FAYETTEVILLE, N. C., THURSDAY, AUGUST 29, 1907.

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E. R. Mackethan, Att'v. For Sale: New list of being prepared, most of former tracts having been sold.

#### ANNOUNCEMENT.

I hereby announce my withdrawa (to take effect September 1st, 1907,) from general practice, devoting my whole time and attention to Surgery and Gynecology, and to office and consults J. F. HIGHSMITH, M. D.

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The Observer remarked at the time of the acute stage of the Pritchard affair in this State that the administration was undoubtedly backing him in his course, when the clever tactics of Judge Long and the courageous stand of the Governor made intervention by the federal executive impolitic. That is to say, if the federal government sent troops to enforce an "inferior" federal judge's decrees against a State executive who was enforcing a State law against a State corporation, the spectacle would be presented to the country of "government by injunction" in such an un-American light that the President and his Republican party would be swept from power.

The inspired correspondents made haste to deny that the president and his attorney-general had the slightest idea of interfering in favor of Judge Pritchard, and some of them declared that the president was very much provoked by Pritchard's action.

We append a Washington telegram rom which it would appear that the president and Mr. Bonaparte have found a better case for federal interference in the Alabama affair, and they therefore make haste to throw off the mask assumed when the chances, as in the North Carolina case, were against them.

Do not be deceived. The President is an imperialist, with all the term implies, and ready to show his teeth whenever the proper quarry is in sight. But these glimpses which the Attorney and Counsellor people get of the real purpose of the Republican party but hasten the day in comparison with those of other of reckoning.

Attorney-General Bonaparte has picked up the gaunlet thrown down by Governor Comer, of Alabama, in regard to the orders issued by Judge Thomas C. Jones, of the Federal Court for the Northern and Middle districts of Alabama, at Montgomery, restraining solicitors and Sheriffs of the State from interfering with the operation of the Louisville and Nashville Railway. Governor Comer and his advisers have insisted that the new State law establishing a uinform rate of fare for railroads in Alabamamust be obeyed by the railroads in spite of the appeal that has been made to the Federal courts. Following the issuance of ludge Jones' restraining order, United States District Attorney Parsons telegraphed to Attorney-General Bonaparte regarding the situation, which

### involved the possibility of an attempt on the part of the State to disregard the order of the Federal court. Telegram of Attorney-General.

In response Mr. Bonaparte last night sent the following telegram to District

Attorney Parsons: "You are authorized to make public the following statement from this de-partment. It is the duty of the De-partment of Justice to see that the process from all Federal courts is duly served. This duty exists without any regard to the nature of the litigation in which such process may issue, or the parties to the cause. This departon more than one occasion, that it would see the process of a Federal court requiring executive enforcement duly enforced without a regard to cost or consequences.

"Every Federal court will be sustained in the execution of its process, so far as executive enforcement may be needed, and respect will be exacted to all orders requiring such executive enforcement, passed by a Federal court in the exercise of the jurisdiction which it has regularly assumed. "BONAPARTE, Attorney-General."

#### Makes Its Attitude Plain.

This telegram makes it clear that it the intention of the Federal Department of Justice to insist upon the observance of all orders issued by the judges of Federal courts. In some the dispatch of Mr. Bonaparte to District Attorney Parsons is regarded as an official hint to all Federal judges that the strong arm of the Federal Government will be behind them in any order which they may issue. It is stated here that the depart ment is not interested so much in the character of the litigation or in the personality of the parties to the litigation as it is assured by the Federal courts that the mandates handed down by them will be obeyed and that if necessary all orders from Federal courts requiring "executive" enforcement will be enforced without regard to cost or consequence

This was the attitude of the Attor ney-General and of the Administration at the time of the clash between the State Governments and the Federal courts in North Carolina, as a result of Judge Pritchard's order protecting the Southern Rallway and Governor Glenn's attitude toward Judge Pritch-

#### Would Have Backed Pritchard.

The Administration was then prepared to enforce Judge Pritchard's orders "without regard to cost or consequences," but the conferences between Governor Glenn and the Southern Railcials during the visit of Assistant District Attorney-General Sanford to North Carolina, resulted in the Southern's no longer insisting upon the observance of Judge Pritchard's restraining order in the face of Governor Glenn's vigorous attitude.

It is hinted here that the Adminis tration was chagrined over the so-called "surrender" of the railway officials o Governor Glenn, and that this feeling has been especially keen since Following the lead of the North Carolina compromise, Virginia, Alabama and other States have taken almost exactly the same action.

Issued Lots of Injunctions. Within the last six months Federal judges in nearly a dozen states have been called upon to pass upon appli-cations for injunctions in which railway corporations sought to restrain the observance of the new Two-Cent Fare laws. The judges have in nearly all the cases issued orders restrain ing state interferences with existing rates pending final adjudication of the cases. In some circles it is felt that the dignity of the Federal courts has been threatened by the compromises that have been effected in the face of orders issued by the courts. Administration officials hold that the issue cannot be long evaded, and that the Federal Government can not too firmly intimate that all orders

parties to the suits, must be vigor-

Whatever the ultimate effect of the publication of Attorney-General Bonaparte's official telegram to District At-torney Parsons, it is bound to have the immediate effect of strengthening the position of all Federal judges confronted with possible resistance to their orders by State authorities.

CAUSE OF FREIGHT DISCRIMINA-TION AGAINST NORTH CAROLI-NA CITIES WHICH THE IM-PROVEMENT OF THE UPPER CAPE FEAR WILL REMOVE.

No doubt readers of the testimony taken before Special Master Montgomery in New York in the Railroad Rate case have been struck with the iteration and reiteration by the witnesses for the railroads of the statement that the discrimination in freight rates against North Carolina towns and cities is due to these two causes, viz: (1) North Carolina cities are too small to supply enough freight to render the service as cheap as in the case of the larger cities of other States: and (2) the through rates (from the West, particularly) are discriminatory against North Carolina cities because they are controlled by the competitive rates at the Virginia water basing points.

The reports of the hearing before Judge Montgomery say that Mr. Justice, who is conducting the cross-ex amination for North Carolina, asked a railroad witness if it was not true that the growth of a city depends upon the through rates which it has cities, and the witness (Daley) admitted that this might be so.

Now take this admission of the railvay expert-it is in fact but the ad-, mission of a commercial truism—and add to it the railway experts' contention that the necessity for meeting the competitive rates enjoyed by the Virginia water points is the cause of the discrimination against North Carolina cities, and we have the complete confirmation of the propositions laid chairman of our Citizens' Committee Fear, in his presentation of Fayetteville's case before the Rivers and Harbors committee of the House of Representatives.

In the course of his presentation, our chairman said:

"North Carolina was once called 'a at the 1st Census, and as it has a record of which any one may be proud, being inferior to that of none of the original thirteen which achieved our independence, I assume that the gibe had reference to our commercial attainments—which have been inferior to those of our neighbors. This inferlority was palpably the result of our want of large seaports; but the reason for this deficiency, which has been the theme of unnumbered discussions, was obscured by the overworking railroad idea, under which railroads were held to be 'annihilators of space.' the unit of transportation value as 'per ton per mile," has revealed the eal reason to students of our geography.

"If you will be good enough to look at the map which I submit (and which have marked Exhibit No. 2.), you will observe that the coast line of North Carolina juts out far beyond the general coast line—namely, the line running from New York, where the first great recession takes place at the North, to Savannah, where the last recession culminates at the South. The effect of this peculiarity is to place our seaports at such a great distance from the back country that the ports of our neighbors, Richmond on the North and Charleston on the South, are nearer to much of it than they. The normal seaport is on a line with its rivals. The ideal scaport is on a line (between its rivals) that presents a salient angle to landward and the reentrant angle to seaward. With us, our jutting seacoast causes those angles reversed in the case of lines drawn from any of our seaports to Richmond on the one side and Charleston on the other. Now, the traffic influence of any port, under the rule of equal charges per ton per mile, reaches half way to the next port. If therefore, we should delimit the terriory traffically tributary to the ports under consideration, by drawing at right angles across the half-way points of air lines between them, we would find that these right-angle lines converge until they meet within the territory of our own State, instead of remaining parallel, as they would do n the normal port, or diverging as in the case of the ideal port. The result of these physical conditions is such that if, instead of the commerce repeling Hatteras, the Eastern beak of North Carolina enclosed the best haroor in the world and a four track railway connected it with the interior, it ld remain as insignificant as More-

head City is to-day, which has a fine nabor and is conected with the interior by a State railway. "Before the railroad era, and when conditions were much nearer to nature than now, the force of the wagonborne traffic in a wide area proceeded long the line of least resistance and ound water at Fayetteville, which is the head of navigation on the Cape Fear and the inland end of the improve ment now asked for. By reference to the map, it will be seen that Fayetteville lies 50 miles West of a line from Norfolk to Charleston, the nearest existing basing points for freight rates; a litle to the west of a line from Richnond to Charleston; and on the line from New York to Savannah, the normai coast line. Wagon-borne traffic, a century ago, from Central and Western North Carolina, South-Wesern Virginia and North-Eastern South Carolina, naturally, therefore, fixed upon this town as its port, for it was on this town as its port, for it was nearer to them than any other. By a striking but entirely logical co-inci-dence, the territory whence this an-cient traffic came is almost precisely the same as that which this improve-ment would delimit under the rule of

"What we are asking, then, is not the establishment of novel of disturbing natural ones, but the res-toration of conditions as old as our

equal railway charges per ton per

HASTENING THE DAY OF RECK- of Federal judges, regardless of the civilization and as natural as the flow

"These conditions have been chang ed by circumstances which it would ne too much of your time to recount in detail-antagonisms resulting from the different origin of the immed Albemarle sections; errors of State policy, as in the attempt to build up great port near the Eastern coast ine; the novelty of through railway trains which the necessities of the Confederacy caused to be established on North-and-South going railways; the partial destruction of the town by war in 1865; and deforestation at the headwaters of the Cape Fear, which curtailed the boating period in summer and rendered the river an easy

prey to those competing railways. While these circumstances have retarded the restoration of normal conditions in Fayetteville, the same fierce competition which has hammered out unit of railway transportation, has caused the establishment there of thriving industries - cotton many mills, silk mills and the like-and the chean freight rates which they enjoy have turned the eyes of the State again to this ancient capital. The result is: the recognition of the geo graphical peculiarities which I have have referred to and which are more fully described in the note appended to the man which I have submitted; the realization that, except approach be had through the port of Fayette ville, freight rates on equal terms with those enjoyed by the people of other seaboard States are impossible for North Carolina; and the embodiment of these facts in the unanimous reso ution of the General Assembly, asking for this appropriation, which I resented to you at the outset.

#### Relation of Our Fayetteville Chambs of Commerce to This Subject.

As we have said before, this great mprovement of the Upper Cape Fear, so vitally affecting the equalization of the opportunity of North Carolina cities with that of the cities of our neighboring seacoast State would in all probability, he in full course of construction if

our Chamber of Commerce had attempted to carry out the obligation which it assumed, at its meeting in January last, to raise Fayetteville's quota (the insignificant sum of \$300) for the National Rivers and Harbors Congress. The point was that our down, nearly six years ago, by the Citizens' Committee was thrown off its guard, until too late, by the action of on Improvement of the Upper Cape | the Chamber. There would have been no difficulty in collecting this small amount from our patriotic citizens who are continually showing that they are ready with their purses when the interests of Fayetteville are at stake.

In this case the Chamber was free with its money in behalf of the Inland strip of land between two States. As the State was the third in population ed from Fayetteville, and of but in Waterway-an undertaking far removcidental consequence to us-but abstained from all effort, at this culminating crisis, to comply with its promise to get money for our very own, this great and vital Fayetteville waterway.

We again refer to the Chamber of Commerce's recent attitude towards our Fayeteville project, because the ion offers an opportunity to make a plea for the resuscitation of this most useful body-a body Recently, the conception of that has achieved great things in the past, and that is capable of greater things in the future if its energies be properly directed. The moral of its recent action (or rather inaction) is that it can only live when its energies are directed towards the promotion of home projects in preference to all others, and that its delinquency in respect to the obligations which it assumed in January in behalf of Fayetteville's and North Carolina's greatest work, has caused it to die motu propria. We say that it has died, because the published records show that there has not been a meeting of the Chamber since January, and no legitimate meeting of the Directors, so far as the public has been informed.

#### SIGNIFICANT RESULT OF RAIL-WAY FARE REDUCTION IN NEB-RASKA.

The Raleigh News and Observer contains the appended article on this subject. It will be observed, in the letter from the Nebraska correspondent of Governor Comer, that importance is attached to the elimination of free rides on the railways. This is an important factor in the problem, along with the great increase of paying traffic induced by the cheaper fares.

Again: Nebraska is a good State for comparison with the Southern Ttates, for it is even more sparsely settled than they. Compared with North Carolina, for example, its density of population is but one-half as great.

Another noteworthy circumstance in connection with the whole subject of this railway disturbance, is the fact that the federal judges in the numerous Northern States which have passed laws reducing railway fares do not (or have not been called upon to) interfere with enforcement of the State laws; whereas, in the case of the South, no sooner did the ex-Confederate States of North Carolina, Virginia, Georgia and Alabama, attempt to regulate railway fares than the machinery of the Federal courts was at once set in motion to nullify the State law.

That is another and a very convincing circumstance that points to the President's control of the actions of the Federal "inferior" court judges, so many of whom, ex-railroad attor- my suggestions. What I said, neys, are his own appointees. He has played this part of his game with great skill. 'Having announced (through the press correspondents) that he had nothing to do with Pritchsistance of the Southern States upon

hastened to announce through his attorney-general, that nothing saved North Carolina from invasion by the Federal army except the unpatriotic backdown of the Southern Rallway.

The President's course in this matter is another evidence that he is not the impulsive patriot the country at one time considered him, but a calculating politician dealing recklessly, so far as the people's interests are concerned, with explosives of the most awful kind.

Here is the article from our Raleigh contemporary referred to at the outset of this editorial:

Reduced Fare in Nebraska. When the Legislature of Nebraska made the rate of passenger fare two cents, the railroads made application to a Federal Judge for an injunction to stay the law-like they North Carolina, Virginia and Alabama -but the judge declined to suspend the State law. What has been the re-sult of the reduction in Nebraska? The Birmingham Age-Herald prints the following letter addressed to Gov

"Dear Sir: Everyone is watching with great interest the struggle between you and the railroads, and hope to see the right win. I expect they are putting up the same plea in your State that they have in every other State, but it is a useless plea now, in the face of facts which have develop ed since the law has had a practical test. The emergency clause attached to the Nebraska law caused it to go into effect soon after its passage, and it has, therefore, had a fair test. It has been in operation here over six months, and I enclose you a clipping from the Hastings Evening Tribune of last night, showing how it is working here. The roads claimed that it would never be practical in a State so sparce ly settled, but results have shown that they were mistaken. I do a good deal of were mistaken. I do a good deal of travelling myself, and I can easily see that the trains are nearly double the size they were last year. With best wishes, and hoping you may wi.. out,

I am, yours truly, "DR. WILLIAM H. STEELE."

In the letter to Governor Comer, Dr Steele enclosed the following clipping 'There is something remarkable in regard to the unusual amount of pas senger traffic in every direction this morning. 'We add extra coaches every day and then it seems that the trains are crowded.' If all reports are true the same condition exists all over the country since the two-cent rate has become effective in so many States. Not only are the main line trains crowded, but the "feeders" from all the branches have a big increase in business.

"The recepts of the various ticket offices of the city show an increase of several thousand dollars the past month over the corresponding month

"With the fare cut one-third and the receipts on the increase it can seen that the amount of passenger traffic has nearly doubled. "The cutting down of the free list has added to the receipts of the railroads beyond expectations. The rail-

road officials require conductors to enforce the payment of half fares for votes." all children who have the appearance of them. This, too, has added considerable to the revenue of the comand does more to increase travel than

a two and a quarter or two and a half cent rate. Within less that teu years, the two-cent rate will be in operation on every road in the United States, and under its working the railroads will prosper as never before. Ohio, Indiana, Nebraska and other States are proving this to be true But in the Southern States we must fight for small reductions that are granted elsewhere.

#### GOVERNOR GLENN IN NEW YORK,

Gov. Robert B. Glenn, of North Carolina, had a conference in the Hoffman House yesterday afternoon with A. P. Thom, the general counsel of the Southern Railway, in the course of which he made some suggestions that, f adopted by the railroad officials, will bring to an end the taking of testimony in the suit brought by the Southern to have the North Carolina two-anda-quarter-cent-a-mile rate law declared onfiscatory and unconstitutional.

Mr. Thom told Gov. Glenn that he would bring his suggestions to the at-tention of the Southern Railway officials and would let him know the result as soon as possible. The conference between the North Carolina Executive and Mr. Thom was most har monious, and just before leaving for North Carolina last night, Gov. Glenn said that he believed the differences between the railroad and the State were in a fair way to be settled to the satisfaction of the people of North Carolina.

"My interview with Mr. Thom." Gov Glenn said, "was in the nature of a very pleasant chat, and was in the interest of good-will and harmony, and to save the cost, now accumulating, in the hearing of the suit before Spec ial Master W. A. Montgomery, in this I made two suggestions to Mr. Thom, the first of which was that we stop the taking of testimony until in the two suits, one from the United States Circuit Court, and the other from the State court, the Supreme Court of the United States could pass on the jurisdiction of the two courts and that after this was done, each party could decide what course to

Finley to Consider Offer. "My second suggestion was that the railroads stop their suits and try to live under the two and a quarter cent rate, and if after giving the law a trial they find that they cannot continue under it and live, then they should appeal to the justice and fairmindedness of the people of the State of North Carolina to right the wrong and it would be done. Mr. Thom said he would see President Finley, of the Southern, and would inform him of ever, it must be remembered, was only in the nature of suggestion.

Gov. Glenn also said that, in his opinion, it was only a question of time until reduced rate laws would be adopted by all of the Southern States, that he had nothing to do with Pritch-ard's acts in North Carolina, he no did become universal the rates would sooner observed the effect of the re be uniform in the various States. At the present time the rates in the South the radical New York newspapers and rabid General Foraker of Ohio, than he lina the rate is 3 cents, in Virginia 3 preme Court has decided against the Prop.)

cents, in Alabama 21/2 cents, and in validi North Carolina 2% cents. As mat-ters now stand, the rate, when the destination of the passenger is in an-stand

Gov. Glenn read with much interest laugh, while others had the opposite effect. For instance, one interview said that he had said that New York should have a two-cent rate law, and that he had criticised Gov. Hughes for vetoing the rate measure passed by

the New York Legislature at its, last No Criticism of Gov. Hughes. "Most assuredly," said Gov. Glenn,
"I did not criticise the action of Gov. Hughes, as I am reported to have done. I specifically stated that the

onditions in New York and the conditions in North Carolina were entiredifferent and that as I understood the New York situation Gov. Hughes had vetoed the New York measure be cause your State had already enacted legislation calling for an investigation of rates and Gov. Hughes deemed it wise to await the results of that in vestigation before taking drastic ac-"Hastings, Neb., Aug. 9, 1907. Thelast thing in the world Governor Comer, Montgomery, Ala.: intended was a criticism of Gov. Hughes. I have invited Gov. Hughes

to come to North Carolina as my guest in October, and I hope he can find time to accept the invitation, for consider him a splendid man, and know that he well have a good time ! he can get away and partake of good old North Carolina hospitality." One of the interviews also that Gov. Glenn had expressed himself as in favor of a still further reduc tion of the rate in North Carolina. "I did not express my views on that proposition at all," said Gov. Glenn. The fact is that in my message to the Legislature recommending rate legislation I suggested a 2½ cent rate, out the Legislature cut it down a quarter of a cent more. Neither did I say that the laws of North Carolina fixed a railroad's maximum earnings as 10 per cent. I said that our reports show-

> Glenn Carries No Big Stick. "Also let me say," added Gov. lienn, "that there's no personal feeling in North Carolina against the

ed that they were earning that per

outhern Railway. We intend to see that the corporations obey the law and will control them to that extent, but on the other hand we will be just as painstaking in our efforts to see year, said a passenger conductor this that corporations are absolutely protected in every single one of their legal rights. I made no use of the 'Big Stick.' nor did I have occasion to in the matter of the Southern, and the fact that the railroad vielded in court, it seems to me, should prove to any fair-minded person that we were In the right.' "Are you a candidate for the Demo-

cratic nomination for President?" a eporter asked Gov. Glenn. Gov. Glenn laughed so long and loud at this question that tears dimmed his

nerry eyes. "Not a bit of it," he answered, "for as I have said on several occasions I do not think the time is ripe for the nomination of a Southern man for President. I am for the nominee of the Democratic party, whoever he may be, and North Carolina, as is her custom, will go for the nominee by a plurality of between 50,000 and 70,000

Gov. Glenn said he would be back in of being over five years of age, regard-less of the protests of those in charge spent his last afternoon in the city at the Polo Grounds watching the baseball game between New York and Chi-

#### DIRECT AND INDIRECT TAXATION.

The Democratic party favors the gradual substitution of taxes on inomes and inheritances for the taxes on consumption which have no ex cuse for their existence except the false pretenses that the foreigner pays th m, and that they benefit the workingmen of this country. These taxes on consumption, called

tariff taxes and excises, now extort vastly more money from the neaple than the government can find ways of spending. There is a surplus for the past year of nearly \$37,000,000 in the United States treasury, representing just so much taken from the pockets of the people in excess of the needs of the government, and in violation of the Democratic principle. that every man is under the natural duty of contributing to the necessities of society, and this is all which the law should enforce on him. Taxation for revenue only, is, indeed, the theory of every just government. Taxation for any other purpose is oppres sive, and tends to build up privileged classes, monopolies, corrupt legisla-tion, and plutocracy. It has done so in this country, just as it has in every other. It has built up among us an aristocracy of bankers, manufacturers, and forestallers and regraters of our markets, all of which have combined themselves in trusts and money ed corporations which control our railroads, ships, mines, forests, fisheries, grazing lands, and other elements of production, transportation, and commerce. Thus has unjust taxation bred injustice and oppression It is the everywhere in our society. giant wrong-the same wrong which brought on the American revolution and the French revolution

We must, as a nation, rid ourselves of unjust taxation. The way to do it without unnecessary disturbance established lines of business would be to change the forms of taxes, and to equalize the burdens by providing for graduated income tax apportion among the States to an amount sufficient to produce at least one-fourth of needful revenue. This would work a hardship upon the smaller States; but to remedy such hardships, an inheritance tax, sufficient to produce an equal amount should be levied directby Congress. This would work a hardship on the larger and wealthier The two hardships would thus cancel each other, and would produce enough revenue to enable the government to dispense with half at least of the taxes on consumption; and this would benefit every consumer in every State proportionately; still further essening the hardship on the less wealthy States caused by an income

Congress undoubtedly has the power to tax inheritances by direct legislation. That question has been raised and settled. As to taxing incomes its ower is amply sufficient, though qual-Judge Brannon in his recent work

this perfectly clear. At page 379 of that work he says:
"It is popularly, but mistakenly, thought that the United States Suther than the United States Suther Sta

on the fourteenth amendment makes

all Federal income tax, received bitter condemna-se of that erroneous under-On the contrary that court destination of the passenger is in another State, is governed by the rate of the State in which the ticket is sold.

On the contrary that court at a stand of the contrary that court at a stand of the state in which the ticket is sold. tion, article I, providing that 'no capiseveral interviews with him that were tation or other direct tax shall be laid printed in New York newspapers yes-terday morning. Some of the things he was made to stand for made him taxes shall be apportioned among the several States, which may be includ-ed within this Union, according to their respective numbers.' Chief Justice Fuller said that this power in the Federal govenrment to levy an income tax by apportionment among the several States was 'plenary and absolute' (158 U. S. 601). The question before the Supreme Court in come tax cases was whether the act of Congress levying an income tax directly on the taxpayer was a direct or an indirect tax. For, if direct, such

levy immediately on the taxpayer, and mediately by apportionment among the States would violate the constitution. The court held that tax-es on real estate being indisputably diect taxes, so were taxes on its incomes from rents, and so on personal property or its income; and not being apportioned among the States, the act vas unconstitutional."

#### Notes of a Trip to the Exposition, Etc.

lear Editor After five days stay at the Exposition during which time we took in everything in that vicinity including North Carolina day and Governor Glenn's speech, which certainly did credit to him, the State and the "down homers," as men from all parts of the country spoke of his nerve, grit, abliy and moral influence.

stated

Messrs, D. B. Culbreth, A. G. Murchison, F. N. Bennett, J. H. Harris, R. . Lamb and the writer left Norfolk at six o'clock Friday p. m. on board the steamer Augusta for Baltimore. The accommodations were splendid, and we were up early in the morning to see the sun rise from out the sea as one member of our company supposed us to be in mid Atlantic. We reached Baltimore at eight o'clock and walked up to Howard's Lunch Room. We were not annoyed by inquiries as a where we were from, for everyone tnew we were from "down home Druid Hill Park was one of the laces of interest to us in Baltimore-

specially to our friend Harris, who et for the first time his cousing rom the cocoanut groves of South This park covers 750 acres of and and is rich in natural and artisic scenery. At five o'clock p. m., we left for Washington, which we reached in fifty

minutes. After arranging for rooms, we met at the New Comers' Cafe for It was nine o'clock before we got up

next morning. After lunch we took an auto car for a tour around the city. This was one of the most enjoyable ncidents of our tour. We were ta ken to the places of interest and his toric value. The old home of Edgar Allen Poe, with its location and surroundings, brings over one a shadow almost as vivid as that produced by the following lines from Poe's poem 'Once upon a mid-night, while I pondered weak and weary.

Over many a quaint and curious vol ume of forgotten lore. While I nodded, nearly napping; suddenly there came a tapping, As of some one gently rapping, rap

ping at my chamber door "Tis some visitor," I muttered, tapning at my chamber door We then passed Pitchfork Ben's

iouse and came to the home of John Rockefeller "Praise John." the guide sald, "from whom oil blessings flow." Thence to the monument and past the Pres. Tennis Court where it s said the Pres. may be seen reach-

ing for a "high ball. After spending two hours in the ibrary only to learn that there was

A little later we were plowing down the old historic Potomac. While we were passing the historic spots of Ar lington Heights and Mt. Vernon, was history being made on board. While Robt. Burns is pretty well-known to most college men some few "Preps are vet to learn that the Robt. Burns cigar is not spelled with a "C," but with an "S," and that any reference brice of clears 5c each. Mr. Bennett expresses himself as

not being very fond of that brand of segars. Our boat arrived in Norfolk with ome forty minutes margin to make onnection with the Seaboard for Ral eigh. Lieutenant McKethan joined us n Raleigh, and at 8:30 we were "down nome" again. Yours, C. B. CULBRETH.

NORTH CAROLINA WILL WIN IN RATE CASE.

New York World.] Governor Robert B. Glenn, of North arolina, said yesterday that he was satisfied the commonwealth which he rules would win its crusade to compel the Southern Railroad to maintain lower fares. He had a parley on nou ral ground with the representatives of the corporation in the morning and old them they were wasting time and money in taking testimony master at No. 80 Broadway. He sug gested they defer all the questions of aw to the courts. He left last night for home.

"Everything is satisfactory," said, at the Hoffman House. railroads will find it cheaper in the long run to obey the law and charge the two and one-quarter cent rate. They are doing that pending these proceedings. They wanted to charge the higher rates and give the trave ing public coupons for the difference is a strange thing that the railroads have not changed their fares in

fifty years in North Carolina.

'Only one point is to be determined Are the rates so low that they are confiscatory? They certainly are not The railroads would find it to their advantage to try this law before com plaining about it, and I am sure that the increased patronage from the re luced fares would greatly increase their revenues. They could not fall to make from six to eight per cent. net The Southern Railroad last year made \$4,000,000 profit on its investment. The question is. What is the aggregate profit on the business of the year?'

Ten Years in Bed. 'For ten years I was confined to my

sed with disease of my kidneys, writes R. A Gray, J. P., of Oakville, Ind. "It was so severe that I coul not move part of the time. I consulted the very bot medical skill available, but could get no relief until Foley's Kidney Cure was recommended to me It has been a Godsend to me." Mo-Duffle Drug Store (O. O. Souders,

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