territory in the sphere of its influence.
5. Wilmington and Weldon Road. The State owned big stock. Recent Carolina legislature sold it for a mere pittance and invested the sum derived in special tax bonds known by the officials to be worthless and fraudulent.
6. North Carolina Railroad. The State still owns its stock in this, the most valuable railroad. By a blunder

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