

OLD SERIES--VOL LXXI--NO. 3,992.

NEW SERIES--VOL. XXIII--NO. 2,629.

A Cordial Invitation
is extended
ALL SOUTHERNERS
to visit
The JELLO Booth
at the
Jamestown Exposition

Located in Food Products Building at entrance to Horticultural Court.
We have provided a spacious Rest Room especially for your convenience, where you may meet friends, write letters, read your favorite magazine, etc., etc.
Our demonstrators will be glad to serve you with JELLO, the dainty dessert, and ice cream made from JELLO-ICE CREAM Powder, free, and explain how easily they can be prepared for the table.
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Office in Palace Pharmacy.
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Real Estate bought and sold.
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Insurance premiums taken and loaned here.
E. R. MacKethan, AUCTIONEER.
For Sale: New list of
being prepared, most of former tract
has been sold.

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

HYACINTHS—Our annual importation of Dutch bulbs, consisting of Hyacinths, Tulips, Narcissus and Crocus, is now ready.

CARNATIONS—We have a lot of extra fine Carnations—White, Pink, and Red, in 6-inch pots in bud and bloom; just the thing to send with your card to a friend.

HEGDE PLANTS—In Arborvitae, Privet, and Citrus Tripartita. We have everything in ornamental plants from Magnolia Grandiflora to Dwarf Box.

CUT FLOWERS ALWAYS
Time of Arrival and Departure of
Atlantic Coast Line
Passenger and Mail Trains at Fayetteville.

No. 67, South, Lv. 4:25 a. m. for Bennettsville, S. C.
No. 68, South, Lv. 6:30 a. m. for Richmond, Va.
No. 69, South, Lv. 8:45 a. m. for Columbia via Florence.
No. 66, North, Ar. 11:35 a. m.
No. 65, North, Lv. 12:30 p. m. for New York.
No. 64, West, Lv. 1:10 p. m. for Sanford.
No. 63, South, Lv. 4:35 p. m. for Tampa.
No. 62, East, Lv. 5:30 p. m. for Wilmington.
No. 61, North, Lv. 6:10 for Bennettsville, S. C.
No. 60, North, Ar. Fayetteville 10:25 p. m.
No. 59, South, Lv. 11:38 p. m. for New York and Norfolk.
No. 58, North, Ar. 11:30 p. m.
No. 57, South, Ar. 11:50 p. m.
No. 56, South, Lv. 2:04 a. m. for Tampa.

PARKER'S HAIR BALM
Prevents itching scalp, restores color to hair, promotes growth, cures dandruff, itching, and all other scalp troubles. Sold by all druggists.

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PRODUCED AND DEFENDED. Send model, drawing or description of your invention, and we will secure for you a patent in all countries. Business references furnished. No charge unless successful. Inventor and Inventor's Patent Office, Washington, D. C.

KENNEDY'S LAXATIVE COUGH SYRUP
THE CHILDREN LIKE IT

COST OF MAKING NEWSPAPERS.

The Wilmington Star calls attention, in the appended article, to the enormous advance which has taken place in the cost of making a newspaper. The matter has become so serious that many of the newspapers at the North and in the West have advanced their prices 50 per cent. and some even 100 per cent. So says the technical newspaper journal, the American Press. A number of our North Carolina contemporaries have also advanced their subscription prices recently. The large, rich and flourishing city of High Point (speaking from the North Carolina standpoint) recently started a Daily, backed by a strong stock company; but it was evidently gotten up in ignorance of the tedious and expensive process of building up a daily newspaper, as well as of the additional handicap of the advance in cost of production, and it took but a couple of months to put it out of action. It has ceased to come to this office, and it has been stated in some of our exchanges that it was obliged to abandon the field because its expenses were greater than its income.

The Observer has been feeling the effects of the increase also. Something over a year ago, the cost of its regular telegraph service was advanced 50 per cent., and in the last few days, another advance brings the cost to just double what it was. Every other factor in its production has advanced at a rate ranging from 50 to over 100 per cent., in the last few years.

Says the Star, referring to the advance in the price of one of the factors in newspaper production:
The Paper Trust.
After bombarding for years the Tobacco trust, the Standard Oil trust and many other "combinations in restraint of trade," the newspapers of the country now realize that there is a Paper trust that threatens to seriously cripple their business unless the law is invoked in their behalf.

While battling for the rights of the whole people, the newspapers have been neglecting their own interests. This has emboldened the paper makers until their actions have reached a point when necessity forces the newspapers to meet in a special meeting of the American Newspaper Publishers' Association. The meeting was held in New York to consider the question. The meeting was largely attended and it was decided to make a united and determined fight against the combination that so seriously menaces their property and, in some instances, their very existence.

The rapid and unreasonable advance in the price of white paper was discussed in all its aspects, and it was resolved to petition the government to take proceedings against the trust at once and arrangements were perfected and a committee appointed to raise funds for the employment of able counsel to assist the attorneys of the government in the prosecution. The most important action, however, was the adoption of a resolution demanding a repeal of all import duties on paper and pulp and on all materials used in its manufacture. The position was taken that a tax on paper is a tax on education, and for this reason is a burden on the whole people.

To illustrate the extent to which the trust is advancing its prices, the Star received last week a consignment of 36,000 pounds of white paper, the cost of which was nearly 50 per cent. higher than the price at which it could have been bought two years ago; and since the contract for that consignment was made there has been a further advance of 15 to 20 per cent.

The result will be that practically all the newspapers in the country will be compelled to raise not only their rates, but their advertising rates. And it is not only paper that is higher in price, but wages and almost everything else used in the production of newspapers has advanced.

CONCLUSIVE REASONS GIVEN BY THE STATE'S ATTORNEYS WHY THE SOUTHERN RAILWAY'S BOOKS SHOULD BE OPEN TO THEIR INSPECTION.

Our "special" from Raleigh yesterday afternoon brought the news that

Judge Montgomery (the Master) has made a still further mistake in ruling against the appeal of the State's attorneys for the right to examine the Southern Railway's books back of 1906. A telegram from Raleigh yesterday's Wilmington Messenger gives account of the proceedings immediately preceding the Master's adverse decision, as follows:

The State's point was to prove high freight rates responsible for small volume of interstate business and that these high rates drive people to buy from other states from which rates are cheaper into this State than they do on intrastate business. A number of striking examples of this were shown.
The evidence was further to show that growth of enterprises along the Southern Railway is hampered by high rates and by inadequate transportation facilities, including shortage of cars.

The afternoon session was devoted to argument on a motion by Mr. Justice for the State to continue the hearing until the State can have opportunity to see the books of the Southern for a number of years past. There was a long, warm discussion in which Justice and Aycock spoke for the State and Thom for the Southern Railway. Aycock said that on the 11th day of March, when the rate bill passed, the Southern knew quite well it was going to fight the law; that it began right then to get together material for the fight; that it and it alone knew what was the cost of the railway to find them out; that it alone knew what was the cost of looking into books of private corporations and those of a quasi public corporation like railways or any other common carrier; that the Southern had complete knowledge of everything and knew whether the rate was confiscatory or not; was master of all figures, yet the road turns upon the State and asks why it is not ready to try now. The legislature acted on reports made by the road. Far from being confiscatory, the railway is making ten per cent. at least. Its business is increasing and so are its profits. The railway began by fighting the law and challenging the State and thus invited examination.

The State desires to have the examination made by experts who are to be as good as those of the railroad; so long as there is nothing in the records of the Federal law. The representatives of the eastern states are not apparently inclined so strongly to this view of the matter and the difference of opinion is likely to provoke some interesting debate in the conference.

PRACTICAL WORKING OF THE INTERSTATE COMMERCE COMMISSION.
As our readers know, this paper thinks that the law prescribing the manner of appointment of the members of the Interstate Commerce Commission is wrong. It vests their appointment in the President. This is not obnoxious to the Constitution, but it hastens the drift toward centralization, and in the hands of an imperialist like Mr. Roosevelt, it may be used as a weapon of almost limitless power.

However all this may be, we imagine that our readers will be edified, as we have been, by a description of the practical working of the Interstate Commerce law as it is today. This we find in the Atlanta Journal, in one of Mr. P. J. Haskin's contributions to that paper, and is as follows:

Though the Interstate Commerce Commission has the reputation of some fourteen billion dollars worth of property invested in the railroads of this country, and has been in the spot light for years, its workings are understood in only a general way. The commission was established by an act of Congress in 1887, and since that time its role as a body combining the legislative, executive and judicial functions of government, it has been the subject of much discussion and debate. Its role is to regulate the interstate commerce, and to protect the public interest in the railroads.

The Pender Chronicle gives these interesting facts in the career of the Star:
"The Chronicle congratulates Bro. Bernard, and wishes that he may live to celebrate the 50th anniversary. The record of the Star is remarkable. It has continued under the same management for 40 years. No other paper in the State has such a record. Beginning 40 years ago with a Washington hand press, capable of turning out 250 papers an hour, of a five column, eight page paper, using linotype machines, mailing machines and all the paraphernalia of a modern up-to-date newspaper."

AN EFFORT FOR RECOVERY OF STATE RIGHTS.
A recent telegram from St. Louis thus describes the movement inaugurated by the attorney-general of Missouri for concerted action, by officials of like position with himself in a number of States, in behalf of securing the restoration of the normal relation of the States to the federal government.
Says the telegram:
Results of an important and far-reaching character are expected to follow the conference begun in this city to-day by the attorneys general of more than a score of States. The conference meets on the invitation of Attorney General Hadley of Missouri and the purpose, as announced in the call, is to outline ways and means to preserve state rights and to prevent the usurpation of these rights by the federal government, and to plan concerted action for enforcing state laws regulating trusts and other industrial corporations.

Among the states which, through their attorneys general or their assistants, are cooperating in the conference are Mississippi, Ohio, Indiana, Kansas, Tennessee, Texas, Illinois, Nebraska, Minnesota, Iowa, Kentucky, Wisconsin and Arkansas. The attorneys general of a number of other states, though unable to attend the conference, have expressed

cases, says that there about six settled the way where there is one by formal complaint. A report of the commission shows that during the past year there were over 2,300 informal, and only 400 formal complaints.

The humblest citizen of the land finds that the Commission gives the same attention to his complaint as it does to that of the wealthiest corporation. The different cases range in importance from those involving a few dollars to others representing as many millions. One of the most interesting cases was that of the Loop Colliery Company of West Virginia, against the Chesapeake and Ohio railroad, in which the coal company sought to compel the railroad to give it as good rates as it gave to other shippers on its own line. Stated that way the case appears to be a perfectly uninteresting one. But the Loop Creek Colliery Company has back of it one hundred million-dollar, built-without-a-hand railroad which H. H. Rogers and others are constructing from Norfolk, Va., to the Great Lakes, and thence west to the Pacific. It is a case of two gigantic corporations fighting the preliminary skirmish for the control of the coal fields of West Virginia. In the arguments the Colliery Company was represented by its counsel to be a perfectly harmless little coal company with its life in danger of being crushed out by a great railroad, backed by the Pennsylvania system. On the other hand, the counsel for the defendant represented the Colliery Company to be but the impersonation of the big interests that were building the new Virginia railroad, which eventually threatened to swallow up the defendant and might also in the end make a breakfast of the powerful Pennsylvania system.

Here is a sample complaint of an ordinary citizen. A gentleman from Tennessee went to the Jamestown Exposition with his wife. He bought a ticket from the Louisville & Nashville railroad which entitled him to passage from Norfolk to Washington on a steamer, including sleeping accommodations. He could not get the berth he had paid for, and the commission will find the reason why. In this case his recourse will be on the railroad selling him the ticket, and the Commission will take it up informally by correspondence and see if the matter cannot be adjusted without the filing of a formal complaint.

Here is another complaint illustrative of what can be done by the average citizen in protecting his own rights and those of the traveling public generally. A gentleman residing in Washington, recently bought transportation for his wife to the Pacific coast. He wanted it by way of Portland and Seattle. The ticket agent said he could not get it that way, but that he would have to go to Portland and buy the ticket from Seattle from there. The gentleman was afterward informed by a relative, who was a railroad official, that her ticket should have read from Washington to Seattle, via Portland. She wrote her husband to this effect and he took it up with the railroad to recover the extra fare. The railroad refused to refund the amount, and the gentleman was obliged to carry it to the Interstate Commerce Commission to find out what it meant. They are now trying to straighten the matter out.

An eastern railroad was in the habit of running only one day coach on a train carrying heavy traffic. Every day from 10 to 25 people were unable to find a seat unless they paid extra to ride in the Pullmans. A traveler, who knew something of what the Commission can do, chanced to ride on that train one day, and could not find a seat during the whole journey for himself or his invalid wife. He asked the conductor if his train was usually so crowded, and was answered in the affirmative. The traveler gave the Interstate Commerce Commission a formal complaint. The railroad was obliged to give up the one day coach, and the traveler was able to get a seat during the whole journey for himself or his invalid wife. He asked the conductor if his train was usually so crowded, and was answered in the affirmative. The traveler gave the Interstate Commerce Commission a formal complaint. The railroad was obliged to give up the one day coach, and the traveler was able to get a seat during the whole journey for himself or his invalid wife.

THE EPISCOPAL CONVENTION WILL ACT ON THE VITAL SUBJECT OF DIVORCE.

The growing laxity of morals in this country; has undoubtedly been stimulated by the lax, not to say corrupt, laws of many of the States on this vital subject. And the converse of this proposition is also true, the two acting and reacting on each other.

The subject has been agitated for some years by the members of the Protestant Episcopal Church. At the last general convention of that church, action upon it was deferred. We are glad to note in a dispatch from Richmond, where the present General Convention is sitting, the following important movement by that body:

"PLUCKY LITTLE CHERAW."
The Wilmington Star contains the following of interest to our Fayetteville people, who are vitally interested in the improvement of their own better waterway, the Upper Cape Fear.
Navigate Pee Dee to Cheraw, S. C.—Plucky Little City Will Use Natural Waterway in Effort for Lower Freight Rates—Conference in Columbia Monday.
The Columbia State of Tuesday has the following that will be read with interest in this section:
"Yesterday Messrs. R. T. Caston, president of the Bank of Cheraw; R. M. McKay, director of the bank, and Jas. R. Harrell, a prominent business man of Cheraw, were in the city attending to the purchase of machinery, etc., for the Cheraw-Georgetown Boat Company, the new Pee Dee river line, which will begin operations within a few weeks.
"Two boats have already been purchased by this company, which will ply on the waters of the Pee Dee weekly between Cheraw and Georgetown. Traffic arrangements have been perfected with the Clyde Line Steamship Company and it is said that as soon as the boat line is placed in operation the freight rate between New York and other Eastern seaboard

CURRENT COMMENT.
Read the very important article from the Raleigh News and Observer entitled "State Must Take Pull Look at the Books." That paragraph one of the Observer's press in 1892 and 1893.

Out of Sight.
"Out of sight, out of mind," is an old saying which applies with special force to a sore, burn or wound that has been treated with Bucklen's Arnica Salve. It's out of sight, out of mind, and out of existence. Piles too and chilblains disappear under its healing influence. Guaranteed by B. E. Sedberry's Son, Druggist, 26c.



WILLIAM J. BRYAN, FROM A LATE PHOTOGRAPH.
Visits Fayetteville October 15th.

MEETING IN COURT HOUSE.

Official Action on Bryan's Visit Taken. From Friday's Daily.
The public meeting, called by Mayor Powers, to take official cognizance of the coming of Hon. W. J. Bryan, was held in the court-house yesterday afternoon. Mayor Powers presided, and C. G. Rose, Esq., acted as secretary.

Major Hale was called for, and after a few appropriate remarks, he moved that a committee, composed of Messrs. H. L. Cook, Q. K. Nimocks and H. R. Horne, be appointed to draft resolutions suitable to the proper reception of Mr. Bryan.

While the committee were absent, Mr. John H. Anderson moved that the town authorities be requested to put Hay and Gillespie streets in the best possible condition before the 15th of the month. Mr. Anderson also moved that the city be requested to properly decorate the city's property, and that the mayor call a special meeting of the Board of Aldermen to consider this matter, and that the County Commissioners be asked to have the court-house decorated.

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3 Registered Pharmacists.
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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.

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