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**For Sale:** New list of being prepared, most of former tract having been sold.

**NOTICE TO TAX-PAYERS!**  
All tax-payers of Cumberland county who failed to list their property for taxation during the month of June last, as required by law, are liable to double tax, unless relieved by the Board of County Commissioners on or before the first Monday in October, 1907.

The Commissioners have no discretion under the law to relieve of double tax after the first Monday in October, but may grant relief upon satisfactory cause shown up to and including the first Monday in October.

**SUNNYSIDE FLORAL NURSERY,**  
James M. Lamb & Sons,  
Look Box 55. Telephone 49. Fayetteville, N. C.

**PALENS**  
We have a fine lot at just half price, or 75c. per doz. Palms, ferns and general stock of greenhouse plants.

**HAIR BALM**  
FAYETTEVILLE, N. C.

**BILLY ATTEMPT TO "DERAIL" BRYAN.**

The New York Times and the Brooklyn Eagle have been making pools of the Southern newspapers with the avowed object of ascertaining Southern sentiment in respect to the nomination of Mr. Bryan. The Times' letter to the Observer, dated September 6, did not reach this office until Saturday, September 21, and has not been replied to. If the rest of the Southern newspapers know to favor Bryan have had the same experience, it is easy to see that the Times might be able to print a very one-sided report of its canvass.

With respect to the canvass of the Eagle—which did not honor the Observer with a request for information—the Norfolk Virginian has this to say: "The Brooklyn Eagle's poll of the Southern newspapers is disappointing so far as it is intended to furnish any definite idea of the Democratic attitude in this section. It is a first attempt, the replies are too few to constitute a fair reflex of journalistic opinion in the several States. In the second place those papers which report a loss of strength to Mr. Bryan are for the most part those which have all along antagonized him, and whose opposition has proved futile in the past to break his hold upon the people. In the third place, the papers making reply are not, except in the cases of Virginia, South Carolina and Georgia, of a class which muster a large constituency, which has an extended influence. The most significant fact about the poll is, to our mind, the failure of the great majority of the Southern press to respond to the Eagle's catechism. Taken in conjunction with the utter failure of the Democratic masses in any Southern State to respond to the suggested candidacy of one of their own leaders, there is but one logical conclusion to be drawn, and that not favorable to the wishes of those with whom the wish of Mr. Bryan's decline in public favor is father to be thought of."

**CENTRALIZATION BY EXECUTIVE AND JUDICIAL USURPATION THE VITAL ISSUE OF 1906.**  
A San Francisco press telegram thus reports Senator Tillman:

The one significant transaction or fact that has come to the front since the adjournment of Congress last March is the apparent rise in the public mind of the platonic press teemed with editorials and cartoons, all intended to direct the attention of the people to the ghost of State Rights, which we were told was shot to death in '61 and '65. The country was led to suppose that North Carolina and Governor Glenn were attempting a revival of the old anti-bellum doctrine. In truth, these organs of Morgan, Harman, Rockefeller, et al., have attempted to mislead the people and bolster up the Root idea of national authority upon absolutely false grounds.

Judges Pritchard and Jones stand up and proclaim in thundering tones: "We are the nation; we have the power and authority to protect vested interests and the State shall not destroy the property of the railroad," they wave their arms "transcending the ghost of Calhoun in the mind of the platonic press teemed with editorials and cartoons, all intended to direct the attention of the people to the ghost of State Rights, which we were told was shot to death in '61 and '65. The country was led to suppose that North Carolina and Governor Glenn were attempting a revival of the old anti-bellum doctrine. In truth, these organs of Morgan, Harman, Rockefeller, et al., have attempted to mislead the people and bolster up the Root idea of national authority upon absolutely false grounds.

The usurpations of power by the federal judiciary, the exercise of absolute sovereignty by many federal judges in the interests of the trusts, and the necessity for congressional action in clearly defining and curbing the jurisdiction and power of federal judges will attract more attention than the great question of regulating trusts themselves.

Judicial usurpation and trust abuses are co-relative questions—the two are interlocked and one hinges on the other, as President Roosevelt recently recognized when he made the issue in 1904 and 1905, that the railroad rate fixed by the commission should go into effect immediately and stick there till reversed by the courts. This would all know he was conceding on this important point, and that Aldrich came off victor. This bit of legislative history turns the light on the striking fact that in North Carolina the attempt was made to do just what the president declared all railroads ought to be compelled to do. But the federal court balked and said they could not do it, but they did.

The Root idea of centralization will be the vital issue in the next presidential campaign. The Root idea will be pressed by the Republicans and Roosevelt, the Democrats will, naturally, and inevitably, take the other side. This nation must speak through congress and define the powers of federal courts that are encroaching states and everything else by the throat.

The real and proper method of governmental control and regulation of trusts is the other important question which must be determined in the next campaign. Whenever the people give up local self-government, we shall lose the shadow will be left. When states are hampered by federal interference, when the people are harassed and

**THE COURTS AND THE RAILWAYS.**

We append an article from the Raleigh News and Observer, in which the question is asked if railroads are entitled to close their books to the authorities or representatives of States in which they do business. Until this question was asked it never occurred to us that there could be other than the answer that they could not do so.

The matter is of the highest importance. If there is any doubt about the law, the next Legislature should remove it. Indeed, so far as our opinion goes, the present Legislature should be re-convened for the purpose. The expense would be a trifle compared with the result.

If a State law would not reach the difficulty, then let the leading plank of the Democratic platform, States and National, be Decentralization.

It will be recalled that the preamble of the North Carolina Democratic platform of 1896 declared that the issue of centralization was the issue of Jefferson's time to the present; and they who look them up will find that the national platform of that year adopted this exordium of the North Carolina platform.

It is in the courts and the railways now, but every political evil of today is, and every one of tomorrow will be, referable to centralization of the powers of government.

Says the News and Observer: **Is the Southern Railway Company Entitled to Keep Secrets From the State's Counsel in the Rate Case.**

It has been generally understood, except by railroad employes, that public service corporations should keep their service records, and be ready and willing at all times for the representatives of the State to know their methods, and that no secrets should be kept from the government. Denial of this principle by the railway companies is to give expression to the feeling and belief that they are greater than the State and stronger than the law, and that their province is to control and not to serve.

The defiance of the Southern Railway Company's officials in Washington of the defendants whom it has sued, when they demanded the right to examine the books of the railway company, is a monstrous piece of impertinence.

The effort of the Southern Railway Company to have the case, in the federal court, closed without a thorough examination of the books, proceeds from the feeling that they will be discovered which would throw light on the matters in issue. It was stated at one of the hearings in Washington, by Mr. Thom, chief counsel for the Southern Railway Company, that a "drag-net" investigation would be conducted by the Southern Railway Company to litigation. Can this mean anything else, but that the Southern Railway Company has been violating the law, and an examination of its books will disclose it? We do not regret to pass on the question as to whether the master, hearing this case, is warranted by the law in sitting by and watching the Southern Railway Company's officials grudgingly present their reports in fragments, or pile them down in such a voluminous mass as to make it a matter of great difficulty for the State's attorneys to examine the books, and then cut off the examination at his own will, but we do say that if such is the law it ought not to be. If the master sees the railway company's books, he will see the deriding or interfering with the examination of the books and papers of the railway company by the manner in which they are furnished. It is a right that every citizen of the State has to complain that the company is not producing the books, or otherwise, if he has the power under the law, require Mr. Plant and Mr. Thom to be more respectful to the orders of the court and produce the books, and require them to do it in such manner as to show they are complying with the spirit as well as the letter of the order. A layman can see that if there is to be a controversy between the books and the experts, as to what the books of the Southern Railway Company contain, an obstruction and delay of these books, and the constant threat on the part of counsel for the railway company, to close the books, unless the examination proceeds rapidly, and if no assurance can be obtained from the master that such time as is found necessary for the examination of the books will be given, then this amounts to a substantial denial of the privilege of an examination, which is admitted in words, but denied in fact.

**A MISTAKE MADE IN THE RAILROAD HEARING—THE STATE WILL WIN.**

Judge Montgomery has evidently made a mistake in ruling that the books of the Southern Railway back of 1906 should not be produced for examination by the State's attorneys in the hearing now in progress at Washington. We are glad to note that the State's attorneys will appeal from this ruling.

Mr. Pence's Washington letter to the Raleigh News and Observer of yesterday says: "The State received a setback yesterday in the hearing in the rate case before the standing master when Judge Montgomery ruled that the Southern Railway could not be required to produce its books showing disbursements for the years 1905-1906 inclusive. The examination of the Southern's books which disclosed the payments of \$4,000 to John C. Drewry and \$2,000 to the Raleigh Times, was for the year 1906 and 1907. The State's attorneys decided that an examination for greater scope should be made, and the motion to begin with the year 1908 was made. In denying this demand Judge Montgomery claimed that the information sought is not necessary or material to the issues involved and might result in unnecessary delay in the settlement of this action."

Judge Montgomery's decision is in striking contrast with the action of the referee in the Standard Oil case, now pending in New York. This referee, who was acting under federal court instructions as is Judge Montgomery, has required the Standard Oil company to produce all of its books of every kind. Books twenty years old are being examined in that case. The State's attorneys have appealed from the decision of Judge Montgomery and are confident that their position will be sustained. The investigation being made should be a thorough one, and it ought not to be said that it was cut off. Judge Montgomery has made a mistake which he would do well to correct of his own volition.

**View of Index Books Denied.**  
The standing master made two other important rulings in favor of Southern Railway to which counsel for the State excepted. The State's attorneys asked for the production of the alphabetical index of the names of individuals, firms or corporations to whom the Southern Railway has paid sums of money during the past two years. This book was demanded for the reason that the ledgers, which the State's attorneys have been examining, do not give all payments made by the company. Judge Montgomery sustained the railroad's objection to this line of investigation.

**The Third Adverse Ruling.**  
The other ruling to which the State excepted related to the expense of the examination of the Southern's records in Washington, which is to be made by experts. Mr. Plant said it would require the employment of ten clerks sixty days to make this examination, and Mr. Thom estimated the cost at from fifteen to twenty thousand dollars. The information desired was given by the railroads in the Kentucky case. The experts employed by North Carolina were employed in the Kentucky case, and they consider this examination of the Southern's necessary since officials of the company declare they are unable to give the information wanted. Judge Montgomery held that the State would have to bear this expense. The State's attorneys maintained that the expense is a part of the cost of the suit. They will fight this out to the end.

The Wilson Times, published at the home of the State's attorney ex-Congressman Woodard, says: "We are under the impression that the State has already made out its case against the railroads. That now will be entitled to a verdict in its favor. But since the railroads have completed their side, and the State now has the field in rebuttal and every day will make it stronger and stronger, we feel sure in the final summing up that there will be such a preponderance in the weight of evidence in favor of the State's cause, that she will win with hands down."

**THE CENTRALIZATIONISTS ALARMED.**  
Evidently the conspirators against our republican form of government are becoming alarmed, if we may judge from the following. A press telegram appeared in Wednesday's papers as follows: New York, Sept. 25.—The Independent to be issued to-morrow will contain an article written by Chief Justice Walter Clark in which he raises the question of the constitutionality of the Supreme Court of the United States, and which will create wide interest and discussion throughout the United States.

The article is too long to be summarized in the ordinary length of a dispatch and must be read in full to be understood. A Raleigh telegram followed at once to this effect: Raleigh, N. C., Sept. 25.—It was published today in a telegram from Washington that Chief Justice Clark, of this State, had, in a special article in the Independent Magazine, declared the United States Supreme Court to be an unconstitutional body. Judge Clark said to your correspondent that he had written an article for the Independent, but that what was sent out from Washington was merely quotations from an address which, eighteen months ago, he had delivered at the University of Pennsylvania; that this had been published in a great many papers in the country, and had been widely distributed in pamphlet form directly after its delivery.

What a New Jersey Editor Says. M. T. Lynch, editor of the Philadelphia N. J. Daily Post, writes: "I have used many kinds of medicines for coughs and colds in my family, but never anything so good as Foley's Honey and Tar. I cannot say too much in praise of it." McDevitt Drug Store (O. O. Souders, Prop.). DeWitt's Little Early Risers are good for any one who needs a pill. Sold by Armfield & Greenwood.

**MR. THOM AND THE SOUTHERN RAILWAY.**

It has been decreed by the people of the State of North Carolina that the Southern Railway Company must do business in this State in obedience to, and with respect for, the laws, and the people of the State. It can no more be an anarchist and proper than an individual. There is no light to be seen in North Carolina upon any property rights. There is no disposition to deprive the Southern Railway Company of its property rights under the law, or to deny it a fair return upon its property and investments.

It is a fixed determination on the minds of the people of this State that the Southern Railway Company must obey the law and that it and all its allies shall not confuse the issue by the false cry of a fight upon property rights. The fight is upon crime, and the people will not permit it to exercise any of the powers of legislators, courts or governors by any sort of indirection or insubordination to law.

**CHEW FOLLOWING FAYETTEVILLE'S EXAMPLE.**  
We append the greater portion of a "special" correspondence from Chew (S. C.) to the Columbia State. It makes interesting reading to us of Fayetteville, in view of our great canalization project for the Upper Cape Fear. Chew has deeper water in the Pee Dee to Georgetown than we have to Wilmington; but the distance is much greater—172 to our 112 miles. It behooves our people, it may be said in passing, to do better this year towards the River and Harbor Congress than they were unfortunately led to do during the year past.

**Says the correspondent referred to: Chew Will Become Distributing Point—Establishment of Boat Line to Georgetown is Realization of One of the Town's Fondest Hopes—What It Means in Freight Rates.**

For 12 or 14 years have several of Chew's business men toiled to establish a line of boats between this city and Georgetown and within sixty days their fondest hope will be realized; for by that time, if no bad luck happens, the "Merchant," with a capacity of 300 tons, and the "Glio," with a capacity of 175 tons, will commence plying between the two cities on regular schedules. The establishment of this boat line means that the present freight rates from the northern and western markets shall be reduced about 25 per cent.

It was about 15 years ago that completed a line of boats for the survey of the Pee Dee river between here and Georgetown preparatory to the cleaning out the channel. The appropriation remained at Washington for several years until Congressman D. B. Finley and some of the business men of Chew got busy and then the survey was made. That was about ten years ago. Practically nothing resulted from this survey, which was merely a preliminary survey. After several years wait the matter of cleaning out the river was referred to the United States Army and then the survey was completed. When the result of this survey reached the war department, an order was given for the dredge boat, "The Great Pee Dee," and for the past 12 months this boat, with four engineers, has been working on the river and the work will be completed within two months so that boats of five foot draft will be able to make the trip up and down the river with ease.

**Boat Every Other Day.**  
The distance from Chew to Georgetown by river is 172 miles and it is figured that the two boats which have been purchased by Chew and Georgetown Steamboat company, will be able to give Chew boat service every other day. The boats purchased are in excellent fix now, the Merchant having been recently overhauled, and the Glio being only about six years old.

The Chew and Georgetown Steamboat company was organized in Chew about six months ago. The capital stock is \$25,000 and a movement is on foot now to increase this amount to possibly \$50,000. Mr. H. P. Davall has only recently returned from Georgetown where he completed arrangements with the Clyde Line and the Baltimore Steamship line for connections. Mr. B. M. Munnerlyn, who is the agent at Georgetown for these two companies, is the one to be kept for the Chew company and the Pee Dee river boats will use the same wharves and warehouses as the Clyde and Baltimore lines.

**Not the First Boat Line.**  
The establishment of a boat line between Chew and Georgetown is no new thing by any means. Shortly after the war and prior to the war, there was a great distributing point, Chew, Cherfield, Marlboro and Lancaster counties in this State and Anson, Union and Richmond counties in North Carolina. Chew at that time was one of the most important towns of the Pee Dee section. Farmers hauled their cotton and produce to Chew from every section of the Pee Dee section and it was not an unusual sight to see 50 or 60 wagons of cotton arrive in this city loaded with North Carolina cotton. It was then that Chew was such a banking town, that it was the place to stop to the importance of Chew as a distributing point was the construction of the Carolina Central railroad between Wilmington, N. C., and Charlotte, N. C., shortly after the war. This road fed the North Carolina counties that had depended on Chew for years on the river and it was not necessary for the farmers and business men to bring their stuff to Chew to ship. For this very reason the steamboat service between Chew and Georgetown was discontinued and when the town of Chew was no longer a distributing point it became clogged up and that was what happened to the channel of the Pee Dee. All of this clogging has now been cleared away and the channel between here and the ocean on the river was never in a better condition.

**EVIDENTLY NOT AN ADMIRER OF JACKSON.**

Norfolk Virginian.] Why North and South Carolina should keep up a war over Jackson's birthplace is not clear to outsiders. If Old Hickory was the son of the Palmetto State, he outraged all her social canons, trampled on all her political traditions, made savage war upon her most exalted statesman, and taught herself in an hour of trial "how sharper than a serpent's tooth it is to have a thankless child." If he really saw the light on the northern side of the boundary, his own common sense would have so much else to be proud of, had he had so many children greater in mind and nobler in character than he, that it is not clear why she should be so tenacious of the claim. Andrew Jackson was a man at once hot and hard-headed, with an iron will, but with a temper and a facile political science. He was generous to a fault, with those who construed friendship to mean subservience. He was implacable in hatred of all who crossed the path of his personal ambition or public policy. His administration was founded on favoritism and he inaugurated the spoils system which has corrupted the Federal departments of the Government to this day. He knew some law but he had no regard for it when it crossed his path. Withal he achieved some good as president and wrought some evil. Let his ashes rest in peace where they lay and cease from bickering over them. He called South Carolina "My native State" in that famous document which threatened her with fire and sword. Perhaps, knowing his own despatch him then, he thought that the crowning insult could offer her. One of the last bitter regrets of his closing career was, "I ought to have hung that fellow Calhoun" —the same Calhoun that South Carolina is about to honor as her greatest and best by a statue in the capitol at Washington.

**INTERESTING OBSERVATIONS BY THE DURHAM HERALD.**  
That investigation is getting to be interesting. We will admit that it is the News and Observer's time to laugh.

There are some things that the railroads are foolish to keep records of. Wonder what the Southern paid for those papers that it bought outright? If the other fellows say nothing the Southern will hardly go to the trouble to explain it.

Of course lots of 'em are owned by the railroads, but it is no longer safe to call names. Well, we suppose the showing made by the books of the Southern lets the rest of us out of it. What makes us mad is to think that the rest of us were getting nothing but passes out of it.

If that investigation goes much further we may find out what the Southern does with its money. The Southern might not have been making great profits, yet it seems that it had money to give away.

The News and Observer can feel that it has won a partial victory, no matter how the thing turns out. If any of the politicians have been making railroad money on the side you can imagine how they are feeling about now.

If we had known that the Southern was paying such prices we do not know but that we would have had our advertising solicitor after it. It would of course take more time yet it might prove more interesting if they would dig back several years in to the books of the Southern.

We do not think so badly of Mr. Fairbanks for serving cocktails to his guests, but he showed himself a weak brother when he tried to wriggle out of it. We are not caring how deep they dig down into the books. If the Southern has been doing all the things charged against it we would like to know it. It appears that only two papers in the States have a contract with the Southern for which they receive the cash, and yet we have been told that it was about half of them.

If the investigation shows up those who have been receiving money from the railroads and exonerate all other who have been accused of it it will straighten out matters considerably. We are not caring how deep they dig down into the books. If the Southern has been doing all the things charged against it we would like to know it. It appears that only two papers in the States have a contract with the Southern for which they receive the cash, and yet we have been told that it was about half of them.

**OUR VILE COLONIAL POLICY.**

It will be recalled that the paramount issue of the Democratic platform of 1900 was imperialism. Bryan was defeated upon that issue—for reasons easily understood by students of the situation: for one leading reason, for example, the war with the Philippines, precipitated for the purpose.

If Bryan had been elected, we would be free from those costly foreign entanglements, the Philippines and Cuba. We would, also, never have seen the day when an American citizen (not to say President or Secretary of State) could, with impunity, have declared for an autocratic government such as Mr. Roosevelt and Mr. Root have declared for.

Our dispatches yesterday contained the appended telegram from Havana. We have not a particle of doubt that General Palma's friends are telling the exact truth. Here it is: "Havana, Sept. 27.—Friends of President Palma are openly availing of the rebellion slipped in the bud by Governor Magoon through the arrest of General Duesse and Major Farrow was part of a plot to keep the American army in Cuba and Magoon in charge of affairs until Congress meets in Washington. Then the annexationists will attempt to have the island taken over by the United States as an insular possession. The newspapers are teeming with sensational stories regarding the so-called plot and the cry 'I told you so' is being raised on every side. It is believed, however, that Governor Magoon will employ heroic measures in event of trouble."

**Hay Fever and Summer Colds**  
To check a cold quickly, get from your druggist some little Candy Cough Tablets called Preventives. Druggists everywhere are now dispensing Preventives, for they are not only safe, but preventives contain no Quinine, no laxative, nothing harsh nor sickening. Taken at the "sneeze stage" Preventives will prevent Pneumonia, Bronchitis, LaGrippe, etc. Hence the name, Preventives. Good for feverish children. 45 Tablets 25 cents. Trial Boxes 5 cents. Sold by E. E. Sedberry's Son.

**Orin Laxative Fruit Syrup is sold under the highest guarantee of cure for constipation, sick headache, stomach trouble, or any form of indigestion. If it fails, the manufacturers refund your money. What more can any one do. McDevitt Drug Store (O. O. Souders, Prop.).**

**Warning.**  
If you have kidney and bladder trouble and do not use Foley's Kidney Cure, you will have only yourself to blame for results, as it positively cures all forms of kidney and bladder disease. McDevitt Drug Store (O. O. Souders, Prop.).

**Endorsed by the County.**  
"The most popular remedy in Osego County, and the best friend of my family," writes Dr. Wm. D. editor and publisher of Osego Journal, Gilbertville, N. Y., "is Dr. King's New Discovery. It has proved to be an infallible cure for coughs and colds, and is sold by E. E. Sedberry's Son."

**Take DeWitt's Kidney and Bladder Pills for backache, weak kidneys and inflammation of the bladder. Sold by Armfield & Greenwood.**

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**Strictly First-class Work.**  
Call at my yard or write for prices. Respectfully,  
E. I. REMSBURY, Proprietor, Fayetteville, N. C.

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our customers and the public generally to call at our remodelled store. We have completed the installation of a new Soda Fountain and a new outfit of furniture and fixtures. With improved sales and prescription room facilities we hope to receive a liberal share of patronage.

3 Registered Pharmacists. Unusual Laboratory Equipment  
**H. R. HORNE & SONS.**

**INSURANCE THAT'S DIFFERENT**  
We are not insurance agents as the word generally goes. The Scottish or some other good company will insure your home against fire, lightning, etc., but the insurance we sell is against decay—THE SUREST DESTROYER.

**LUCAS TINTED PAINT GLOSS**  
will protect your building from the ravages of time and weather besides adding "beauty to the scene."  
It is the Best Money Can Buy. Get our prices.  
**B. E. SEDBERRY'S SON**  
Sole Agent.

**We Use the Utmost Care**  
And carry a supply of pure standardized DRUGS AND CHEMICALS, together with a complete modern equipment. We do perfect compounding of prescriptions.

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Our Goods are Pure, Our Goods are Fresh, Our Stock is Complete, Our Delivery is Fast.  
If you want what you want when you want it, come here.  
**KING DRUG CO. (Inc.)**  
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**SOLE AGENTS FOR Panacea Water**  
An Unsurpassed Tonic, Appetize and Blood Purifier.  
ENDORSED BY EMINENT PHYSICIANS.  
35 Cents A Bottle.  
**Mackethan & Co.,**  
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**Converse Silver Paste**  
for gold and silver—guaranteed not to scratch.

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for nickel and brass ware—  
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