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MMENSE BUSINESS OF THE MAN-CHESTER SHIP CANAL-WHAT IMPROVEMENT OF THE CAPE FEAR WILL DO FOR FAYETTEVILLE.

The Manchester Ship Canal must of Fayetteville, for it was the method successfully employed by its promoters to prove a "commercial case" for use of a similar method for proving the commercial feasibility of our Upper Cape Fear scheme of canalization. The fact that this method is applicable to but few of our ports is the strength of our case, though hostile interests (covert as well as open) have sought to make it appear that almost any place, big or little, is on equal terms with Fayetteville in this respect.

The current issue of the Manufacturers' Record contains an article on the subject of the rapid growth of tonnage on the Manchester Canal since was opened in 1894, and describes, as a notable feature, the circumstance that the whole 36 miles of its length is a continuous dock. That was one of the predictions made in a consular report as far back as 1886, and which was laughed at then-just as the predictions concerning the Suez Canal were laughed at-and, we may add, as the predictions concerning the Cape Fear Improvement were, up to recent period, laughed at.

Nothing is more certain than that the Upper Cape Fear will be improved, practically in accordance with the original scheme of 1890-2, though secret foes as well as others contest every inch of its progress. One of the latest devices employed to noodwink the public, it may be said in passing, is the claim that it is a "live and progressive" thing to oppose this great Fayetteville project, along with street paving, equalization of tax assessments, and other movements calculated to obliterate the dead pastthat past when repudiation cast its shadow upon our fair name and mismanagement left our streets in dark-

Here is the article alluded to-and Fayetteville, though possessing but one two-hundredth of the population of Manchester, is destined, because of its peculiar geographical situation, to reap a harvest far greater in propor-

Water Transportation.

Some figures compiled by the News York Journal of Commerce from the ecords of the Manchester (England) Ship Canal constitute a sound argument in favor of the utilization of waterways in transportation of commod-ities. The canal, which was opened in 1894, is now described as a vast dock 36 miles in length. It is the terminal port for seven of the leading railways of the United Kingdom, and the operating estate has many resources, including 40 locomotives, 450 cars, sidings to accommodate 9,000 cars with 120 miles of track, of which 60 miles are at the docks. Of these there are 9, varying from 560 to 2,700 feet in length, and 120 to 250 feet in breadth, with 13 single floor, 1 twofloor, 6 three-floor, 5 four-floor and 12 five-floor transit sheds fitted with nodern apliances for handling freight. The canal handled 925,659 tons and had a revenue of about \$480,000 the first year. Its traffic increased to 4. 253.534 tons and its revenue to \$2, 225,000 in 1905, and there was an increase in 1906 of tonnage to 4,700,924

and of revenue to \$2,470,000 As to the

effects of the canal upon commerce

and industry, the Journal of Commerce

"The canal has been and is of enor

ious use to the trade and industry

of the north of England and of dis-

tant producers and foreign markets.

It has vigorously encouraged exports

ron and steel, textile and other ma

and appliances, and all sorts of Man-

chester goods-for directly owing to

the policy of the Ship Canal Company

the railway companies have been

bliged to ease their carriage charges

and the Mersey board have been im-

pelled, in their own interests, to re-

fuce the dock and harbor dues. It has

also given an enormous fillip to im-

ports, bringing raw cotton from Amer-

ca, Egypt and British fields to the

threshhold of the Lancashire mills,

and grain, timber, iron ore, pig-iron,

lead, oil, fruit, flour, food-stuffs, sugar

foreign ports, to many of which there

meat and cattle in abundance from

are now regular steamship lines, with

owners and agents in Manchester. Ow-

ing to the reduced cost and handling

of traffic. Manchester now secures

large proportion of the immense ship-

other North American ports. A good

deal of the leather is sent forward di-rest from ship to the Northamp-

ton and Leicester districts, whilst

large stocks are retained at the Man-

chester docks, several of the largest

importing merchants having central-

ized the whole of their leather stocks

at Manchester in preference to other

ports, and serving from thence not only the Midlands, but also Glasgow,

Bristol and other coastal ports. Hides

extracts and other raw materials con-

ected with the tanning industry are

brought to Manchester by the steam-

ers arriving from Australia, River Plate, North America, Bordeaux, Ja-

SET THIS UP RIGHT.

A well-known State writer thus acid-replies to a criticism passed upon

viewed with concern your state-

copy" by his publisher:

ment that the copy was the worst you have handled in twenty-five years, but

at the same time I had to look with

admiration on the ability of the type-setter, who rose magnificently to the occasion and furnished proof that was

in all respects worthy of the copy!"

Just to think, the type-writer might have lost for all time this fine example

of the decaying art of the "retort cour

DISTURBED THE CONGREGATION

The person who disturbed the con-

coughing is requested to buy a bottle of Foloy's Honey and Tar. McDuffle Drug Store (O. O. Souders, prop.)

Raleigh News and Observer.

naica and other ports."

of leather from Boston and

kind-of coal, manufactured

electric traction equipment

alist-controlled Parliament of the United Kingdom. The sentiment of the

peace and contentment to our people

"That while we have not wavered in our belief that it is impossible to produce any logical or workable scheme for the extension and development of popular power and responsibility short than to insure publicity—not super of the concession of home rule, at the same time in accordance with the resotion of the national directory of the 5th of February, 1907, and with the public declarations made from time to time on our behalf, we have been willing to give fair consideration to any scheme prepared by the British Ministers which, in their opinion, would be 'consistent with and lead up to the

pledged. "That, having considered the Irish Council bill introduced by the Govern nent, we declare that it is utterly in adequate in its scope and unsatisfac-tory in its details and should be relected by the Irish nation, and we re gard the production of such a meas are by a British Government pledged to home rule as a confirmation of the position we have always taken—that any attempt to settle the Irish prob em by half measures would be tirely unsuccessful—and we call upon the Irish party to oppose the bill in the House of Commons and press upon the Government with all their strength and power to introduce a measure for the establishment of a native Parliament, with a responsible executive, having power over all purely Irish affairs, and at this crisis the fortunes of Ireland we invite all the Nationalist forces of the country to unite in support of our representa tives in Parliament and enable them to effectively press for the speedy and

In presenting his resolution, Mr Redmond asserted that the Birrell bill (the one presented by Parliament, and the measure under discussion)' was not workable and therefore yould end

New England States If any one has any doubt as to the virtue of Foley's Kidney Cure, they need only refer to Mr. Alvin H. Stimpson, of Williamatic, Conn., who, after almost losing hope of recovery, on account of the failure of so many remedies, finally tried Foley's Kidney Cure, which has a way we "thus this thing" for which he says was "just the thing" for him, as four bottles cured him completely. He is how entirely well and free from all the suffering incident to acute kidney trouble. McDuffle Drug Store (O. O. Souders, prop).

THE BRITISH GOVERNMENT'S The British Liberal majority has

made a mistake in offering to Ireland a limited legislative council. The plan has been rejected by a representative convention that sat in Dublin on Tuesever be an object of interest to us day. It is a mistake so far as the needs of Ireland are concerned and therefore of the United Kingdom, and not unlikely may produce changes in t before Parliament that inspired the British politics harmful to the Lib-

> Says a Dublin cable of Tuesday's date:

The largest, most representative and most harmonious convention which ever assembled in Ireland to-day repudiated the plan for a limited Irish council, which was all the Liberal government had to offer in fulfillment of its campaign promises. This action killed the hope of any home rule legislation by the present Parliament, created a serious split in the government's forces, and may have far-reaching results.

It became known early that this neasure, as a result of yesterday's meeting of the Irish leaders, would be rejected and that a resolution to be introduced by John E. Redmond, chair man of the Irish Parliamentary party settling the fate of the bill, had been prepared.

The floor of the rotunda was pack ed with delegates from many societies and constituencies, representing every part of Ireland. The Irish mem bers of Parliament were present in full rce, and many of the Catholic clergy were conspicuous on the platform.

Seated beside Mr. Redmond were the American delegates—John O'Cal-laghan, secretary of the United Irish League; T. B. Fitzpatrick, treasurer of the league; and Patrick I Timmins, a member of the executive committee of the league; a veneralble man who was pointed out to everyone as John Parnell, brother of the late Charles Stewart Parnell; Richard Croker, whose hair and close-cropped beard are now completely white, and

several bishops.

Mr. Redmond, who presided, was greeted with great cheering when he ose to speak.

The temper of the convention was plain from the beginning. No one had a word to offer in behalf of the bill. Home rule or nothing was the unanmous sentiment, and the resolution ejecting the measure proposed by Mr. Redmond commanded every vote The Irish parliamentarians have

been deluged with resolutions from town councils and all sorts of official and unofficial bodies since they arrived in Dublin, all denouncing the bill. The country spoke in an unmistakable voice, and the Irish members of Parliament cheerfully acquiesced to its will.

Three thousand delegates came here to attend the convention; and soon after the doors of the Mansion House vere opened it was impossible to get into the building, which was packed most uncomfortably. The gathering was quieter than most Irish parliamen-tary meetings. It lacked the spirit of he old home rule gatherings, when Davitt, Dillon, Healy and other fiery erators had the centre of the stage Except for the outbreak of a priest who attempted to make the church issue, and was rebuked, every

thing went smoothly. The American delegates were greeted enthusiastically. The keynote of the speeches and of several resolutions introduced was that the bill was an insult to Ireland.

REDMOND'S RESOLUTION.

We referred vesterday to the ac ion of the Dublin convention in rejecting the bill passed by the Liber

convention, which was unanimous on this point, was embodied in a resolution prepared by Mr. Redmond, M. P. which was as follows: "That this convention, representa

tive of Irish national opinion, emphat-ically places on record its profound conviction that nothing can satisfy the national aspirations of Ireland or bring out a measure of self-government which will give the Irish people complete control of their domestic affairs-

larger policy' to which they were

genuine settlement of the Irish ques-

of wages, within economic limitations,

in disgrace and disaster; its failure is a powerful lever to reach a low would be used as an argument against ireland's capacity for self-government and its operation would result in the demoralization of the Nationalist party and the existing unity, which was Ire-

Mr. Redmond criticized the details of the financial and other features of the bill as being inadequate when compared with the great powers given the Lord Lieutenant. Government by committees, he said, was unheard of. Knowing the constitution of the Brit-

land's strongest weapon.

emndments to the measure. "The Liberal party," declared Mr. Redmond, "must drop the Roseberyite idea and must come back to the standard of Gladstone. People talked of an alliance of the Irish party with the Aberals. The Irish party is independent. It can have an alliance with no English party that does not put home rule in the front of its platform."

les to hope to secure satisfactory

T. P. O'Connor on the Result. A Dublin telegram of yesterday

T. P. O'Connor, member of Parliament, in the course of a speech before the United Irish Leagueof Great Britain, which met to-day in Dublin instead of England because the members attended yesterday's Nationalist convention, said that the political situation created by the convention's rejection of the Irish bill yesterday imposed upon all new and large duties and may necessitate some change of

policy. He added: "Instead of reaching the end of the chapter of Irish misgovernment, we have to open a new chapter. I believe the House of Lords was deter-mined to destroy the Irish bill in any case, but if it had been satisfactory the bill would have marked the closing of a certain chapter in Irish his-Now we have to recommence the work, as we have done many times before. There is now imposed on the Irish race the obligation of making a stronger, sterner and more energetic struggle than it has ever made before. I believe that the rejection of the bill has not retarded for a single hour the erection in Ireland of a great assembly to make the laws of Ire land on Irish soil."

Mr. O'Connor was re-elected president of the league.

AN INTERESTING SPEECH.

We have several times had occasion o commend the views and actions of Mr. Oscar S. Straus, Mr. Cleveland's Minister to Turkey, and Mr. Roosevelt's Secretary of Commerce. He is an able and conscientions man and a philosophic student of affairs. At the dinner which closed the National Manufacturers' convention in New York on Wednesday, he said these sensible things concerning corporations and the particular respects in which they should be controlled:

"Due to the extraordinary commer cial development, and owing to the mercial forces which in the last half century in the natural course of development have brought about such a tremendous concentration of capital, the old legal methods of individual and partnership management were railroads which connect these cities inadequate, and it was necessary to employ that artificial legal entity known as a corporation in order properly to handle this concentration of capital so necessary to carry out the work of development of the physical resources of our country. The growth of this industrial development has been more rapid under the pressure of the promoter and the financier than the development and adjustment of the laws which are necessary to guard the interests of the individual investor, as well as the rights and interests of competing industries and of the general public. By reason also of

this rapid development toward attaining industrial supremacy, there has been sacrificed almost wholly the old personal responsibility that obtained in business when managed by indi viduals or by partnerships. This loss of responsibility is a very important factor, and doubtless explains many present evils. "Perhaps no remedy will be more ef-

fective in its first and primary stages to eliminate the evils that flow from this lack of personal responsibility, and to restore the equivalent for it, ficial publicity, but thorough and drastic publicity, which can only be had This through governmental agency. is one of the main functions of the Bureau of Corporations. Effects of Combinations.

"Regarding the combination of power, in respect to which so much mis-

information has gone abroad through out the land, let me say a word. It is not the existence of this combination of power, but the improper use of such power, that should be regulated. The effect of combination is not it self an evil. The methods by which such combination is arrived at or by which it is maintained or operated, if those methods are inequitable or unfair, should not only be exposed, but should be drastically dealt with. It in not within the power or prope sphere of government to equalize the opportunities of competitors. It is the sphere of government to keep open equally to all men the avenues of commercial development, to maintain the opportunity for competition, and to prevent the use of unfair means that diminish or destroy such equal opportunity."

High Wages Means Cheaper Labor Mr. Straus, further, added a sensi ble statement concerning wages and the cost of labor. Evidently he has

the commercial reports, on the labor question here and abroad, under Mr. Cleveland's first administration. He said: "Most of the strife between capita and labor would disappear if it were more fully recognized that a high rate

"When my friends thought I was about to take leave of the world, on account of indigestion, nervousness and general debility," writes A. A. olm, Treadwell, N. Y., "and when it looked as if there was no hope left I was persuaded to try Electric Bit-ters , and I rejoice to say that, they

cost of production, which practically rules to-day in the industries of the you will have with you at your annual festivities representation of the great labor groups who rightly share with you the credit of America's wonderful industrial development, who have shared and are entitled to share

more and more with you, according to

the measure of their deserts, the great

FAYETTEVILLE, N. C., THURSDAY, MAY 30, 1907.

prosperity that has crowned your and their joint labors. "The cheapest labor is that labor which is most productive, 'and the more the forces of cultivated intelligence, conscientiousness and hopeful-ness shall infuse themselves into huish Parliament, he knew it was useman industry, the more abundant and valuable the results, the greater the sum of human happiness, and the more stable the political institutions of a

THE DEMAND FOR FAST TRAINS.

Manufacturers' Record.]

country.

Inspired to thought on the subject by serious train wrecks during the past year, railroad men and students of transportation affairs have been talking and writing more or less about the dangers of high speed upon our The utterances of some of these gentlemen indicate a belief that it is necessary to call a halt upon the femands for high speed and to aban don efforts to move trains at any speed beyond a certain rate. In fact, some railways have established slower schedules for their fastest trains. Undoubtedly there is wisdom in this

movement to check reckless railroad

ing. A speed which would be safe enough upon a line heavily constructed and approximately straight and level becomes perilous when established on a line of sharp curves and heavy grades. Yet in the rivalry which has existed between some of the railroads unsafe speeds have been adopt ed on certain lines as the result of competition for the favor of the pub Upon such lines the movement for a reduction of speed is therefore particularly fitting and commendable But it is really idle to talk of or to expect to bring about a genera limitation of the speed of railway trains. The demands of business and social life are constantly pressing to wards shortening the time oftravel be tween any given points. As the popu lation of the world increases and hu man activity becomes greater and greater, so in like proportion increases the need for rapid intercomunication Thirty-six hours from New York to Chicago might have been all right forty years ago, but eighteen hours is none too fast for the business man of 1907. Hence the effort of the rail road companies must necessarily be

directed toward improving their lines year by year by bettering the track and eliminating curves and grades as that on long runs an hour or two may now and then be cut off the schedule It was only a few years ago, com paratively, that the first train to make the trip from New York to Chicago in twenty-four hours was regularly run, and since then the public has wit nessed a slow but steady reduction in the railroad time between the two cities. In 1876 the first train to run reg ularly between Baltimore and Phila delphia in three hours was put in service to the Centennial Exposition. Now the time between the two cities on the best trains is less than two hours, and the improvements which are being made on the two double-track rail-

promise a further reduction of time in the near future. The public demands high speed, and the demand will be supplied by building the railroads up to its requirements. Given a perfect railroad track as nearly straight and level as possible, the matter of high speed becomes a question of equipment, skill and dis cipline. A railroad is like a great machine upon which many different hands are engaged, and for the suc cessful operation of a fast line the most efficient and reliable employes are demanded, not merely for the highspeed trains, but for the operation o trains of slower speed, the proper movement of which is essential to the safety of the expresses. There never was a business in which the safety of the whole depended upon the indi vidual more than it does in railroads, and the busier a line is the more essen tial it is that the individual should be an expert and faithful. The Great

Western Railway of England, design ed by Brunel, was probably the first notable high-speed railroad in the world. It was finely planned and built, and as far back as in 1850 its trains were making speeds of a mile a minute or more with ease. There was high spirit of pride and loyalty among employes, which contributed to the rapid movement of trains and to the establishment of that reputation for safety which railroads in England to this day enjoy These factors of pride and loyalty should not be forgotten by any railroad man, and all officials ought to do everything to encourage and cultivate, as well as to liscourage anything which inclines to liminish, them. The line whose men

are thus inspired is capable of great One of the gratifying features of rai road work of to-day is that astute managers are endeavoring to create and maintain esprit de corps among their forces. This, coupled with the steady construction of improvements to roadbeds, tracks and equipments, shows that the companies, while realizing that in their anxiety to furnish high speed, they may have, for the time being, overstepped the bounds of safety upon some roads, their ef-fort to furnish the fastest speed possible with safety will not slacken, but they will provide it as promptly as track and other conditions permit.

Piles get quick and certain relief from Dr. Shoop's Magic Ointment Please note it is made alone for Piles and its action is positive and certain. Itching, painful, protruding or blind not forgotten what he learned from plies disappear like magic by its use. Large nickel-capped glass jars 50 cents. Sold by B. E. Sedberry's Son.

> Hunting for Trouble. "Tve lived in California 20 years and am still hunting for trouble in the way of burns, sores, wounds, bolls, cuts, sprains, or a case of piles that en's Arnica Salve won't quickly oure," writes Charles Walters, of Aleghany. Sierra Co. No use hunting, Mr. Walters; it cures every case. Guaranteed by B. E. Sedberry's Son drug store. 25c.

The Price of Health. "The price of health in a malariou district is just 25 cents; the cost of a box of Dr. King's New Life Pill's," writes Eila Slayton, of Noland, Ark. New Life Pills cleanse gently and impart new life and vigor to the at B. E. Bedberry's Son, druggist.

[A scholarly Fayetteville gentleman, touring the continent of Europe, sends some interesting letters, the first of which follows.]

Grand Eden Hotel, Naples, Italy, April 22.

Naples is so beautiful that I will find it hard to drag myself away when the time comes to leave. I think I could be satisfied to stay right here for a year and find plenty to interest

Yesterday morning I went with some people I met on the ship, with a frie.d of theirs, a charming, darkeyed Countessa as a guide, up to the Castle of St. Elmo, and into the lately opened monastery of San Martine. These enormous buildings occupy a part of the Acropolis overlooking the city and bay. To reach them one goes in a tram which is drawn up the steep roadway by the weight of another car loaded and coming from the We filled a first-class compart-

ment and were a jolly crowd. The old monastery I found very beautiful. There is a garden in the center where the monks were buried, around it a marble balustrade sur rounded with skulls carved in marble, some of them crowned with olive wreaths (Poets!). One can go into the hall, cells reffectory, etc. There is a museu monnected with the place with gorgeous pictures relating to the history of Naples. In one room there is a museum connected with the place. every phase of Neapolitan-life in the seventeenth century is represented. The Blessed Virgin Mary is seated in the centre at the base of a ruined temple. The wise men and the shepherds approach, seeming to move they are so life-like.

The view, however, is the greates of all, You go through a closed window openby by —— into an iron balcony. Viola! I cannot attempt to describe it. Imagine Vesuvius (smoking) crowned by a purple sky, the incomparable bay, blue, blue blue, the town, the city, all white and red, and such a soft, unobtrusive red). Yesterday (Monday) I spent in Pompeii the entire day, and I felt when I left at half-past five that I had only just be-The electric cars take you out from

Naples, past charming villages, the bay, and the mountains all of them snow-capped except Vesuvius which ooms up black and seamed with lava. We passed close to the town which was destroyed by the lava last year, the desolation only more apparent be-cause of the luxuriant cultivation on either side. The lava itself is curious not a smooth stream, but rugged masses of black blocks. I should have liked to make the ascent, but the road to the top was destroyed in the last eruption and the journey has to be made largely on foot, so I have given

The great beauty of Pompeii does act strike one until the Forum is reached. The streets are narrow and paved with round stones, a side walk on either side. In all the streets one can see the ruts worn by the chariot wheels. I entered the Forum by the Arch of Nero. Just here and occupying the whole end of the Forum towards Vesuvius is the largest of the temples (Jupiter), many off the columns are still standing. I climbed the steps leading to the great Pace with its altar, and the pedestal of the statue of Jove, and sat for a long time look ing out over the city, the bay, and the distant mountains. Just in front of me was the Foram, on the right, the Temple of Apollo and the Basilica, or Hall of Justice, almost as large in extent as the Forum. Still straight ahead the ground dips abruptly and this depression was utilized for the construction of a great semi-circular theatre, where the Greek tragedies were given. It is the best preserved of all the ruins. I climbed to the top most tier of seats and it was not diffi cult to reconstruct the place, mentally people it with an audience, and be again in the life of the first century The three arched entrances before the orchestra, the trench along the front which received the curtain, the marble stalls for the nobility and the vestals

all were there and too evident to be missed. The Temple of Apollo retains sev eral statues found on the site. A beau tiful bronze Venus with parted lips surmounts her altar, and it is interest ing to see the pipe which led through the back of her head to a chamber in the rear by which she was made to speak to the devotee offering sacrifice

at her altar. In the Basilica I read several (graphite they are called), i.e. inscriptions scratched on the walls. There are thousands of them. I wrote down as being pertinent, which may be translated, "I wonder, O wall, that thou dost not crumble into ruins under the weight of the weariness of so many scribblers." Another asks, "Quod pre tium legis?" "How much does the law cost?" Evidently he did not believe in the integrity of justice.

It is only within recent years that any attempt has been made to keep the statues, etc., found in Pompeli where they belong. The Museum at Naples is full of them, but the Domus Vettiorum stands almost intact. It was the dwelling of a rich family. must confess that I was disappointed over the frescoes and mosaics. they all lack drawing. I cannot understand how a people who could fill their temples with such exquisite statues and basreliefs could at the same time content themselves with ill-proprotioned pictures. The coloring, however, is beautiful in the best-preserved specimens. The house surrounds a colonaded court, called the Peristyle. The big space is open to the sky and is adorned with a garden, statues and fountain, just as it was 1900 years

Another building well preserved is the Therme or baths of the Forum, one room especially, contains a great marble tank with arrangements for letting in hot or cold water. The cor nice of the room is supported by one hundred and fifty caryatides, wonderfully carved and uninjured.

When the shadows began to length en I went back to the Forum, this time toward the Temple of Jove, with Vesuvius rising black and terrible be aind it. One of the guards came and

Many Children Are Sickly.

Mother Gray's Sweet Powders for Children, used by Mother Gray, a nurse in Children's Home, New York, break up Colds in 24 hours, cure Feverishness, Headache, Stomach troubles Teething Disorders and Destroy Worms. At all druggists 25c. Sample system. 25c. Satisfaction guaranteed mailed FREE. Address Allen S. Olmsted, Le Roy, New York.

sat down by

He could speak a little English and with expressive gestures, and my acquaintance with French to help him, he managed to tell me a great deal that is not down in "Baedeker." He had been born in the neighborhood, he said, but had spent seven years in Florence, where pure Italian is spoken. The Italian of Naples is a patois (with a shrug of the shoulders).

The English tourists with their guide books and spy glasses had all departed; we seemed to be all alone in the midst of this great ruin. He looked up at the black volcano, and the column of smoke and talked of the destruction around us which the

mountain had done.
"He has not finished his evil work yet, that mountain, damn him! My wife and two children he murdered

I thought I could understand now why the ancients built their temples in such a position that the worship-pers should face the volcano in the same way they personified the smoking mountain, and realizing its power, they identified it with the greatest of

their gods (Jupiter). Outside the gate I found a restaurant with little tables under an ar bor, the grape vines above just beginning to bud. As I had had nothing to eat all day, the sand wich and small bottle of "vin de Vesue" was delicious. Presently the funny little train rattled up, I climbed in. The funny little guard in a gorgeous uniform tooted a funny little horn, which he carried slung over his shoulder, a funny little bell jingled and we scampered away. I made my way to the back platform and immediately got acquainted with the guard. He knew no Euglish, but the Italian talks as much with his hands as with his tongue, and I under stood we were to look for points of nterest. At the station he took off his great plumed hat and made mo sweeping bow, which I returned.

It was late, so I took a cab (20 cents) and was in time for dinner. As a rule I avoid cabs in spite of their cheapness. Not for any fears for my own safety, but because I am in constant terror lest we run over some me. The driver as soon as you are in half rises from his seat, lashes his whip right and left and screams voluble Italian, the little horse puts his nose between his legs, and literally runs away. At my first experience in this sort of driving I felt sure that we would be arrested for fast driving, but the numerous police, with their long sweeping plumes in their hats, took no notice of us, and the little horses

all seemed fat and well cared for. If I were asked what was the chief craracteristic of the Neapolitans, would say, kindliness. One meets i everywhere. I went this morning int a shop to buy a purse to hold the multitudinous coins of silver and copper, the shookeeper walked half a block to put me on the right car. Then when l said "Hotel Eden," the conductor could not understand, a gentleman came to my assistance. The conductor could not change the twenty centimes gave him and another gentleman proffered his pocketbook, and made he change (all for three cents in our noney for it takes five centimes to nake one cent, and the fare was fifteen centimes). Both these gentlenen touched their hats to me in geting off. The conductor gives you a eccipt.

I have been all day in the Museum again. I found after wandering about that I gravitated always toward the McDUFFIE DRUG STORE. bronze Mercury found at Herculaneum The god is resting after a rapid flight, and sits his arms on his knees in an attitude of perfect repose. You can almost hear him take the inward breath. His feet are shod with the winged sandals, and it is instructive to note that the buckles which bind them are fastened directly under the instep, he cannot walk except on tip-

There is a shattered Venus (marble) of Praxiteles, which is very beautiful, mother (perfect) marble Faun with the child Bacchus on his shoulder, a tall marble Bacchus and a "Pan teaching a child to play the flute. After seeing such works as these one realizes how wonderfully superior Greek art is to any other. I go to Rome on Thursday.

VICTORY ITEMS.

Mr and Mrs J M Jones of Godwin isited relatives here last Sunday. Mr. and Mrs. Hector McLean, of buke visited Mr. and Mrs. Butler last

Mrs M T Hall who has been very sick, is improving, we are glad to note. Miss Kate Butler returned from Rocky Mount last week, accompanied

by her sister, Mrs. Warrel. Mr. Gullford and Mr. Wiley Page. of Clinton, N. C., visited their sister, Mrs. Godwin, last week Miss Laurie and Mr. Thomas Jesup have gone to Greensboro on a

Mr. Ira Oates and family, of Rae ford, recently moved here and we gladly welcome them. Mrs. Archie Craven, of Favetteville visited friends here Tuesday. What has become of Scotch Laddle.

Bitten by a Spider.

Best wishes to all.

Through blood poison caused by a spider bite, John Washington, of Bos queville, Tex., would have lost his leg, which became a mass of running sores, had he not been persuaded to Bucklen's Arnica Salve. He try "The first application reliev writes: ed, and four boxes healed all the sores." 25c. Guaranteed at B. E. Sedberry's Son, druggist.

Mrs. S. Joyce, 180 Sullivan St., Clare mont, N. H., writes: "About a year ago I bought two bottles of Foley's Kidney Cure. It cured me of a severe of Kidney trouble of severa years' standing. It certainly is a grand good medicine and I heartily recom mend it. McDuffie Drug Store, (O. O. Souders, prop.)

The relief 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 po ons, which is extensively sold. cure a bottle at once, obtain a guarantee coupon, and if not fully satisfied with results, your money will be re-funded. Sold by McKethan & Co.

Kidney complaint kills more people than any other disease. This is due to the disease being so insidious that it gets a good hold on the system before it is recognized. Foley's Kidney Cure will prevent the development of fatal disease if taken in time. McDuffie Drug Store (O. O. Souders, prop.)

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