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LICITY BUREAUX."

We receive almost every day, from Publicity Bureau in New York, enelopes marked "News" and containing printed slips of which the one reproduced below is a sample. The Buon another printed slip, that there is no charge for this service, which is paid for by those whose interests are served by the dissemination of the

With this in mind, the reader will readily see that the inferences and deductions made below from the Interstate Commerce Commission's bulletin, are intended to calm the rising tide of indignation against the railroads for the slaughter caused by accidents on them. The railroads, however, as will be seen, jump out of the frying pan into the fire; for, if we grant their contention that it is the inefficiency of their employes which causes the accidents, and not overwork and excessive hours of service, then they are impaled on the other horn of the dilemma: they employ cheap labor in order to be able to pay dividends on watered stock

Here is the news item referred to: SHOWS CAUSES FOR MANY RE-CORDED RAILROAD ACCIDENTS commerce Commission Reports for Five Years Fix Blame for Nearly

Four Hundred Collisions-Few Due to Excessive Hours. New York, March 15.—Summarizing the quarterly bulletin which has been issued by the Interstate Commerce Commisssion during the last five-year period, throws a flood of light on the cause of railroad collisions. Examination has been made ofthe nineteer bulletins which report and classify 448 accidents of this kind. Of these

the Commission attributes 317 to "negect of trainmen and enginemen." Accidents occurring as a result of negligence "when working excessive hours was coincident" number only 24. The number of people killed in this class of accidents was 20, while the accidents in the first class formed 70 per cent. of the to-tal, resulting in 80 per cent. of the fatalities (904), and were responsible for 70 per cent. of the money loss of

\$4,777,215.

To show the efficiency of signal systems, the Commission's bulletins classify collisions. (1) in automatic signal systems, (2) in places not so equipped, (3) those of which the automatic signal would have given warning; and (4) those in which, the Commission holds, block signal sysems would have affored no additional protection.

In the first classification there are 18 accidents, only one of which was due to failure of the system, as against 17 for which failure to obey or set signals was directly responsi-ble. Only two collisions out of the 31 in class 2 were caused by failure of

More than 331 collisions are classed as preventable by the automatic block signal system, but it is pointed out that there is no reason to believe that all of these would have been avoided errors of signalmen and disregard of signals by trainmen and engineers.

The conclusion drawn by railroad authorities from this showing is that the true explanation of eight out of ten accidents is unmistakably the failure of employes to obey orders made protection of themselves and the public.

Confirming this view, a growing deterioration in obedience to rules is given by the Railroad Gazette as the cause of numerous accidents, that paper saying:

"Effective discipline and uniform obedience to orders by the trainmen and trackmen can never be secured The ideal can be approximated. It is a general prevailing opinion among officials that in this country we are now not approximating the ideal; we are retrograding. A lack of zeal and among railroad employes seems to be growing."

is the experience of railroad managers that comparatively few accidents are due to the fact that men responsible for them have been on duty for an excessively long pe

BRYAN SAYS DEMOCRACY IS VIN-

and cheering repeatedly. State Democratic Chairman Feeney introduced him as "the foremost figure in Amerlean statesman ship," and expressed his doubt if any office Mr. might hold would make him any dear

Mr. Bryan said that no one rejoiced has come to Democratic ideas, far dearer to him than any office was the

Bryan, "that I never lose an opportu of my opponents. No one ever use

"Ten years ago they called ideas insanity, yet on no question that ssed have we been more vindicated than on our idea that more money would make higher prices and

etter times. "The Republican party has been in ower for ten years, with undisputed ule. If it has not done anything that to have been done it is its own What is the result? We find the Republican party is not so popular to-day. The party has gone on the dent alone has escaped the paralysis that has fallen upon all the rest?

RAILROADS USING THE "PUB. his following the Democratic doc-

Mr. Bryan charged that the slump in stocks, of which men in high finance complained, was caused by the very men who are now complain

"If I may venture a prediction, he added, "b would say that in the fight that's coming the Democratic reau is in the habit of informing us, party will be looked upon as the protector of the small investor against manipulation of the sharks that have obtained power in Wall Street."

Mr. Bryan received a second ova tion when he concluded his address. George Fred William referred to Mr. Bryan as the "acknowledged lead er of the national Democratic party, saying directly to Mr. Bryan:

"I have no right, sir, to place you in the position of a candidate for office until you have authorized it, out I take no undue advantage of my position, and I believe I represent the sentiment of the Massachusetts Democracy when I say that the success of our party rests upon your shoul ders, whether you will or not. It President Roosevelt abides by his refusal to become a candidate, no Republican, unless he be more radical than the President, can prevent the election of William Jennings Bryan

THE RAILROADS AND THE PUBLIC

Progressive Farmer.] There is great consternation now among the railroads of the country The demand for a two-cent a mile passenger fare has become general and State legislature after State legis-lature has yielded to this demand Even Pennsylvania's State Capitol. "corrupt and contented," has heard the voice of the people; and it is said that the Tennessee legislature which is now to re-assemble will probably have to declare for two cents a mile. The Interstate Commerce Com-mission, too, is just beginning its work of regulating freight rates, and a great number of States are trying, like North Carolina, to prevent the discriminations heretofore in force.

In the face of all these facts, the question arises: Is this clamor for a stricter accounting with railways demagoguery or statesmanship? Is it a thing that the conservative, squaredealing farmer should encourage or discountenance?

False Foundation Is the Cause The answer is that the present antirailroad sentiment is retribution, the inevitable penalty of Nature and of Justice for the unjust practices of which the great transportation lines have been guilty heretofore. As in nearly all cases of retribution, some of the innocent must suffer with the guilty. As it was said in the days of the old prophets: "Our tathers have eaten sour grapes and our own teeth are set on edge." It is because the early builders of our transportation interests wrought corruptly, because they built on a false and artificial foundation, that the whole structure now grows less steady. It is unfortunate, perhaps, that Nature does not punish immediately, unfortunate that she allows an abuse to continue until others suffer besides those originally in class 2 were caused by failure of signals. The remaining 29 were due to negligence of employes.

More than 331 collisions are classed by failure of guilty, but so it is, and so it is with our railroad interests to-day. "Nothing false, nothing artificial, can endure," is the truest thing that Emerson ever said, and our transportation interests must pay the penalty for building on "the false and artificial." can railway capital is "watered stock -fraudulent issues sold to the public with the hope that rates would be made high enough to make the people pay dividends not only on the real capital invested, but on the billions of ficticious values. Not only did the managers of many of the great transportation lines charge higher rates than they rightfully should, but-what was worse—they set themselves to kill and to make alive; to build up this town which the railway magnates favored(possibly because in it they owned much property), and to dis-criminate against and injure other towns. The South especially has suffered much in this respect. A shipper from Cincinnati said to us a few days ago: Sanforu, N. C., is twenty-eight miles nearer to me than New York, but the freight rate on my goods to New York is 23½ cents and to San-ford 83½ cents." And so the real freight problem is not to lower rates, but to equalize them, to prevent the discriminations that build certain sections and pull down others. Then again, legislatures and Congresses have often been corrupted by railroa. influences, Railroad Commissions (cre ated for the people's protection) silenced, newspapers bought or established, and public men captured by free passes, attorneysnips, or political assistance. In nearly every State

these things have happened, and na-

tionally the situation has been even

Cleveland and McKinley were largely

governed by the wishes of the great masters of transportation.

What Will the End Be?

moral awakening led by such Demo-

crats as Bryan and such Republicans

as Roosevelt that a long step has

been taken toward correcting the long-

standing abuses. The railways them

like President Finley, of the Southern,

seem more inclined to deal frankly

spread revulsion against former cor-

rupt practices, there may be some dan-

too far backward in some States or

But taken as a whole, the move-nent is healthful. If it checks rail-

road building and railroad develop

ment, this will be unfortunate, for the

railway hardly ranks second to any-

thing else as an agency of progress and civilization. But such a check, at

worst, will be only temporary, for the

fairness of the American people may

always be counted upon as an endur-

present agitation will doubtless be that we shall have no less legitimate

but that there will be fewer fraudu

lent bond issues, less watered stock and the railroads of the future, when

construction than heretofore

ow that the pendulum may swing

Men

selves are doubtless mending

way to a considerable extent.

with the people. And with the

that reforms may be too violent.

It is only a result of the great

worse.

there is little doubt but that

DICATED BY ROOSEVELT.

Says a Boston telegram:

William Jennings Bryan was the guest Friday of the Democratic State Committee of Massachusetts, and at a banquet at the Quincy House deliver ed an address in which he touched upon various points of Democratic loctrine, which, he dec.ared, had been vindicated by recent events.

Mr. Bryan received a great demon-stration, all those present standing er to the American people.

nore than he in the vindication that triumph of the things for which they had been fighting.

"And I rejoice so much," said Mr nity to thank the President for what he has done. The President was one harsher language than he did toward our cause. Yet, I want no man in the community to anticipate me in hearty commendation of anything he does that I believe is right. I do not know what the President's attitude will be in the coming campaign, but it is ing quality, and the net result of the certain that he cannot take back what present agitation will doubtless be

e has said about our ideas.

the storms of popular justice come will not sway and totter as do many of those which we have to-day and whose foundations are false. But it ought to be said in this con nection that a general, indiscrit cut in freight and passenger charges is not the wisest method of regulating The newer and weaker roads rates. tobuggan slide, so that now it has just one man whom it regards as popular enough to be a candidate for President. Why is it that the President. should not be required to operate of the same tolls as those charged by tems, and a graduated scale of earnings in proportion to quantity of traf-fic handled would commend itself to There is only one explanation, and the public as the most reasonable that is that his popularity is due to method of righting existing wrongs.

THE ANTI-TRUST LAW.

We have been requested to publish the full text of the anti-trust act passed by the late legislature, which, with the supplemental act also passed, is

An Act Prohibiting Conduct Within the State of North Carolina Which Interferes With Trade and Com-The General Assembly of North Car-

olina Do Enact: Section 1. That it shall be unlawful for any person or corporation to di-rectly or indirectly be guilty of any of the acts and things specified in any of the sub-sections of this section.

(A) For any person, firm, corporation or association to make a sale or sales of any goods, wares, merchan dise, articles or things of value, whatsoever in North Carolina, whether di rectly or indirectly or through any agent or employes upon the condition that the purchaser thereof shall not deal in the goods, wares, merchandise, articles or things of value, of the the State of North Carolina which competitor or rival in business of the terferes with trade and commerce. person, firm, corporation or associa ation, making said sale.

(B) For any person, firm, corpora-tion or association to directly or indirectly, wilfully destroy or injure or undertake to destroy or injure the business of any opponent or business rival in the State of North Carolina, with the purpose or intention of attempting to fix the price of anything of value when the competition is re moved.

(C) For any person, firm, corpora tion or association which directly or indirectly buys or sells within the State, through himself or itself or through any agent of any kind, or as agent or principal or together with or through any allied subsidiary or dependent person, firm, corporation or association, as much as 50 per centum in quantity of any article or thing of value which is sold or bought in the State to injure or destroy or undertake to injure or destroy the business of any rival or opponent by lowering the price of any article or thing of value sold, so low or by raising the price of any article or thing of value bought, so high as to leave an unreasonable or inadequate profit for a time and with the purpose of increasing the profit on the business when such rival or opponent is driven out of business, or his, their or its business

is injured. (D) For any person, firm, corpora tion or association dealing in anything of value within the State of North Carolina to give away or sell at a place where there is competition, such thing of value at a price lower than is charged by such person, firm, corporation or association, for the same hing at another place, where there is not sufficient reason for charging less at the one place than at the other

with the view of injuring the business of another. (E) For any person, firm, corpora tion or association engaged in buying or selling anything of value in North Carolina to make or have any agree ment or understanding, express, or implied with any other person, firm, corporation, or association, not to buy or sell said things of value within certain territorial limits within the State with intention of preventng compe tition in selling, or fix the price, or prevent competition in buying of said things of value with these limits, provided nothing herein shall be construed to prevent an agent from repreby signals since in the first two classes 94 per cent. of the accidents clared last week that \$7,000,000,000 of nothing in this proviso shall be conthe total of \$13,000,000,000 of Ameri- strued to authorize two or more principals to employ a common agent the purpose of suppressing competi-

tion or lowering prices. Sec. 2. That any corporation, either as agent or principal, violating any of the provisions of this act shall be guilty of a misdemeanor and such corfined not less than \$1,000 for each and every offense, and every person violating any of the provisions of this act shall be guilty of a misdemeano and, upon conviction, shall be fined not less than \$500 or imprisoned within the discretion of the court.

Sec. 3. That any person being ther within or without the State, who encourages or wilfully allows or associates in business in this State to violate any of the provisions of this act shall be guilty of a misdemeanor and, upon conviction, shall be punished as provided in section 2 hereof. Sec 4 That where the things pro hibited in section 1 of this act continuous, then, in such event, after the first violation of any of the provis ions hereof, each week that the viola

tion of such provision shall continue shall be a separate offense. Sec. 5. That the provisions of this act shall not be construed so as to reneal or restrict the common law doctrine preventing unlawful combination in trade, which is hereby re-enacted and declared to be in full force in this State except as may be inconsistent with the other provisions of this act. Sec. 6. That if it shall be made to appear upon affidavit to any solicitor,

the affidavit may be made upon infor mation and belief and when made upon information and belief it shall state the ground upon which the affidavit is made, and ir reasonable in the opinion of the solicitor in this that any corporation has violated or is violating any of the visions of this act within the judicial district of such solicitor, it shall be the duty of such solicitor to apply to a judge of such judicial district or a judge holding the courts of such judicial district, for an order to cause corporation, its officers and agents or either of them should not efore such judge at a time and place to be named by him, which time shall not be fess than five days from the issuing thereof to show cause why such corporation, its officers and agnts or either of them should not produce before said judge, at a time and place to be named, all the papers books and records of such corporation and if the judge shall be satis fied that such productions should be made, he shall make an order requir

ing such corporation, its officers and The editor of the Memphis, Tenn. "In my opinion Foley's Honey and Tar is the best rem "Times" writes: edy for coughs, colds and lung trouble and to my own personal knowledge Foley's Honey and Tar has accomplish ed many permanent cures that have been little short of marvelous." Refuse any but the genuine in the yel-low package. McDuffle Drug Store, (O. O. Souders, Proprietor.)

The reliet of Coughs and Colds through laxative influence, originated with Bee's Laxative Cough Syrup containing Honey and Tar, a cough syrup containing no opiates or pois ons, which is extensively sold. Secure a bottle at once, ob ain a guarantee coupon, and it not fully satisfied with results, your money will be re-funded. Sold by McKethan & Co.

agents or either of them, to produce all of its papers, books and records to be examined by such solicitor in the presence of such judge. If any corporation, its officers, or agents, shall fail to appear or shall fail to produce such papers books or records as may be required, he or it shall be guilty of a misdemeanor, and it shall be the duty of such solicitor to proceed to prosecute such corporation, its offi-cers or agents. The said solicitor, in case of the conviction of a corpora

tion, shall be paid a fee of \$200, to

be taxed against the corporation, and

in case of the conviction of an Indi-

vidual a fee of \$100 to be taxed against said individual. Sec. 7. This act shall be in force from and after July 10th, one thounine hundred and seven. In the General Assembly read three imes and ratified, this the eleventh

Supplemental Act. An act supplemental to a bill which ias passed the Senate and House of Representatives to prohibit conduct in the State of North Carolina which in

day of March, A. D. 1907.

Whereas, An act of the General As sembly has passed the Senate and House of Representatives, entitled as shown in the caption above, and Whereas, Provision is made in the said act for investigation and prosecu

tion of the offenses therein named, and Whereas, In said act it is not pro vided that a person subpoenaed to testify shall be immune from prosecution for or by reason of matters dis-closed by his or her testimony, and

Whereas, It may be difficult, if not impossible, to discover or punish for crimes committed in violation of said act if witnesses are permitted to re-fuse to testify upon the ground that the testimony might tend to incrim-

inate the witness; Therefore, The General Assembly of North Carolina do enact: Section 1. That no person suppoensed and required by the State of the to testify under the provision: acts passed at the present so General Assembly, entit the act to prohibit conduct the State of North Carolina wh iter feres with trade," shall be pr uted or convicted on account of ters disclosed by the testimony witness nor shall the testimo: such witness be received or used in any court in any prosecution against

him or her. Sec. 2. This act shall be in force from and after its ratification. In the General Assembly read three times and ratified, this the eleventh day of March, A.D. 1907.

CURRENT COMMENT.

Col. Watterson, who has been visiting Cadiz, writes some things about theeshe ry wine that finds its way to that are disturbing to Americ lovers f that beverage. It must be disturbing to Mr. Watterson himself, who is aid to excel in the preparation of lobster a la Newbourg, for that famous dish of gourmets depends upon its sherry "qualification." Says the doughty Kentuckian: "One naturally turns from Cadiz to Jerez, which is but an hour's ride distant, the seat of the oldest and most famous vintage of Spain, known to us as sherry There senting more than one principal. But are as many sorts of Jerez in Spain as clarets in France. Jerez lends itthan claret. The lighter and better, indeed, requires to be 'stiffened' be fore it can stand oversea transit. Sometimes it is 'stiffened' with very good brandy, but oftener with very poration shall, upon conviction, be bad, and, consequently, the sherry we get in the United States is almost as vile as the champagne. The Spaniards thefselves only drink the 'pale' and 'dry' products of the vineyards which produce the Jerez grape all over the south end of the peninsula. They have a sweet tooth, as a rule, and like the rich, saccharine juice of the muscatel. It is almost a cordial. From it and wood alcohol and burnt almonds, with a small infusion of the refuse sherry, a poison is compounded for the American market. It is good to kill at a thousand yards. They,

too 'reme, her the Maine' Without meaning to take part in the pending battle of the lawyers over the construction of our city extension law, we are reminded of a fundamen tal error in most bills (we believe it characterizes the most of them) of question of acquiring new territor; should not be left to either party to the transaction or to both fused, for that would violate the principle of home rule, the dearest of our Anglo-Saxon rights. It should be determined by the concurrent action of boththat is to say, each party should vote separately, and a concurrent majority in each district, favoring the extension, should be requisite to the consolidation of the two

Chronic Constipation Cured One who suffers from chronic constipation is in danger of many ser ous ailments. Orino Laxative Fruit Syrup cures chronic constipation as it aids digestion and stimulates the liver and bowels, restoring the natural action of these organs. taking it to-day and you will feel bet ter at once. Orino Laxative Fruit Syrup does not nauseate or gripe and is very pleasant to take. Refuse substi-McDuffie Drug Store, O. O. Souders, Proprietor.)

For Catarrh, let me send you free, just to prove merit, a trial size Box of Dr. Shoop's Catarrh Remedy. It is a white, creamy, healing antiseptic balm that gives instant relief t catarrh of the nose and throat. Make the free test and see. Address Dr. Shoop, Racine, Wis. Large jars 50c. Sold by B. E. Sedberry's Son.

A prominent manufacturer, Wm. A Fertwell, of Lucama, N. C., relates a most remarkable experience. After taking less three bottles of Electric Bitters, I feel like one rising from the grave. My like one rising from the grave. My trouble is Bright's disease, in the Diaoetes stage. I fully believe Electric Bitterswill cure me permanently, for it has already stopped the liver and bladder complications which have trouble me for years." Guaranteed at B. E. Sedberry's Sons, drugglats.

IMPROVEMENT OF THE CAPE FEAR RIVER IN HIS REC-OMMENDATIONS

Hon. Jos. E. Ransdell, member of the National Rivers and Harbors Congress, and member of the Rivers and Harbors Committee of the Rivers and Harbors Committee of the House of Representatives, made a long, elaborate, and very able speech, during the late session of Congress, on the wisdom and necessity of waterway improvement. In the course of his remarks, he spoke as follows, including, at will be seen, our Cape Fear River improvement, in his recommen-

The situation in the Northwest is indicative of the true situation in every part of the country. I was told on November 15 last by a prominent shipper of flaxseed from Chicago that he had tried to contract for the ship-ment of 500,000 bushels of that cereal to New York about the 1st of November, and the earliest delivery promised him was the 10th of Janu-Indeed, he was warned that it would be unsafe to contract for tide water denvery before the latter part of January, by which date tthe Argentine flaxseed would be in the marke and the price reduced 3 cents per bushel, and at the same time all other grain dealers had similar warning not to make contracts for delivery before the last of January, 1907.

The president of the Oregon Lum-bermen's Association told me on the 7th of last December that the congestion at the mills of Oregon and Washington was so great that his own firm-one of the largest in the Westhad been unable to fill orders which had been on their books for a year. He said that if the congestion for the the past year he fears that a number of the thoroughly responsible milling firms on the Pacific coast will be com pelled to go into bankruptcy simply and solely because of inability to ship their products, which are in active demand and would readily sell if delivery could be made

A prominent official of the National Harvester Company, of Chicago, one of the largest and wealthiest corporations in the United States, which manufactures vast quantities of harvesting machinery of all kinds, told me about the middle of November last that his firm had contracted in January, 1906, for a large warehouse in North Dakota and had agreed to furnish the contractor the heavy timbers for the same, which could be obtained only from the Pacific coast. He said that in spite of their utmost exertions to obtain that lumber, delivery was delayed for many months, and that his firm would be lucky if it escaped by the payment of \$5,000 damages to the contractor because of failure to furnish the lumber as Examples might be multiplied if necessary, but everyone admits that there is great freight con-gestion everywhere; hence I deem it

unnecessary to pursue this discussion further. Now, what can we do to relieve the situation? Mr. Hill tells us that it will take , 73,333 miles of railroad which will cost \$5,500,000,000, and says that the United States is unable t raise that sum. Now, I presume that no one will seriously insist that it is the duty of the Government to go into the business of constructing railroads at this time, and all that we can do in that line is to en courage the present railroad corpora tions to extend their lines as rapidly But there is one form of transportation in which we can help. No State or comunity can interfere with the free use of navigable waters; and as the Government owns them, it is its duly to improve them as much and as rapidly as possible. Every argument Mr. Hill can advance that it is the duty of the Government to improve the Mississippi River to a depth of 15 feet from Louis to the Guif can be used in

the support of the improvement of great many other rivers in the land. Why not extend this great waterwa to Chicago through the Illinois River, thereby connecting with an endles chain of water the matchless system of our Great Lakes and their tribu tary rivers and canals with the 16, 000 navigable miles of the "Father of Waters" and his tributaries, thereby connecting our great inland seas and their many large and wealthy cities with the Gulf of Mexico, the Panama Canal, and the Oreint by the best and shortest water route? Why no prove the great Missouri River, which engineers tell us is navigable up to Fort Benton, Mont., 2,285 miles from its mouth, thereby relieving appalling congestion in North Dakota and Montana which now exists, and carrying invaluable benefits to all the citizens of its imperial valley? not give the Upper Mississippi at least 6 feet of water up to St. Paul? Would not the situation be relieved by improving the Ohio River to depth of 9 feet from Pittsburg to Cal ro-a distance of 1,000 miles through the great freight producing section of the Union, and the most populous and prosperous river valley on our Why would not the concontinent? gestion in Tennessee and northern Alabama be relieved by improving the Cumberland and Tennessee Rivers which are splendid streams, suscept ole of first-class navigation for many hundreds of miles? Why would i not relieve the congestion in the new State of Oklahoma, in Arkansas, in northern Texas and Louisiana if we properly improve the Arkansas, the Red, and the Ouachita Rivers? Why not help along the people of Missis sippi by improving the Yazoo and the Big Sunflower; those of Alabama and Georgia by deepening the Black Warrior and the Chattahoochee; those of Texas by canalizing the Brazos and the Trinity; those in eastern Georgia and South Carolina by improvement on the Savannah and the Santee

Cure Laws would be needed, if all Cough Cures were like Dr. Shoop's Cough Cure is—and has been for 20 The National Law now re- prietor.) years. quires that if any poisons enter into a cough mixture, it must be printed on the label or package. For this reason mothers, and others, should insist on having Dr. Shoop's Cough No poison-marks on Dr. Cure. Shoop's labels- and none in the medicine, else it must by law be on the label. And it's not only safe, but it is said to be by those that know it best, than a truly remarkable cough remedy Take no chance, particularly

The News-No Pure Drug Cough

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Shoop's Cough Cure. Compare care

PRESIDENT RANSDELL INCLUDES those in North Carolina and Virginia by proper expenditures on the Cape Fear, the James, and the canal from Norfolk to Beaufort; those in Pennsylvania and New Jersey by improving the Allegheny, the Youghlogheny, the Delaware, and the Passaic; those in Congress from Louisiana, President of New York and the Eastern States by co-operating with the Empire State to make its great Erie Canal of the

> lumbia River of the West and give to the people of that vast region re lief from their great freight congetion? Why not canalize the beautifu and historic Willamette?

Would it pay to make these im-provements? It would pay beyond the shadow of a doubt; it would pay better than any investment this Government has ever made. It is a fact established beyond dispute that water transportation costs on an average in this country only one-sixth as much as transportation by rail, and whenever waterways are thoroughly improved not only does a large quantity of freight move thereon at rates one-sixth as high as those by rail, but the rates on competing rail roads are very materially and for every dollar of the people's money invested by Congress annualy in the improvement of our water ways at least \$2 a year are saved to the people in reduced rates.

More 7 autiful Favetteville.

A course ondent requests us to publish the following clipping from an exchange, substituting Fayetteville as the town named:

What are you going to do this spring to beautify your own premises? Going to plant any trees or flowers Going to paint the fence or tear down the unsightly rhd in th rar or sod the parking in front of the house or next year remained as had as during trim the shrubery? What are you going to do to add to the physical appearance of Favetteville?

To get back to Rome, which was not built in a day, do you know how it was kept clean? By everyone sweeping in front of his own door. Are you sweeping in front of your own door, or are you waiting for council, that great something which many people expect to usher in the milium, to send around sweepers. Are you personally doing anything to make Fay etteville bigger and better and bright er, or are you sitting around wait ing for some one to call upon you

to join a procession? Little neighborhood clubs are good thing. Organize one on your square and let it have for its purpose the beautifying of your square. It would work wonders if we could have such an organization upon every square in the city, wouldn't it? It vould be easier for the big municipal organization to accomplish something, too, if there were such societies all over town

Let's move up a notch right here at home. Not next year, but this. It can be done and it ought to be done. And it will have to be done if Fayetteville expects to retain her place in the list of progressive cities in this country.

Favetteville Boys Doing Well.

We notice in the State papers this norning that the Newberry Brothers and Cowell Company, of Dunn, N. C. have received a charter from the Sec retary of State to do a general furniture business, capital \$20,000. These gentlemen are Fayetteville boys, and their friends here will be glad to learn of their success. They have made a success as manufacturers of furniture at Dunn, where they have been engaged in the business for sev eral years.

Great Increase in Travel to Fayette

Mr. C. J. Cooper, who has just re turned from Richmond, Va., says that when he purchased his ticket to Fay etteville vesterday the agent remark ed that he sold three or four times is many tickets to Fayetteville these days than he did a year ago.

Directors' Meeting. At the meeting of the directors of the National Bank of Favetteville quarterly 2 per cent, dividend was declared, and \$1,000 was passed to the surplus fund. The balance of profits was continued as undivided profits.

Death of Mr. "Dasy" Guy. Mr. David Guy, son of Mr. Amos Guy, died in dids city last night, after undergoing an operation for appendicitis. He was 26 years of age, and is survived by a widow, who was Miss Ella Pate, of Gray's Creek township.

There is a good job waiting for men and women with brains. They must hustle all the time. Why not bed hustler by taking Hollister's Rocky Mountain Tea? Tea or tablets, 35 cents. Ask your druggist.

LaGrippe and Pneumonia

Foley's Honey and Tar cures la

grippe coughs and prevent pneumonia. Refuse any but the genuine in the yellow package. McDuffle Drug Store (O. O. Souders, Proprietor.) ost obstinate coughs and expels the cold from the system as it is mildly

uine is in the yellow package. McDuffie Drug Store, (O. O. Souders, Pro-Disturbed the Congregation.

laxative. It is guaranteed. The gen-

The person who disturbed the congregation last Sunday by continually oughing is requested to buy a bottle of Foley's Honey and Tar. McDuffle's Orug Store. (O. O. Souders, Prop.)

Gives vigo , strength, vitality to your rves, stomach and every part of your It seasy to take; swallow a little body. It seasy to take; swallow a little Hollister's Rocky Mountain Tea; it does the business. Tea or Tablets, 35 cents fully the Dr. Shoop package with others and see. No poison marks Ask your druggist.

BEE'S LAXATIVE HONEY AND TAP

FAYETTEVILLE MARBLE AND GRANITE WORKS. Strictly First-class

Call at my yard or write for prices Respectfully, E. L. REMSBURG, Proprietor, Fayetteville, N. C.

Work.

WOOD'S Red Bliss, White Bliss POTATOES Yellow Danvers, White Silver Skin ONION SETS.

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one that builds up the system generally and prepares it for the long and trying summer that is just dawning upon us. This tonic you can find at

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Easter Flowers

Order early as the florists will not guarantee to fill

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ROSES, CARNATIONS. VIOLETS, LILY OF THE VALLEY.

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