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Easily Prepared.—Simply add  
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Flavors: Lemon, Orange, Raspberry,  
Strawberry, Chocolate, Cherry, Peach.  
50c per package, enough for large  
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FAYETTEVILLE, N. C.  
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E. R. MACKETHAN, ASST.

**For Sale:** New list of  
being prepared, most of former tracts hav-  
ing been sold.

**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 consulta-  
tion work.  
J. F. HIGSMITH, M. D.

**J. & E. Mahoney,**  
Portsmouth, Alexandria,  
and Norfolk, Va.  
**Distillers, Rectifiers and  
Wholesale  
LIQUOR DEALERS.**

**Sonnyside Floral Nursery,**  
(James M. Lamb & Sons),  
Lock Box 55. Telephone 49.  
Fayetteville, N. C.  
We are now ready to do fancy bedding.  
We have  
**COLEUS** in the very best condition. ALTER-  
NANTERIA to border the beds with.  
**SALVIA SPLENDENS** the  
best border plant known. **CALA-**  
**DIVUM** fine, strong buds. **TUBEROSES**,  
the sweetest of all, and easy to grow.  
**DAHLIAS**  
We have a fine lot at just half price,  
75c. per doz. Faints, ferns and general  
stock of Greenhouse plants.  
**OUT FLOWERS** always.

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**GASNOW**  
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**HASTENING THE DAY OF RECKONING.**

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 from 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 trimmings, and ready to show his teeth whenever the proper quarry is in sight. But these glimpses which the people get of the real purpose of the Republican party but hasten the day of reckoning.

Says the telegram: Attorney-General Bonaparte has picked up the gauntlet 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 uniform rate of fare for railroads in Alabama, as provided for by the railroads in spite of the appeal that has been made to the Federal courts. Following the issuance of Judge Jones' restraining order, United States District Attorney Persons 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 Bonaparte in response Mr. Bonaparte last night sent the following telegram to District Attorney Persons: "You are authorized to make public the following statement from this department. It is the duty of the Department 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 department has already announced publicly, on more than one occasion, that it would see the process of a Federal court requiring enforcement of its orders enforced without a regard to cost or consequences.

"Every Federal court will be maintained in the execution of its process, so far as executive enforcement may be needed, and respect will be exacted by all orders requiring 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 is the intention of the Federal Department of Justice to insist upon the observance of Federal courts. In some quarters the dispatch of Mr. Bonaparte to District Attorney Persons 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 may be issued. It is stated here that the department 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 consequences.

This was the attitude of the Attorney-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 Railway and Governor Glenn's attitude toward Judge Pritchard.

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 Railway officials during the visit of Attorney-General Bonaparte to the State, 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 Administration was charged with the so-called "surrounding" of the railway officials to 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 applications for injunctions in which railroads sought to restrain various corporations from obeying Federal laws. The judges have in nearly all the cases issued orders restraining state interference with existing state pending final adjudication of the cases. In some circles it is felt that the observance 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 injunctions should not be evaded, and that the Federal Government cannot and should not too firmly intimate that all orders

of Federal judges, regardless of the character of the controversies or the parties to the suits, must be vigorously enforced. Whatever the ultimate effect of the publication of Attorney-General Bonaparte's official telegram to District Attorney Persons, 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 DISCRIMINATION AGAINST NORTH CAROLINA CITIES WHICH THE IMPROVEMENT 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-examination 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 in comparison with those of other cities, and the witness (Daley) admitted that this might be so.

Now take this admission of the railroad expert—it is in fact but the admission of a commercial truth—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 down, nearly six years ago, by the chairman of our Citizens' Committee on Improvement of the Upper Cape 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 'strip' of land between two States. As the State was the third in population 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 great good fortune of our overwork of the railroad idea, under which railroads were held to be 'annihilators of space.' Recently, the conception of the unit of transportation value as 'per ton per mile,' has revealed the real reason to students of our geography."

"If you will be good enough to look at the map which I submit (and which I 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, through the first great recession taken 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 are to us. The ideal seaport is on a line (between its rivals) that presents the least angle to landward and the resultant angle to seaward. With our jutting seacoast causes those angles to be 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 rule of equal charges per ton per mile, reaches half way to the next port. If, therefore, we should delimit the territory tributary to the ports under consideration, by drawing lines at right angles across the half-way point, 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 be in 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 reaching Hatteras, the Eastern beach of North Carolina enclosed the best harbor in the world, and a four-ton railway wagon remains as insignificant as Morehead City is to-day, which has a fine harbor and is connected 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 wagon-along line of the coast proceeded from the line of least resistance and borne traffic in a wide arc, diverging as it diverged from the point of least resistance, as it did from Fayetteville, which is the head of navigation on the Cape Fear and the inland end of the improvement 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 little to the west of a line from Richmond to Charleston; and on the line from New York to Savannah, the normal coast line. Wagon-borne traffic, a century ago, from Central and Western North Carolina, South-Western Virginia and North-Eastern South Carolina, naturally, therefore, fixed upon this town as its port, for it was nearer to them than any other. By a striking but entirely logical coincidence, the territory whence this ancient traffic came is almost precisely the same as that which this improvement would delimit under the rule of equal railway charges per ton per mile."

"What we are asking, then, is not the establishment of novel conditions, disturbing natural ones, but the restoration of conditions as old as civilization and as natural as the flow of water."

"These conditions have been changed by circumstances which it would consume too much of your time to recount in detail—antagonisms resulting from the different origins of the immediate settlers of the Cape Fear and the Albemarle sections; errors of State policy, as in the attempt to build up a great port near the Eastern coast line; 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 lessened the rivage of easy spray to those competing railways."

"While these circumstances have retarded the restoration of normal conditions in Fayetteville, the same fierce competition which has hammered out the unit of railway transportation, has caused the establishment of other many thriving industries—cotton mills, silk mills and the like—and the cheap freight rates which they enjoy have turned the eyes of the State again to this ancient capital. The result is the recognition of the geographical peculiarities which I have just described in the note appended to the map which I have submitted; the realization that, except approach had through the port of Fayetteville, freight rates on equal terms with those enjoyed by other seaboard States are impossible for North Carolina; and the embodiment of these facts in the unanimous resolution of the General Assembly, asking for this appropriation, which I presented to you at the outset."

Relation of Our Fayetteville Chamber of Commerce to This Subject. As we have said before, this great improvement 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 now, in all probability, be 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 Citizens' Committee was thrown off its guard, until too late, by the action of 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 Waterway—an undertaking far removed from Fayetteville, and of but incidental 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 Fayetteville project, because the occasion offers an opportunity to make a plea for the resuscitation of this most useful body—a body 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 proprio*. 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.

**Reduced Fare in Nebraska.**

When the Legislature of Nebraska made the rate of passenger fare two cents, the railroads made appeal to a Federal judge for an injunction to stay the law—like they get in North Carolina, Virginia and Alabama—but the judge declined to suspend the State law. What has been the result of the reduction in Nebraska? The Birmingham Age-Herald publishes the following letter addressed to Governor Comer:

"Hastings, Neb., Aug. 9, 1907.  
"Governor Comer, Montgomery, Ala.:  
"Dear Sir: Everyone is watching with great interest the struggle between you and the railroads, and I am sure you 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 developed 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 evening showing how it is working here. The roads claimed that it would never be practical in a State so sparsely settled, but results have shown that they were mistaken. I do a good deal of traveling myself, and I can assure you that the trains are nearly as crowded here as they were last year. With best wishes, and hoping you may, etc., 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 passenger traffic in every direction to see 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 yielded in court, it seems to me, abundantly proves to me that the road was in the right."

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Gov. Glenn said he would be back in New York in about two weeks. He spent the last afternoon in the city at the Polo Grounds watching the baseball game between New York and Chicago.

**DIRECT AND INDIRECT TAXATION.**  
**Greensboro Record.**  
The Democratic party favors the gradual substitution of taxes on incomes and inheritances for the taxes on consumption which have no excuse for their existence except the false pretenses that the foreigner pays them, and that they benefit the workmen of this country.

These taxes on consumption, called tariff taxes and excises, now extract vastly more money from the people than the government can expend in 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 decent government. Taxation for any other purpose is oppressive, and tends to build up privileged classes, monopolies, corrupt legislation, 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 moneyed corporations which control our railroads, ships, mines, and other enterprises, grasping lands, and other enterprises, and commerce. Thus has unjust taxation everywhere in our society. It is the giant wrong—the same wrong which brought on the American revolution against the British revolution.

We must, as a nation, rid ourselves of unjust taxation. The way to do so without unnecessary disturbance of established lines of business would be to change the forms of taxes, and to graduate income tax apportioned among the States to an amount sufficient to produce at least one-fourth of the needed revenue. This would work hard upon the smaller States, but would be a hardship upon the larger and wealthier States. The two hardships would 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 lessening the hardship on the less wealthy States caused by an income tax.

Congress undoubtedly has the power to tax inheritances by direct legislation, and settled. As to taxing incomes it is simply sufficient, though qualified.

Judge Brannon in his recent work on the fourteenth amendment makes this perfectly clear. At page 379 of that work he says: "It is commonly thought that the United States Supreme Court has decided against the

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

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 country, as men from all parts of the country spoke of his nerve, grit, ability and moral influence.

Messrs. D. B. Culbreth, A. G. Murchison, F. N. Bennett, J. H. Harris, R. J. Lamb and the writer left Norfolk at six o'clock Friday p. m. on the steamer Augustus 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 approached Baltimore at eight o'clock and walked up to Howard's Lunch Room. We were not annoyed by inquiries as to where we were from, for everyone knew we were from "down home."

Druid Hill Park was one of the places of interest to us in Baltimore—especially to our friend Harris, who spent the first time his cousin from the coconut groves of South Africa. This park covers 750 acres of land and is rich in natural and artistic 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 Comer's Cafe for lunch.

It was nine o'clock before we got up next morning. After lunch we took an auto car for a tour around the city. It was one of the most enjoyable incidents of our tour. We were taken to the places of interest and historic value. The old home of Edgar Allan Poe, with its location and surroundings, brings over one a shadow of the past, and that produced by the following lines from Poe's poem: "Once upon a midnight, while I pondered weak and weary, Over many a quaint and curious volume of forgotten lore, While I nodded, nearly napping, suddenly there came a tapping, As of some one gently rapping, rapping at my chamber door— 'Tis some visitor," I muttered, tapping at my chamber door— Only this and nothing more."

Then, passed Pichfork Ben's house and came to the home of John D. Rockefeller. "Praise John," the guide said, "from whom all blessings flow." Thence to the monument and past the Pres. Tennis Court where it is said the Pres. may be seen reaching for a "high ball."

After spending two hours in the Library, only to learn that there was something yet to know. A little later we were playing down the old historic Potomac. While we were passing the historic spot of Arlington Heights and Mt. Vernon, there was history being made on board. While Robt. Burns is pretty well-known to most college men some few "Preps" are yet to learn that the Robt. Burns cigar is not spelled with a "c," but with an "r," and that any reference to this curious mistake raises the price of cigars 5c. each.

Mr. Bennett expresses himself as not being very fond of that brand of cigars.

Our boat arrived in Norfolk with some forty minutes margin to make connection with the Seaboard for Raleigh. Lieutenant McKethan joined us in Raleigh, and at 8:30 we were "down home" again. Yours,  
C. B. CULBRETH.

**GOVERNOR GLENN IN NEW YORK.**  
New York Times.] 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, if adopted by the railroad officials, would bring to an end the present litigation in the suit brought by the Southern to have the North Carolina two-and-a-quarter-cent-a-mile rate law declared unconstitutional.

The two-cent rate is more attractive and does more for the farmer than a two and a quarter cent rate, and a half-cent rate. Within less than ten 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, Michigan, Wisconsin, and the States are proving this to be true. But in the Southern States we must fight for small reductions that are granted elsewhere.

The receipts of the various ticket offices of the city show an increase of about five millions of dollars the past month over the corresponding month last year.

"With the fare cut one-third and the receipts on the increase it can easily be seen that the amount of passenger traffic has nearly doubled. The receipts on the free list has added to the receipts of the railroads beyond expectations. The railroad officials require conductors to enforce the payment of half fares for all children who have the appearance of being under ten years of age, regardless of the protests of those in charge of them. This, too, has added considerably to the revenue of the companies."

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**Greensboro Record.**  
The Democratic party favors the gradual substitution of taxes on incomes and inheritances for the taxes on consumption which have no excuse for their existence except the false pretenses that the foreigner pays them, and that they benefit the workmen of this country.

These taxes on consumption, called tariff taxes and excises, now extract vastly more money from the people than the government can expend in 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 decent government. Taxation for any other purpose is oppressive, and tends to build up privileged classes, monopolies, corrupt legislation, 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 moneyed corporations which control our railroads, ships, mines, and other enterprises, grasping lands, and other enterprises, and commerce. Thus has unjust taxation everywhere in our society. It is the giant wrong—the same wrong which brought on the American revolution against the British revolution.

We must, as a nation, rid ourselves of unjust taxation. The way to do so without unnecessary disturbance of established lines of business would be to change the forms of taxes, and to graduate income tax apportioned among the States to an amount sufficient to produce at least one-fourth of the needed revenue. This would work hard upon the smaller States, but would be a hardship upon the larger and wealthier States. The two hardships would 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 lessening the hardship on the less wealthy States caused by an income tax.

Congress undoubtedly has the power to tax inheritances by direct legislation, and settled. As to taxing incomes it is simply sufficient, though qualified.

Judge Brannon in his recent work on the fourteenth amendment makes this perfectly clear. At page 379 of that work he says: "It is commonly thought that the United States Supreme Court has decided against the

validity of all Federal income tax, and I received bitter condemnation for the use of that erroneous understanding. On the contrary that court has recognized the validity of such a tax when apportioned among the States as required by the constitution, article I, providing that no capitation or other direct tax shall be laid unless in proportion to the census, and that Representatives and direct taxes shall be apportioned among the several States, which may be included within this Union, according to their respective numbers." Chief Justice Fuller said that this power in the Federal government to levy an income tax in apportionment among the several States was plenary and absolute (158 U. S. 601). The question before the Supreme Court in the income tax cases was whether the act of Congress levying an income tax directly on the taxpayer was a direct or indirect tax. For it direct, such levy immediately on the taxpayer, and not mediated by apportionment among the States would violate the constitution. The court held that taxes on real estate being indisputably direct taxes, so were taxes on dividends from rents, and so on personal property or its income; and not being apportioned among the States, the act was unconstitutional.

Notes of a Trip to the Exposition, Etc. 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 country, as men from all parts of the country spoke of his nerve, grit, ability and moral influence.

Messrs. D. B. Culbreth, A. G. Murchison, F. N. Bennett, J. H. Harris, R. J. Lamb and the writer left Norfolk at six o'clock Friday p. m. on the steamer Augustus 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 approached Baltimore at eight o'clock and walked up to Howard's Lunch Room. We were not annoyed by inquiries as to where we were from, for everyone knew we were from "down home."

Druid Hill Park was one of the places of interest to us in Baltimore—especially to our friend Harris, who spent the first time his cousin from the coconut groves of South Africa. This park covers 750 acres of land and is rich in natural and artistic 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 Comer's Cafe for lunch.

It was nine o'clock before we got up next morning. After lunch we took an auto car for a tour around the city. It was one of the most enjoyable incidents of our tour. We were taken to the places of interest and historic value. The old home of Edgar Allan Poe, with its location and surroundings, brings over one a shadow of the past, and that produced by the following lines from Poe's poem: "Once upon a midnight, while I pondered weak and weary, Over many a quaint and curious volume of forgotten lore, While I nodded, nearly napping, suddenly there came a tapping, As of some one gently rapping, rapping at my chamber door— 'Tis some visitor," I muttered, tapping at my chamber door— Only this and nothing more."

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