D/ LY EDITION.

OLD SERIES .-- VOL LXXI--- NO. 3,991.

FAYETTEVILLE, N. C., THURSDAY, OCTOBER 3, 1907.

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Saves the cost of eggs, sugar and havoring. Saves measuring out ingredients and cooking. Does away with all uncertainty, and insures the best and purest lee cronin possible to produce. Failure impossible. Nothing to add except milk. One package costing iso, makes nearly two quarts loc cream.

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If your grocer does not keep it your grocer does not keep it work was dualite name and 35 cents for mail of the control of t The Genesce Pure Food Co., Le Roy, N. Y. P. B. Delicious Cream Pudding car also be made from Jell-O ICE CREAM

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Market Square,

Real Estate bought and sold Loans negotiated and guaranteed Bents and interest collected. Titles examined, conveyances made. arance premiums taken and loaned her E. R. Mackethan, Att'y.

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

NOTICE TO TAX-PAYERS !

All tax-payers of Cumberland coun ty who failed to list their property for taxation during the month of June before the first Monday in October,

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.

All tax-payers who have been double taxed will please take notice and govern themselves accordingly.

This 14th day of September, 1907. H. LUTTERLOH, Chairman, W. M. WALKER, Clerk.

Board of County Commissioners. SUNNYSIDE FLORAL NURSERY.

(James M. Lamb & Sons), Lock Box 55. Telephone 49. Fayetteville, N. O.

We are now ready to do fancy bedding. We have

n the very best condition. ALTER-NANTHERIA to border the beds with. SALVIA SPLENDENS BALVIA SPLENDENS
the best border plant known. CALADIUMS fine, strong bulbs. TUBEROSES,
the sweetest of all, and easy to grow.

DAHLIAS:
We have a fine lot at just half price, or
76c. per dos. Palms, ferns and general
stock of Greenhouse plants.

QUT FLOWERS always



SILLY ATTEMPT TO "DERAIL" BRYAN.

The New York Times and the Brooklyn Eagle have been making polls of the Southern newspapers with the avowed object of ascertaining Southern sentiment in respect to the nomination of Mr. Bryan. The Times's 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 known 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 was intended to furnish any definite idea of the Democratic at titude in this section towards a third nomination of Mr. Bryan. In the first place, the replies are too few to constitute a fair reflex of journalistic opinion in the several States. - In the cond 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 or wield any 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 ene 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 fa-ther to be thought."

CENTRALIZATION BY EXECUTIVE AND JUDICIAL USURPATION THE VITAL ISSUE OF 1908.

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 clash or threat ened clash, between state and national authority, in the effort to control corporations and railroads. Ohio, Indiana. Missouri, Nebraska, New York, Pennsylvania, North Carolina and Ala bama have passed two cent fare bills and taken other prominent action in the direction of regulating charges for freight and passenger transporta-Governor Hughes vetoed the New York bill. The Pennsylvania railroad, which owns the State, set about annulling the two cent fare bill. People of other states feel grateful except in North Carolina and Alabama United States Judge Jones issued sweeping injunctions restraining the State officials from enforcing the laws. The constitutionality of the law was not attacked. It could not be attacked

except upon the plea of confiscation.

While the matter was in the public 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 ante-bellum doctrine In truth, these organs of Morgan, Harriman, Rockefeller, et al., have at-tempted to mislead the people and boister up the Root idea of national

upon absolutely false authority grounds. When Judges Pritchard and Jone stand up and proclaim in thundering "We are the nation; we have tones: the power and authority to protect vested interests and the State shall not destroy the property of the railroad," they wave their arms frantically and the ghost of Calhoun is conlast, as required by law, are liable to jured from under the bed. They bid double tax, unless relieved by the it be gone. People who have eyes and Board of County Commissioners on or who examined this affair closely, saw, looking over these judges' shoulders, the grinning faces of the railroad magnates—and the judges are mere mannikins, obeying the orders of their

> The American people will never be mboozled and driven by fake appeals to the national spirit, invoked to protect the Harriman, Morgan, Rockefeller gang in their efforts to compel the producers of the country to pay tribute to them and dividends on wa-

tered stock. The usurpations of power by the federal judiciary, the exercise of absolute soveriegnty by many federal judges in the interests of the trusts, and the necessity for congressional action in clearly defining and laying down the jurisdiction and power of federal courts, will attract more attention than the great question of regulating

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 in-to effect immediately and stick there till reversed by the courts. Of course we all know he surrendered on this im-portant 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

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 do it, but they did. Roosevelt, the democrats will, natural ly and inevitably, take the other side.
This nation must speak through congress and define the powers of federal courts that are clutching states and everything else by the throats.

The real and proper method of governmental control and regulation of trusts is the other important question which must be determined in the next

to be compelled to do. But the federal court butted in and said they could not

Whenever the people give up local self-government, we shall lose the substance of lberty and nothing but the shadow will be left. When states are hampered by federal interference, good for any one who needs when the people are harassed and Sold by Armifeld & Greenwood.

plundered by corporations, we must

MISTAKE MADE IN THE RAIL ROAD HEARING-THE STATE

books of the Southern Railway back of 1906 should not be produced for 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 98-05 inclusive. The examination of the Southern's books which disclosed the payments of \$4, 000 to John C. Drewry and \$2,000 to 1906 and 1907. The State's attorneys decided that an examination for reater scope should be made, and the motion to begin with the year 1898 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 Motgomery'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 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 horough one, and it ought not to be said that it was cut off. Judge Mont-

View of Index Books Denied. The standing master made two other mportant rulings in favor of Southern Railway to which counse 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 exam ining, do not give all payments made by the company. Judge Montgomery sustained the railroad's objection to

this line of investigaton. 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 they are unable formation 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, savs:

Will Win With Hands Down. We are under the impresison that the State has already made out its case against the railroads. That now t would 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 contentions that she will win with hands

THE CENTRALIZATIONISTS ALARMED.

Evidently the conspirators against our republican form of government are becoming alarmed, if we may judge from the followng.

A press telegram appeared in Wednesday's papers as follows:

New York, Sept. 25.-The Independent to be issued to-morrow will con-tain an article written by Chief Jusice Walter Clark in which he raises the question of the constitutonality of the Supreme court of the United States, and which will create wide interest and discussion throughout the Unted States.

The article is too long to be sur marized in the ordinary length of a dispatch and must be read in full to

A Raleigh telegram followed at once

Raleigh, N. C., Sept. 25.—It was pub lished to-day in a telegram from Washington that Chief Justice Clark, of this State, had, in a special artole in the ndependent Magazine, declared the United States Supreme court to be an unconstitutional body. Judge Clark said to your correspondent that he had written no article for the Indenpendent, but that what was sent out from Washington was merely quotations from an address which, eighteen months had delivered at the Univerago, he had delivered at the Univer-sity of Pennsylvania; that this had been published in a great many papers in the country and had been widely ed in pamphlet form directly

What a New Jersey Editor Says.

M. T. Lynch, editor of the Phillipsburg, 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." McDuffie Drug Store

after its delivery.

DeWitt's Little Early Risers are

THE COURTS AND THE RAIL-

We append an artcle from the Raleigh News and Observer, in which the question is asked if railways are entitled to close their books to the Judge Montgomery has evidently authorities or representatives of States made a mistake in ruling that the in which they do business. Until this question was asked it never occurred to us that there could be other than examination by the State's attorneys the answer that they could not do so.

The matter is of the highest importance. If there be any doubt about the law, the next Legislature should remove it. Indeed, so far as our opin- but there is a fixed determination in ion goes, the present Legislature the minds of the people of this State should be re-convened for the purpose. that the Southern Railway Company The expense would be a trifle compared with the result.

difficulty, then let the leading plank and lawlessness, and to drive the of the Democratic platform, State and national, be Decentralization.

It will be recalled that the preamble of the North Carolina Democratic platform of 1896 declared that the isthe Raleigh Times, was for the year sue of centralization was the issue of issues between the two parties, from of i Jefferson's time to the present; and law. they who look them up will find that the national platform of that year adopted this exordium of the North Carolina platform.

It is the courts and the railways now, but every political evil of to-day is, and every one of to-morrow will be, referable to centralization of the powers of government.

Says the News and Observer: s 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 pubic service corporations should keep their house in order, and be ready and willing at all times for the representatives of the State, in which they do business, to know their methods, and that no secrets should be kept from gomery has made a mistake which he the government. Denial of this prinwould do well to correct of his own ciple by the railway companies is to give expression to the feeling and belief that they are greater than the State and stronger than the laws, 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 its books, proseeds from the fear that secrets 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 subject the Southern-Rullway 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 presume to pass upon 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 grudgexamination of the Southern's necessary since officials of the company dements, or pile them down in such 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 officers unnecessarily hindering or interfering with the examnation of the books and papers of he railway company by the manner in which they are furnished, it is right that every citizen of the State

has to complain that he does not, by contempt proceeding or otherwise, if he has the power under the law, re quire 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 counsel and the experts, as to what the books of the Southern Railway Company contain, an obstruction and delay to the experts in the examination of these books, and the constant threat on the part of counsel for the railway company, to close the books, unless the examination proceeds rap idly, and if no assurance can be ob tained from the master that such time as is found necessary to properly examine the books will be given, then this amounts to a substantial denial

of the privilege of an examination which is admitted in words, but de nled in fact. The attorneys for the State have notified the master that they would exhaust the power of the court to of tain the information which they say they need. When they have exhaust in this effort and the right is denied them, either because the court does not possess the power to furnish the information desired, or possesses li and will not exercise it, it will de velop the necessity for State legislation that will reach the desired end. It should be a violation of the criminal law for any officer of a rail read company to refuse to furnish to any of the State officials any infor

mation desired for use in litigation or in the discharge of their officia duties. The officials of the Southern Railway Company, it seems, will not be taught the lesson that the State is supreme, and that it is in North Carolina, primarily, to serve the pub-lic, until some of its officials are behind the bars for contempt of the authority of the State of North Caro-lina, and disobedience to her laws. Let us have a look at the books under the law as it is written, if it is sufficient, and if it is not sufficient, then let us have a look at the books

over the case.
The Southern Rallway company sadly in need of the lesson, that it he farcical performance it has been indulging in since this litigation be-gan. Experience is a dear teacher, but there are some people that will not learn in any other school. No one who knows the attorneys for the State, and the Govenor, has any doubt that they will exhaust every means known to the law and within their power to get for the State what is right, and her interests demand.

under a law that should be written to

Mr. Thom and the Southern Railway and commencing at once many enter-officials ought to know this as well prises sprang up which have been as any one, and if they do know it, it would be well for them to act upon

this knowledge.
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 prosper than can an individual. There is no fight to be made in North Carolina upon any property rights. There is no disposition to deprive the Southern disposition to deprive the Southern Raiway Company of its property rights under the law, or to deny it a fair return upon its property and investments must obey the law and that it and all its allies shall not confuse the issue d with the result.

by the false cry of a fight upon property a State law would not reach the crty rights. The fight is upon crime, channels of trade, commerce and business, and out of politics. This railway company is not a legislature, or court, or an executive in this State, and the people will not permit it to exercise any of the powers of legislators, courts or governors by any sort

> CHERAW FOLLOWING FAYETTE-VILLE'S EXAMPLE.

of indirection or insubordination to

We append the greater porton of a "special" correspondence from Cheraw (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. Cheraw 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 sald in passing, to do better this year towards the River and Harbor Congress than they were unforcunately

Says the correspondent referred to: Cheraw WII 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.

led to do during the year past

For 12 or 14 years have several of Cheraw's business men tolled to establish a boat line between this city and Georgetown and within sixty days their fondest hope wil be realized; for by that time, if no bad luck happens, the "Merchant," with a capacity of 300 tons, and the "Ghio," with a capacity of 175 tons, will commence plying between these two towns 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 congress made its first appropriation for the survey of the Pee Dee river be tween here and Georgetown preparatory to the cleaning out the channel. The appropriation remained at Washington for several years until Congressman D. E. Finley and some of the business men of Cheraw 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 revived and about two years ago another survey was completed. When 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 snaggers, 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 Cheraw to George town by river is 172 miles and it is figured that the two boats, which have been purchased by the Cheraw and Georgetown Steamboat company, will be able to give Cheraw boat service every other day. The boats purchased are in excellent fix now, the Merchant having been recently overhauled, and the Ghio being only about six years

The Cheraw and Georgetown Steam boat company was organized in Cheraw about six months ago. The capital stock is \$25,000 and a move ment is on foot now to increase this amount to possibly \$50,000.

Mr. H. P. Duvall 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 will also be the agent for the Cheraw 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 be ween Cheraw and Georgetown is no new thing by any means. Shortly after the war and prior to the war, Cheraw was a great distributing point for all of Chesterfield, Marlboro and Lancaster countles in this State and Anson, Union and Richmond counties in North Carolina. Cheraw at that time was one of the most important towns of the Pee Dee section. Farmers hauled their cotton and produce to Cheraw from every section of the Pee Dee sction 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 Cheraw was such a banking town. But what put a stop to the import ance of Cheraw as a distributing point was the construction of the Carolina Central railroad between Wimington,

N. C., and Charlotte, N. C., shortly after the war. This road fed the North Carolina counties that had depended for years on Cheraw and it was not necessary for the farmers and busine men to bring their stuff to Cheraw to ship. For this very reason the and Georgetown was discontinued and when a channel is not used it soon becomes clogged up and that was what happened to the channel of the Pce Dee. All of this clogging has now been cleared away and the channel betwee here and the ocean on the river was never in a better condition.

The town of Cheraw has not be before the public for many years un-til the last three or four years. The on of the main line of the Sea

paying

It is doubtful if any city in South Carolina enjoys better railroad facil ites than does Cheraw. There are four roads here, coming from every diection. The main line of the Seaboard between New York and Tampa over which many pasenger and freight trains pass daily, is the greatest feeder to the town. Then there is the Atlantic Coast Line which connects Florence and Wadesboro, N. C. The Chesterfield and Lancaster railroad, which was constructed by Mr. A. H. Page in 1900, leads through the best of Chesterfield county for more than 40 miles and it is understood from the manage ment that it is a matter of only a short while before the road will be built into Charlotte where Cheraw can have connection with the main line of the Southern railway. The fourth road entering Cheraw is the Bennettsville and Cheraw road winch connects the two towns in the name of the road. A Distributing Point.

many large concerns will make this town a distributing point. CURRENT COMMENT.

establishment of the boat line

Read the article "Graft by the Cubic Foot," and you will understand the source of the greater part of the oppo-HOW WILL THE ALIGNMENT BE

IN THE GREAT STRUGGLE AHEAD?

lorence (S. C.) Times.] The contest in politics in the ext two or three years is to be a struggle for supremacy between the nen who have been hatching eagle birds from goose eggs for so long and the producers of the country. Where wage earners will line up is hard to say, but the fight will be for their vote and it will be a campaign of edu cation for them. If they stick to the old scare over the full dinner pail the goose egg men will wint If they line up with the producers and ligiti mate capital will protect itself in same way and under the same ban ned we will see a revolution in this country in which the masses of the people will be the winners, and the general defusion of wealth will be the result

Graft by the Cubit Foot.

Everybody's Magazine.]

In several rooms of the capitol a Harrisburg is a type of mahogany office table 8 feet long, 4 feet wide, 21/4 high. The cost of each table to San derson, the contractor, was \$40. He charged the State \$1,472, a commission able are two rostrums, and for which the State paid Sanderson \$90,748.80, commission of 4.305 per cent. It as pears that all this furniture, and much more, was bought by Sanderson by the plece but was sold to the State "by the foot," at \$18.40 a foot. If we now take the dimensions of the mahogan table, which originally cost \$40, and compute its feet by multiplying its ength by its width, and the result by its height thus: 4 times 8 is 32; 24 times 32 is 80, and then multiply \$18. 40 by 80, we reach the sum of \$1,472 or the price of 80 cubic feet of table paid by Penns Ivania to Sanderson. This gentleman by similar multipliof blacking stand-and so reached the price of \$1,619.20 for that artcle. The rostrums were dealt with in the same cubical way, as were the hun dreds and thousands of other objects that you will find distributed through the five stories of the enormous building We Pennsylvania tax payers have paid for I don't know how man; cubic feet of clocks, of umbrella-tubs. of clothes-trees, and of filing cases.

OUR VILE COLONIAL POLICY.

It will be recalled that the para nount 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 Philip-

pines, 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

"Havana, Sept. 27.-Friends of Pres ident Palma are openly averring that the rebellion nipped in the bud by Governor Magoon through the arrest of General Ducasse and Masso Parre 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 he-roic measures in event of trouble."

ake. Sold by Armfield & Greenwood. Nearly all Cough Cures, especially pating. Kennedy's Laxative Cough contains no oplates and acts gently on the bowels. Pleasant to

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

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 diseases. McDuffle Drug Store (O. O. Souders, Prop.) board Air lie between Hamlet, N. C., and Columbia was responsible for the bringing of Cheraw to the front again.

EVIDENTLY NOT AN ADMIRER OF JACKSON.

Norfolk Virginian.] Why North and South Carolina should keep up a war over Jackson' birthplace is not clear to outsiders If Old Hickory was the son of the Pal metto State, he outraged all her social canons, trampled on all her politica traditions, made savage war upon he most exalted statesmen, and taught herself in an hour of trial "how sharper than a serpent's tooth it is to have a thankles: child." If he really saw the light on the northern side of the boundary, the other commonwealth has so much else to be proud of, ha 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 hardheaded, with an iron will, an impulsive temper and a facile political con 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 policies. on the Pee Dee river will mean more for Cheraw than the average man His administration was founded on will think. On account of the decrease favoritism and he inaugurated the in freight rates, it is understood that 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 how she despised him then, he thought that the crowning insult he 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

We will admit that it is the New and Observer's time to laugh

o see how they are going to explain There are some things that the rail-

Wonder what the Southern paid for hose papers that it bought outright?

oads are foolish to keep records of.

If the other fellows say nothing the Southern will hardly go to the trouble to explain it.

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

Of course lots of 'em are owned by

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 fur ther we may find out what the South

rest of us out of it.

ern 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

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 We are not caring how deep they

dig down into the books. If the South

ern has been doing all the things

charged against it we would like to

It appears that only two papers in the State have a contract with the Southern for which they receive the cash, and yet we have been told that

t owns about half of them. If the investigation shows up those who have been receiving money from the railroads and exonerates all others who have been accused of it it will straighten out matters considerably.

There are lots of people who have nothing against the railroads and might be rated as friendly, but the allroads sometimes do things that no honest man can approve or condone

Both Greensboro and Salisbury may want the Southern to establish headquarters in their respective towns, but if they want to maintain their standing they should ask no favors.

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To check a cold quickly, get from your druggist some little Candy Cold Tablets called Preventics. Druggists everywhere are now dispensing Pre ventics, for they are not only safe, but decidedly certain and prompt. Pre ventics contain no Quinine, no laxa tive, nothing harsh nor sickening Taken at the "sneeze stage" Preven tics will prevent Pneumonia, Bronchitis, LaGrippe, etc. Hence the name Preventics. Good for feverish children. 48 Preventics 25 cents. Trial Boxes 5 cts. Sold by B. E. Sedberry'

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