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ANNOUNCEMENT.

I hereby announce my withdrawal (to take effect September 1st, 1907,) from general practice, devoting my whole time and attention to Surgery and Gynecology, and to office and consultation work.

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WASHINGTON, D. C.

POSSIBLE CONSEQUENCE OF THE TELEGRAPH STRIKE.

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 demoralization of silver doubled the fortunes of the Greeds 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; nor the trusts; nor railroad or judicial tyranny; nor widespread corruption; nor, indeed, the present strike. The moral of all which is: separate the sheep from the goats in the Democratic party, and substitute a Democratic 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 economic storm, which has already assumed gigantic proportions of the gravest nature.

From a series of scattered skirmishes between the Postal and Western Union Telegraph companies and individual localities of the C. T. U. A., the present trouble suddenly looms up as a 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 sides. 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 millions of the telegraph companies. With sufficient funds for all present needs in the hands of the telegraphers' union, Secretary Nockels, of the Federation of Labor, issued a call for a meeting of the leaders of all the affiliated unions and the national federations. 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.

Sanctified by the fact that the millions of the telegraph companies and all other men of national repute, are expected here, prepared to pledge the financial support of their organizations.

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 Greeds 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 must be added the combined riches of Wall Street, and the dominance of capital in all industrial and governmental departments.

Both sides regard the struggle as the most serious that has yet confronted American interests. Cablegrams from London and the Bourne received by La Salle street bankers reflect this sentiment in European stock market. Labor unions throughout the country are sending assurances of their intention 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 possibilities of other interests being involved, conservative business interests and the more moderate labor men in Chicago are advocating an appeal to President Roosevelt to arbitrate. Radicals in the telegraphers' union have set their attorneys for 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 cases.

THE TELEGRAPH STRIKE.

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

While the conditions in the telegraph 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 western telegraph strike just after noon July 19, 1893, on orders of John Campbell, master workman of the Brotherhood of Telegraphers, affiliated with the Knights of Labor. The next day the men struck. Campbell's order to strike followed weeks of treating with the companies. Several small crews beside the Western Union then doing business in New York and the East, in which recognition 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.

From the demands 9,000 operators, according to the figures given to a Senate investigating committee by Campbell, struck, and a great majority remained 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 would get their places back most apply while there were any positions left.

For many days during that strike the telegraph business of the country was badly crippled. The Western Union closed every branch office in the city except those in the Stock and Produce Exchange, the Fifth Avenue Hotel and one in Harlem, and the money-order business was suspended.

Other cities had similar troubles, while smaller places where the operators and managers were nonunion and refused to quit were closed. Western Union men were sent into New York and other important centers to work wires. Commercial interests for a while suffered severely. The commercial changes, to a large extent sympathizing with the men, used every effort to

THE BREAKING UP OF THE NORTH CAROLINA TRANSPORTATION SYSTEM WHICH IMPROVEMENT OF THE CAPE FEAR IS DESIGNED TO RESTORE.

We are glad to note the remarks of Mayor Springer, of Wilmington, upon 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 the way, of the breaking up of the 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 Congressmen) was poured out in behalf of the disruption of this natural union between 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 South.

But to return to Mayor Springer, who is thus reported:

It is well known that the railroads are permitted to meet water competition. 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 railway meets the freight rates made by the water competition between Norfolk and Greensboro. This said to charge more for western freight delivered at Greensboro than at Lynchburg. The excuse is offered that it cannot deliver the goods at Greensboro, although it carries its freight through to Lynchburg, because it is a Norfolk & Western railway. It is charged more for western freight delivered at Greensboro than at Lynchburg. The excuse is offered that it cannot deliver the goods at Greensboro, although it carries its freight through to Lynchburg, because it is a Norfolk & Western railway.

THE NIMBLE CORPORATONISTS.

Nothing that has happened in a long time has been so instructive, and at the same time so amusing, as the agility with which the corporatists 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 corporatists had their servant, Mr. Cleveland, "sidetrack" this paramount issue and use his appointing power as the means of purchasing votes in Congress for the demoralization of silver, their real aim.

So, in the matter of railroad regulation. No sooner had Mr. Bryan's threat of government ownership set the States to passing bills of real railway regulation, than the corporatists dropped State Rights and insisted that the Federal government only had jurisdiction. 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 American 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 informally, if not directly, that insurance is not interstate commerce and, therefore, without the Federal Government's sphere of supervision.

The report of the Bar Association's committee attacks State regulation in general. "The State insurance departments, with few exceptions are to states, 'enclaves,' that 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 majority, of the States, although improvements in this direction have been marked within the last year or two, and indications are not wanting that these improvements will in a comparatively short time become still more pronounced and more general. But granting that State regulation is generally not what it should be, what guarantee is there that Federal supervision would be more efficient? Certainly the experience of the Federal Government in regulating matters admirably and exclusively within its jurisdiction has not been such as to inspire the belief that the interests of the insurance business or of the insuring 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 led by insurance men, and not by the insuring public, and that it has been taken up since the States have shown a disposition to better perform their manifest duty in properly regulating insurance companies. This is on all fours with the action of the railroads in defying Federal regulation until the several States began to exercise their respective rights in this respect, and now they favor 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.

Evidences multiply of the criminal folly of defeating Bryan on an American 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 Washington or the St. Petersburg government, to represent them.

The moral is: Let Americans distrust autocratic government at

WASHINGTON AND THEMSELVES GET OUT OF THE PHILIPPINES--BOTH THINGS AS SOON AS POSSIBLE. IN FACT, THE ONE WILL FOLLOW THE OTHER.

THE RIVERS AND HARBORS CONGRESS.

Our able, alert and patriotic contemporary, 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 Chamber 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 meeting.

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 Chicago, a private soldier in the 19th Indiana, 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 battlefield.

Second, its object is not alone to perpetuate the fame of the regiment and brigade of which the donor was a member; but equally to do honor to the regiment that fought his command, and to the able and true leader who defeated him in that desperately contested battle of July 1, 1863.

Third, these two regiments—the 26th North Carolina, of Pettigrew's brigade, Army of Northern Virginia, and the 19th Indiana, of the Iron Brigade, of the Army of the Potomac, have in the annals of the war as having sustained such a large per cent. of killed and wounded in battle.

The undersigned has just returned from a visit to Gettysburg at the request 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 been of the party, but was unavoidably detained at home.

Mr. McConnell has secured the services of one of the most eminent architects of Europe who is now engaged in making the designs for the monument, and the work will be prosecuted with due diligence. It may be remembered that Mr. McConnell, as he was retaining the monument is to be dedicated, 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 been of the party, but was unavoidably detained at home.

TWO WIDELY DIFFERENT VIEWS OF "LOCAL SELF-GOVERNMENT"

Says the *Marshallville "Home"*: "What we had to say last week in reply to the *Charlotte News* for saying, 'We had much rather see them make Georgia dry by local option than with a state prohibition law,' was not in Democratic place. The *News* in a wrong light. That paper has always been in the thickest of the fight for prohibition. 'We yield to no one our ardent belief in prohibition. If the *News* has stood for any one thing more firmly than for others it is for prohibition, and yet it does not believe in seeking to accomplish good by following an unwise and inexpedient course. Therefore, as a general thing, we believe that prohibition should not be forced on any community against its will—we believe that the natural course is to let the people decide for themselves. When laws are thrust upon them against their wishes then will self-government become a myth. If this is 'practical politics' then we favor such. We choose to call it 'nowhere' and 'democratic' and 'justice to all concerned.' We are also in favor of practical local self-government. Under the principle 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 do not want. That is a majority of something which the majority don't want, and if that is democracy then democracy isn't right, and that's all there is to 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 it by a majority in the State—by 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 nuisance in the name of local self-government. It is contrary to the very basic principles of democracy. Our Home and the *News* seem to be together as to results wished for, but slightly apart as to the most expedient method of obtaining it."

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 manufacturer refunds your money. What more can any one do. McDuffie Drug Store (O. O. Souders, Prop.)

Hay Fever and Summer Colds. Victims 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 cures it. It should be taken as it will give instant relief. The guarantee is in a yellow package. McDuffie Drug Store (O. O. Souders, Prop.)

Men Past Sixty in Danger. More than half of mankind over 60 years of age suffer from kidney and bladder disorders, usually enlargement of prostate glands. This is both painful and dangerous, and Foley's Kidney Cure should be taken at the first sign of danger, as it corrects irregularities and has cured many old men of this disease. Mr. Rodney Barken, Rockport, Mo., writes: "I suffered with enlarged prostate gland and kidney trouble for years and after taking two bottles of Foley's Kidney Cure I feel better than I have for twenty years, although I am now 91 years old." McDuffie Drug Store (O. O. Souders, Prop.)

ADVANTAGES OF WATER TRANSPORTATION.

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 tracking their roads. This shows that they are preparing to meet the actual as well as the prospective demands.

The Star has always favored the opening of transportation either by rail or water. Whenever the transportation can be had there is growth and development and many fine sections in North Carolina would blossom as the rose, but for transportation facilities. We must, therefore, take advantage of every means of transportation, 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 supporter and a member of the board of directors, is doing a great work in promoting water transportation. The headquarters of the congress are at Cincinnati and its "department of publicity" is doing much to educate the country up to the importance of developing our waterways and harbors as an 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 other commodities of any article of commerce depends upon the facilities for transportation to 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 the illustration of the necessity 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 regulator at once fair. October 1906 the Hon. C. H. Ransdell, member of Congress from Louisiana, said:

"Pittsburg sends a lot of coal out to this country. It is shipped from Pittsburg to Conestoga and Ashabula, on Lake Erie. It is shipped 135 miles on 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 is 90 cents per ton for 135 miles and the water rate 35 cents per ton for 1,000 miles. The railroad rate is exactly 2,600 per cent. higher."

"The effect of this is to make the higher rate on the manufacturing interests 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. Shackelford, of Missouri, said:

"To illustrate the economic disadvantages of the high rates under which the cotton States labor, I need but say that the railway rate on cotton, per bale, for an average haul of 165 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 bale."

Irrespressible Clothing.

The decadence of hat-fitting is deplored by the Newberry Observer and the Edgefield News, commenting, agrees that "many other customs of the past are being let into disrepute 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 it was in the days of the Revolution. Each individual is more interested in his own success than in that of the other fellow, ninety-nine times out of every hundred. Consequently the system would be much safer than the custom of operating upon the authority of State or Federal charter.

All the iron-clad or oath-bound leagues should be prohibited by civil laws, as they are denounced by Divine authority. 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? We will know sometime, for the tree is known by its fruits."

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

Everybody Should Know "that says C. G. Hays, of Bluff, Mo.," "that Backen's Arnica Salve is the quick and surest healing salve ever applied 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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