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POSSIBLE CONSEQUENCE OF THE TELEGRAPH STRIKE.

used to arbitrate A telegram of Tuesday night from Chicago describes the importance of the interests involved in the pending war between the telegraph operators and the rich employing companies, and suggests the possibility, if not the probability, that the issue will be government control of the telegraph lines. We append the telegram, remarking. in passing, that the demonetization of silver doubled the fortunes of the Goulds and Mackays immediately, and increased them many times double by the secondary power which the doubling bestowed upon their owners. Except, too, for this monstrous crime, we should have neither the Philippines nor Cuba on our hands now, at an annual cost of nearly 400 millions; nor the trusts; nor railroad or judicial tyranny; nor widespread corruption; nor, indeed, the present strike. The

for the present Republican government. Saps the telegram: Twenty-four years of discontent and brooding by telegraph operators has resulted in the breaking of an sconomic storm, which has already assumed gigantic proportions of the gra

ic party, and substitute a Democratic

From a series of scattered skirmish es between the Postal and Western Union Telegraph companies and individual locals of the C. T. U. A., the present trouble suddenly looms up as life and death struggle between the Union and the corporations.

Diplomatic negotiations and treating are now out of the question. A test of strength is demanded by both Meanwhile the public promises to suffer from one of the greatest and most harassing strikes in the labor history of the country.

Active steps are being taken to assemble the finances of all labor in a defense fund to battle against the milions of the telegraph companies. With sufficient funds for all present needs in the hands of the telegraphers' union, Secretary Nockels, of the Federa tion of Labor, issued a call for a meeting of the leaders of all the affiliated unions of the national federation

As a keynote of the meeting, James B. Connors, vice grand master of the Switchmen's union of North America. at a mass meeting of the operators, pledged the moral and financial support of his union of 17,000 to the telegraphers in their fight. Samuel Gompers. John Mitchell, John Fitzpatrick and all other men of national repute, are expected here, prepared to pledge the financial support of their organi-

A recapitulation of the hostile forces to be arrayed pending the struggle shows 3,000,000 laborers, with strike funds aggregating \$5,000,000 against the great wealth of the Goulds and the Mackays, perhaps \$300,000,000, and the almost unlimited political power of the big trunk lines of railroads controlled by the two families. To this may be added the combined riches of Wall Street, and the dominance of capital in all industrial and governnental departments. Both sides regard the struggle as the

most serious that has yet confronted American interests. Cablegrams from London and the Bourse received by La Salla street bankers reflect this sentiment in European stock market. Labor unions throughout the country are sending assurances of their in tention to co-operate with the operators even to the extreme of a great boycott against the Western Union and Postal companies, and all corporations giving the telegraph companies aid and comfort.

Alarmed at the posibilities of other

interests being involved, conservative ousiness interests and the more moderate labor men in Chicago are advoeating an appeal to President Roosevelt to arbitrate. Radicals in the telegrapher's union have set the attorneys or the organization to work on a plan for the taking over of the telegraph lines by the government. They are acting under an old statute giving the government power to act in extreme

> THE TELEGRAPH STRIKE. The Strike of 1883.

Our dispatches Tuesday and local columns gave news of the present telegraph strike. A New York telegram BAYE:

While the conditions in the tele graph business have greatly changed since the last strike of operators, the cause leading to the troubles which now exist are, in the main, the same as those which precipitated the walkout which took place just after noon July 19, 1883, on orders of John Campbell, master workman of the Brother-hood of Telegraphers, affiliated with the Knights of Labor. The next day the linemen struck. Campbell's order to strike followed weeks of treating with the companies. There were sev eral small companies beside the West-ern Union then doing business in New York and the East, in which recogni tion of the union, extra compensation for Sunday work, eight hours a day

for day men and seven for night workers, and 15 per cent. increase in wages were demanded For these demands 9,000 operators. according to the figures given to a lenate investigating committee by Campbell, struck, and a great majority mained out until August 17, when the leaders of the brotherhood advised the operators that it was useless to continue the strike, and that all who wished should apply for their old positions at once. This decision was precipitated by heavy desertions from the ranks in the preceding days, when it became apparent that the Western Union had won and that those who would get their places back must ap-ply while there were any positions left. For many days during that strike the telegraph business of the country was badly crippled. The Western Un-ion closed every branch office in the city except those in the Stock and Produces Evolunces the Fifth Avenue Produce Exchanges, the Fifth Avenue Hotel and one in Harlem, and the other cities had similar troubles while smaller places where the opera tors and managers were nonunion and refused to quit were closed because the men were sent into New York and

nercial interests for a while suf-

fered severely. The commercial ex-changes, to a large extent sympathis-ing with the men, used every effort to

The commercial ex-

secure the arbitration of the troubles. Throughout, the Western Union re-ED TO RESTORE.

For several days after July 19 the company had difficulty in handling businesss, but it gradually recruited a force of operators until the service was rapidly assuming its normal state, when the brotherhood leaders saw the futility of further efforts and sent their followers back to work. Of those who went on strike many were refused re-employment and those who were taken back were compelled to sign a promise not to engage in any further strikes. Most of the leaders were among those who were not taken back and they were forced to seek employment with private enterprises.

Master Workman Campbell, in ex-

plaining the defeat of the operators and linemen, said it was not through lack of money, but because the Western Union had the greater staying Other Interruptions to Telegraph Ser-

vice-The Blizzards.

Several times since 1883, the telegraph service has been temporarily crippled, though not by human agencles. On March 11, 1888, a terrific moral of all which is: separate the storm struck the East practically parsheep from the goats in the Democratalyzing travel and comunication beween even the largest cities along the Atlantic seaboard. The storm was a veritable hurricane that wrecked everything in its path. Telegraph, coles and wires were blown down and buried in snow, the railroads were blocked, windows and roofs were crushed in and the loss of life and

property was appalling.

Eleven years later—February 13. 1899-another gale tore across East, wrecking telegraph lines and crippling other means of communication between cities and towns. On March 27, 1901, a fierce sleet storm swept over Maryland, Northern Virginia and the District of Columbia. This time the telegraph and telephone lines were again torn from their poles and it was several days before the

service could be restored There have been other interruptions to comunication within the last quarter of a century, but the strike and the three blizzards mentioned have been the only occurences that have for a short time paralyzed the telegraph and telephone systems.

THE NIMBLE CORPORATIONISTS

Nothing that has happend in a long time has been so instructive, and at the same time so amusing, as the agility with which the corporationists have jumped from their recent (professed) hobby of State Rights over to the side of Federalism.

It is like their cries for tariff reform, which they kept up most vigorously until they saw that tariff reform was about to be undertaken sure enough. See their action in 1893. For the first time after the war, the Democrats then held the presidency, the Senate and the House, and were consequently in a position to put into the form of law the demands of the Democratic platform on the subject of the tariff. At once the corporationists had their servant, Mr. Cleveland, "sidetrack" this ing power as the means of purchasing votes in Congress for the demonetiza tion of silver, their real aim.

So, in the matter of railroad reguists dropped State Rights and insisted that the Federal government only had lurisdiction. The amazing part is the cold-blooded indifference to appearances which they exhibit—they do not

even attempt to explain their inconsistency. Perhaps that is due to the fact that they keep in each State (certainly they do in North Carolina) one or two organs which trim their sails just enough to catch the Democratic breeze -as M. De La Croix made plain to us in 1896-and thereby confuse the minds of the faithful.

Here is an editorial from the excellent Norfolk Virginian-Pilot, which inspired the above:

Federal vs. State Regulation. The unanimous decision of the insurance committee of the America Bar Association to recommend Federal regulation of insurance is altogether surprising. Not more than a year ago the Judiciary Committee of the United States Senate, which includes in its membership some of the ablest and most notable lawyers of the country. reported that Congress had no constitutional power to regulate insurance: and on more than one occasion if we mistake not, the Supreme Court of the United States has held inferen tially, if not directly, that insurance is fore, without the Federal Govern ment's sphere of supervision.

The report of the Bar Association's committee attacks State regulation in reneral. "The State insurance depart ments, with few exceptions, are," it states, "sinecures. They produce rich, ripe political plums. Knowledge of the insurance business is the last thing required." This is undoubtedly true of a great many, if not of a ma-jority, of the States, although improvements in this direction have been narked within the last year or and indications are not wanting that these improvements will in a compar-atively short time become still more pronounced and more general. granting that State regulation is generally not what it should be, what guarantee is there that Federal supervision would be more efficient? tainly the experience of the Federal Government in regulating matters admittedly and exclusively within its jurisdiction has not been such as to warrant the belief that the interests of the insurance business or of the in-suring public would be better subserved under Federal than under State supervision. It is a significant fact that the cry for Federal supervision of insurance is lead by insurance men and not by the insuring public, and that it has been taken up since the States have shown a disposition to bet-ter perform their manifest duty in properly regulating insurance compa-nies. This is on all fours with the ac-tion of the railroads in decrying Federal regulation until the several states began to exercise their respective rights in this respect, and now they

avor Federal regulation as earnestly as they formerly opposed it.
Federal regulation means minimum
regulation. This fact is as apparent to insurance men as to railroad men.

THE BREAKING UP OF THE NORTH

Washington and themselves get out of CAROLINA TRANSPORTATION

TR SYSTEM WHICH IMPROVEMENT OF THE CAPE FEAR IS DESIGN-

We are glad to note the remarks of fayor Springer, of Wilmington, upor the occasion of his welcoming the Retail Dealers' Association to that city.

The breaking up of the natural connection between our seacoast and the west in favor of the policy which has made North Carolina tributary to other seacoast States (so well described by Mayor Springer) reminds one, by political union which, after many years of struggle, the South had effected with the West in 1896 under Bryan and the Chicago platform. All the wealth of the East (plus the treachery of the administration and its purchased Senators and Congress men) was poured out in behalf of the disruption of this natural union be tween the West and the South, and the East's success set back the cause of good morals a hundred years.

There is more connection than might be supposed, at the first blush between the dismemberment of our East and West railway system and the disruption of the long-sought political union between the West and the

But to return to Mayor Springer who is thus reported:

It is well known that the railroad are permitted to meet water competi-tion. The excuse offered by the railroads for lower freight rates from the west to Lynchburg, Va., than to Greensboro, N. C., is that the Norfolk & Western rallway meets the freight rates made by the water competition at Norfolk. The Southern railway is said to charge more for western freight delivered at Greensboro than at Lynchburg. The excuse is offered that it cannot deliver the goods at boro, although it carries its freight through to Lynchburg, because its western connections will not pro-rate freight to Greensboro on the Lynchburg basis. If the Southerny were to put the Lynchburg rate in at Greensboro, it is contended they would still have to pro-rate on the Greensboro rate with their western connections, and the rate would leave prectically no profit to the Southern. The western connections will pro-rate on the lower rate to Lynchburg in order to meet the rate that is supposed to be fixed by water connections from the Lakes, the Erie canal, down the Hudson and by sea to Norfolk. This may or may not be correct, but it is mentioned as an illustration of how important it is to our central and western cities in this State to be so placed in water competition with Norfolk and Charleston as to force a fairer adjustment of rates for this State.

If Wilmington had to-day a line of

railroad with its ocean terminus at Wilmington and running through the State to the west, this would influence and bring about cheaper local rates throughout the State. Our people have paramount issue and use his appoint- always appreciated this fact: We subscribed one hundred and fifty thousan dollars to build the Cape Fear and Yadkin Valley railroad. The promise and hope for this subscription was a western line of railroad. It has been lation. No sooner had Mr. Bryan's a misfortune to the State and to this threat of government ownership set city that legislation permitted, after this railroad was sold by the courts, the division or dismemberment of the way regulation, than the corporation- system so that that part of it from Sanford to Mt. Airy passed to the Southern railway as a local feeder, and the section from Sanford to Wilmington and from Fayetteville to Bennetts ville to the Atlantic Coast Line. The importance of a seaport and a western railroad connection was the hope of the State in its effort to build the Western North Carolina, the North Carolina and the Atlantic and North Carolina railroads. In the develop-ment of the railroad systems of the State this hope has been dashed down We had the same hope with the old Carolina Central railway. It has been a hope long deferred. There is now, however, a more immediate prospect of its realization, for it is said that the North and Western railroad now build ing in connection with the Carolina Central will soon give us a western connection. If this connection should be completed, the influence of water rates at Wilmington will be found to spread largely over the State in lower

freight rates. This is an occasion when, in addressing men of business experience and large business interests, this view of our city's prospects in its influence upon the State and this view of the necessity of the development in North Carolina of a seaport, may well be em-

IMPERIALISM TO STRENGTHEN ITS HAND-THE RESULT OF DE-FEATING BRYAN BECOMING MORE APPARENT.

The following is a Washington press telegram

"As a result of the recent elections in the Phillippines, war department of-ficials have concluded that the Filipino people are wholly unfit for self-govrnment-even for the small measure of self-government provided for by existing law. It is planned to ask Congress, at its next session, to repeal the enactment providing for gradual participation of the natives in their governing, and return to absolute military control. Should Congress listen to the war office and act upon its ad-vice, it would mean a set back of at least half a century in its scheme for westernizing the little brown men of the Pacific islands. All the labors of the past nine years would go for nought, and the condition of the Filipinos so far as civil liberty is concerned, would be little better than it was in the days of Spanish rule."

Evidences multiply of the criminal folly of defeating Bryan on an Amercan platform, in 1900, and electing McKinley and Roosevelt on practically a Russian platform. The reason why the recent election in the Philippines is not approved at Washington is the same as that which caused despotic Russia to dissolve the Douma, viz: the patriotic people, in the face of carefully devised plans to bring about a different result, elected patriots, instead of the hirelings of the Washing ton or the St. Petersburg government,

to represent them. The moral is: Let Americans dethrone autocratic government at

as possible. In fact, the one will follow the other.

THE RIVERS AND HARBORS CON-GRESS.

Our able, alert and patriotic comtemporary, the Wilmington Star, appreciates the National Rivers and Harbors Congress, as will be seen by reference to the article, "Advantages of Water Transportation," given elsewhere. This is in pleasing contrast to the action of our Fayetteville Chamthe way, of the breaking up of the ber of Commerce, which, after years of brilliant service, has apparently committed suicide rather than carry out the obligation assumed by it, in relation to the Congress, at its January

EXTRAORDINARY TRIBUTE TO AN ENEMY.

Col. W. H.S. Burgwyn, brother of the famous Colonel of Vance's old regiment, Colonel Harry Burgwyn, who was killed at Gettysburg, writes as follows to the Raleigh News and Observer:

Mr. Charles H. McConnell of Chiago, a private soldier in the 19th Indiana Regiment of the Iron Brigade, of the army of the Potomac, has obtained permission to erect on the battlefield of Gettysburg a monument which in several respects will be the most remarkable that has ever been erected on any battelfield.

First. It will the most magnificen conument of its kind in the world. Second, Its object is not alone t erpetuate the fame of the regiment nd brigade of which the donor was a member: but equally to do honor to the regiment that fought his command, and, more remarkable still, that defeated him in that desperately conested battle of July 1, 1853.

Third. These two regiments-the 26th North Carolina, of Pettigrew's brigade, army of Northern Virginia, and the 19th Indiana, of the Iron brigade, army of the Potomac-are famous in the annals of the war as having sustained such a large per cent. killed and wounded in battle.

The undersigned has just returned from a visit to Gettysburg at the re-quest of Mr. McConnell to select the spot where the monument is to be located. Col. John R. Lane, the battle scarred hero of many a fight, and the surviving Colonel of the 26th North Carolina Regiment, was also to have een of the party, but was unavoidably detained at home.

Mr. McConnel has secured the ser vices of one of the most eminent architects of Europe who is now engaged in making the designs for the monu nent, and the work will be prosecuted with due diligence. It may be remempered that Mr. McConnell, as he was retreating form the last stand made by his command on that battlefield, fired the shot which desperately wounded Col. Lane advancing with the colors o his regiment.

Mr. McConnell congratulates himself that his aim was not more accuate and on being able thus to do ionor to the patriotism and heroism of his brave adversaries and to perpetuate their fame

TWO WIDELY DIFFERENT VIEWS OF "LOCAL SELF-GOVERNMENT" Says the Marshville "Home":

What we had to say last week in reply had much rather see them make Georgia dry by local option than with a state prohibition law." was not intended to place the News in a wrong light. That paper has always been in the thickest of the fight for prohibiion. The News says: "We yield to no one our ardent be

lief in prohibition. If the News has stood for any one thing more firmly than all others it is for prohibition. and yet it does not believe in seeking o accomplish good by following an unwise an inexpedient course. Therefore as a general thing, we believe that pronibition should not be forced on any community against its will-we be lieve thus because we are living under government of and by the people. Their will must be supreme. When aws are thrust upon them against their wishes then will self-government ecome a myth. If this is "practical politics" then we favor such. choose to call it, however, democracy, fairness and justice to all concerned. We are also in favor of practical local self-government. Under the prin-

ciple of self-government a little town or city has no right to supply three or four, or even a half dozen counties with a traffic which they say they don't want. That is letting a tiny minority force upon a big majority something which the majority don't want, and if that is democracy then democracy isn't right, and that's all there is of it. If Wadesboro or Salisbury of it. If Wadesboro or Salisbury wants open bar rooms they have the

Democratic right to have them, if they will confine the sale of the "spirits" to the inhabitants inside the corporate limits. Of course everybody would like to see the whisky question settled by "local option," but when it will not "settle" that way, it is proper and right to make the State the unit and settle it by a majority in the Stateby a state prohibition law representing the wishes of the great majority who have already made their counties dry and who think it worse than a "myth" to permit one little municipality to force upon the surrounding country, "against its will," the liquor traffic. A "local self-government" that tramples upon the rights and wishes of the people of all the surrounding country, and becomes a public nuis ance, dosen't deserve license to do business in the name of local self-government. It's contrary to the very of democracy basic principles Our Home and the News seem to be together as to results wished for, but slightly apart as to the most expedien

Orina Laxative Fruit Syrup is sold under a positive guarantee to cure constipation, sick headache, stomach trouble, or any form of indigestion. If it fails, the manufacturers refun your money. What more can any one do. McDuffle Drug Store (O. O. Souders, Prop.)

Vistims of hay fever will experience great benefit by taking Foley's Honey and Tar, as it stops difficult breathing immediately and heals the inflamed air passages, and even if it should fall to cure you it will give instant relief. The semulae is in a valley package. is in a yellow package. The genuine is in a yellow packa McDuffie Drug Store (O. O. Soude

Wilmington Star.1 It is an acknowledged fact that the business of this country has grown so enormously that the railroad people North and South concur that their facilities are not equal to it. Some of the single track lines can't handle the business offered them, and are double racking their roads. This shows that they are preparing to meet the actual s well as the prospective demands.

The Star has always favored the parel for July and August and Septemopening of transportation either by ber in Charleston, and it would pro rail or water. Wherever the transportation can be had there is growth and development and many fine sections in North Carolina would blossom as he rose, but for transportation facilities. We must, therefore, take advantage of every means of transpor tation, and certainly there is a great field ahead for this development The National Rivers and Harbors

Congress, of which the Hon. E. J Hale, of Fayetteville, is a strong sup-porter and a member of the board of lirectors, is doing a great work in remoting water transportation. The eadquarters of the congress are at lincinnati and its "department of pubicity" is doing much to educate the country up to the importance of developing our waterways and harbors so absolutely necessary to accommodate the demands of trade and commerce of the country. The bureau sends the Star the following, and it not only contains some rare information but presents a strong argument: "For Cotton and for Coal.-The valse of any article of commerce depends upon the facilities for transportation o a market, and it is probable there are no two articles of commerce more widely apart in all natural elements than the coal from the mines and the cotton from the fields. Yet they are as one in their illustration of the ne-cessity for the improvement of the inland waterways and harbors of the United States, not only as a means of carriage to market, but as a freight rate regulator at once fair. October 1906 the Hon. J. F. Randsel, member

of Congress from Louisiana, said:
"'Pittsburg sends a lot of coal out to this country. It is shipped from Pittsburg to Coneaut and Ashtabula, on Lake Erie. It is shipped 135 miles by rail at 90 cents per ton, that being the standard rate. When it reaches the steamers they charge 35 cents per ton, to carry it to Chicago, Milwaukee or Duluth. The rail rate in 90 cents per ton for 135 miles and the water rate 35 cents per ton for 1,000 miles. The railroad rate is exactly

2,000 per cent. higher.'
"The effect of the 2,000 per cent. higher rate on the manufacturing in terests in the Northwest, and of the entire country, demonstrates itself. So does the effect of the railroad rate, as compared with the water rate, demonstrate itself to the cotton producer and the cotton goods manufacturer. In his speech in the House, on the Rivers and Harbors bill, Hon. D W. Shackleford, of Missouri, said:

"To illustrate the economic disad vantages of the high rates under which the cotton States labor, I need but to say that the railway rate on cotton, per bale, for an average haul miles from Houston, Tex., is practically \$3, while the water rate from Memphis to New Orleans, 714 miles by water, is 80 cents per bale and from New Orleans to Cincinnati, 1.600 miles by water it is but \$1 per

"No more striking illustrations of the disadvantages under which producer and manufacturer labor could be furnished than in the vast differ tion for cotton and for coal. The one a product of the North and the other a product of the South, but all sections labor under like disadvants ges which can be remeried only by adequate improvement of the inland waterways and the harbors of the United States.'

Irrepressible Clothing.

Charles on News and Courier l The decadence of hat-lifting is de plored by the Newberry Observer and the Edgefield News, commenting, agrees that "many other customs of like nature are falling into disuse to the hurt and injury of good breeding and culture." If the observations of our contemporaries are accurate, it is time to reform. In Charleston, we think that the hat-raising custom is no less popular now than ever, though | way of doing business. But not so one cannot but notice that the disposition to rise with alacrity and offer a lady a seat is not so strong on the other fellow, ninety-nine times out of Charleston Isle of Paims trolley line as it is in the city.
Our Edgefield contemporary

ceeds to illustrate the degradation of manners by relating the following: "A year ago we were in a railway coach, in which were many ladies. At a certain station a young man boarded the train and found a seat about midway of our coach. He pat his hat in the rack; then he pulled off his coat and vest and put them there; then he pulled off his collar and cravat and have did likswise. After his coat and vest had been removed, it was seen that he had no suspenders and his pants looked like they were about to drop off, and every now and then he would give them a 'hitch up' or 'pull up. finally removed his cuffs and pitched them in the rack, and then unbuttoned his shirt sleeves and rolled them up to his arm pits, threw himself into the seat and placed his arms over his head and rode that way for miles, varying the situation by frequently standing up to give his pants a "hitch up."

Perhaps the conduct of this young man was reprehensible, but something may be said in his defense. The day coach on a dry summer's day is the hottest, most uncomfortable and maddening box known to civilization. To ride in it is a torture, to many peo and often there is no other car than the day coach. But, compare the clothes of men and

women-try to do so. They cannot be compared. The woman's raiment is cool, refreshing and interesting. The man's, on the other hand, is heavy stupid and overpowering. The man in dog days wears heavier clothes and heavier shoes than the woman wears in mid-winter. Is not that true? If t be admitted. It is not to be expected that man, mere man, will endure to be polite and punctillious, when riding in a day coach, when his hair and his nostrils and his eyes are filled with coal dust and cinders, which, mixing with perspiration, make a kind of mortar of a rapidly drying character? When one is in misery, is it not ex-

cusable to be desperate?

The fault is in the conventions, the fashions. Men should clothe them-selves rationally, which is to say that, o a large extent, they should unclothe. A few years ago a movement was started to abolish the summer coat and wear only the summer shirt

innovation, rallied to the coat, by which they are still heated, and at one time it seemed that they would adop in adition the stiff white or light col ored "weskit," which is one of the basest of deceivers, appearing cool but being a lie in that particular. A light straw hat, shirt waist with collar made to it, very short wristbands, a belt white or striped cotton "britches" and scandals, of the pattern the children wear, would be the ideal summer ap

claim the man who wore it as a mai We cannot understand why the Edgefield News condemns the young man for "hitching up" his trousers. That was an act of propriety.

SALMAGUNDI'S COMMENTS.

Mr. Editor: Reference in a recent Observer to the question of municipal against private ownership of public utilities is well worth the attention of thinking men everywhere. The advocacy of such a system by William Randolph Hearst and the reasons set forth by him, attracted our attention, and convinced us that Hearst was a much greater man than his opponents in the science of government were willing to admit. His popularity with the em-ployes and the smooth even tenor of the way his very extensive business is carried on speak louder for his capacity than ten thousand trumpets blown by vile mercenaries.

Government ownership or control gives better service in some instances where tried than in others. But where the service is not good, that must be ascribed to the incapacity or dishor esty of the officiala. vice must be purged of diseased germs So accustomed to their predatory in cursions have these public plunderers become, that when honest men protest, they cry "anarchy."

When frosts nip the buds of vegeta

vale denuded by the ranacious hand of brutal, ungrateful and unreflecting man, they turn the screws of oppres sion once more. In a portion of China, and also in India, famine is the con sequence. The people are beginning to see the spectre, and are moving to checkmate it Some of the politicians are on the alert, and have started out as trusts busters. See accounts of proceedings.

About ten times as much is spent in prosecuting as is collected in fines, at hat rate a novice can tell which will survive, the trust or the busters. But something must be done, something sub-stantial to relieve the oppressed. What should be done is the paramount issue. The threadbare howl of the parisan press is a failure; the organizations demonstrated democratic party or republican party are a miserable failure. William J. Bryan is aware of that fact. Hearst knows it. So does Teddy Roosevelt. Our own Walter Clark probably first expressed the opinion in the United States. Now what should be done, Sal's education has not been latin-tipped in the classical schools. But great waves of rug-ged truths engulf him at intervals, and then he sees clearly that every licens ed charter given by State or Federal government to private individuals or corporations to do any kind of business constitutes a special privilege and covers the ground from the projector of the Atlantic cable to the patentee of the shoe latcher.

Give free rein or the right-of-way to are bent. Some of them will fail, and others succeed. We must tax the incomes to defray expenses of govern ment, of course. But there can pasis of claim or counterclaim of partiality or special privilege, because ncompetents to do business may have means to buy a charter and under guise of the law are privileged to do the public incalculable harm before the trustbuster gets his big guns in position. The experiment of trust-busting so far is similar to the patter of the summer showers on a duck's back. He rather enjoys it-it is cool ing. What does a corporation care for hundred thousand dollars' whose president's salary is thirty millions annually? Yes, gentlemen, these special privileges must be revoked as the first step in necessary reform Some may say that would be a loose Each individual is more interested in his own success than in that of the every hundred. Consequently the system would be much safer than the cor poration operating upon the authority

Now the sovereign people should

lose no time in reversing this order.

of a State or Federal charter. All the iron-clad or oath-bound leag ues should be prohibited by civil laws as they are denounced by Divine au-thority. See the sermon on the mount, "Swear not, at all." * There was some swearing done under the old order as understood; but "old things have passed away, behold all things have become new." Are we casting pearls before swine? sometime, for the tree is known by its fruits.

We just call attention to these maters in the hope of setting the world to thinking of the possibilities of what may be in store under better manage ment.

As Ever, SALMAGUNDI. Cameron, N. C., June 8th, 1907.

Everybody Should Know' says C. G. Hays, of Bluff. Mo., "that Bucklen's Arnica Salve is the quickest and surest healing salve ever apolled to a sore, burn or wound, or to a case of piles. I've used it and know what I'm talking about." Guaranteed by B. E. Sedberry's Son, Druggist. 25c.

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