FAYETTEVILLE, N. C. THURSDAY, MAY 19 1910.

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OVERMAN ON THE AND SHORT HAUL.

sional Record contains man's speeca on "the long aul" delivered on Monday. tables, it was as fol-

ent, for a short time liscuss what is known as short-haul clause and an that I presented on the April last. I want to say only the Rocky Mountain the Middle States of this ry are suffering from un-areasonable discriminatory there is another great sec-nis country—the South— lso suffering just as much Middle States and the Rocky

submitted upon this sub-ntly the words introduced ginal law, "under substan r circumstances and conere a joser and intended e law. Various amend-been introduced to strike words and to make some alon, in order that the glar-inations in rates may be nd the people given re-specially do I wish to di-marks to the cities and own State and to say the most outrageous and . President, I do not be ere is a city or a town of North Carolina which atly and unreasonably disread the amendment that d on the 21st day of April, think, if adopted, will give of. I should like to vote a stronger amendment than which would probably give of to the people than my it will, because that amendes it all to the discretion erstate Commerce Commis-

ESIDING OFFICER (Mr. the chair). The Secretary retary read as follows: ection 4 of the act entitled regulate commerce, approv-ry 4, 1887, be amended so

state Commerce Commis-

k the Secretary now to read

That without the approval rity of the Interstate Comsion it shall be unlawany common carrier to receive any greater compentation of passengers or freight eter than for a longer diser the same line in the same , the shorter being includlonger distance; but this t be construed as authorizing on carrier within the terms act to charge and receive as npensation for a shorter as ger distance; and the approthe said commission shall not for any such compensation for said transportation of pas or freight which unreasonably sinate in favor of any town or one State against any town or that State or any other State: the commission appointed provisions of this act, such in carrier may, in special after investigation by the combe authorized to charge less er toan for shorter distances transportation of passengers

VERMAN. It will be observed ing from that amendment, Mr. ant that no common carrier harge a greater amount for a haul man for a longer haul, exthe approval of the Interstace srce Commission. Then there ie laid down for the Interstate rce Commission to be governed the approval of rates, and that it shall not approve any rate criminates unreasonably or against a city or town in favnother city or town in that any other State. The re-of the amendment is like the except it atrikes out the words substantially similar circumand conditions.

very important, as I will show. words should go out of the has been stated upon this floor about unjust rates is to go to terstate Commerce Commission could get relief if a rate were be commission, even if the rate asonable, has to take into con-lon those words "under sub-ily similar circumstances and " in making up its judg-

w you the discriminations in the towns in my State, I will om a list that has been fur-me by the proper authorities. New Orleans to Lynchburg, distance is 971 miles, and from leans to Greensboro, N. C., 857 The rate on a carload of mo-of 20,000 pounds from New to Greensboro, N. c., is \$104, Lynchburg, Va., 114 miles far-way, it is \$52; in other words a a difference of \$52 in a car-freight over the same line in

freight over the same line in of Lynchburg, which is 114 miles from the shipping point, as Greensboro in my State.

a caridad of 20,000 pounds of from Cincinnati to Lynchburg reensboro the rate is \$24; to mboro it is \$56. The difference is 112 in favor of Greensboro, so difference in rate in favor of burg as against the North Carown is \$32.

Cincinnati to Lynchburg via aboro, 742 miles, the rate on first-

boro, 743 miles, the rate on first-freight per 100 pounds is la and to my own town of Salis-N. C., 167 miles nearer, the rate 1-2 cents. From Cincinnali to burg via Greensboro the rate cents, but to Greensboro it is 28 nts. From Cincinnati to Lynchvia Greensboro the rate is 11 to Winston, in my State, the 198 1.2 cents

repleat fruits from New Orleans schourg via Greensboro, the rate cents, but from New Orleans to boro it is 75 cents. The differ-n miles is 114 in favor of the estained that the New Eng-

Carolina point, but the difference to in favor of the Virginia point option mills can get raw material Greenville, Miss., to Beston, Pall Mass., and Providence, R. I., as in a second North Carolina and South in a can get it; and then when otton is manufactured into cloth, its more to tas cotton mill in eath to skip it to the Pacific

as the Georgia case, where the cotton spinners of Georgia and South Caro-lina went before the Interstate Commerce Commission and complained against this discrimination. To show against this discrimination. To show you, Mr. President, that the commission does not always consider the rea-sonableness of the rate, I want to read you what the commission says. I will read, first, the difference in the

rates on cotton goods shipped to the From Boston, New York, and other New England points to San Francisco and other Pacific points the rate is 1200 a carload, while from Georgia, North Carolina, and South Carolina points it is \$230 a carload, or a difference of \$30 in favor of Boston, Provi-

dence and Fall River as against the cotton mills of South Carolina and North Carolina. The difference in rate in favor of these New England points against the southern points. about the same distance, on less than carload lots, from Georgia and South Carolina and North Carolina points is \$15 a ton. New Engishd's advantage on carload rates is \$40.

The New England cotton mills get their cotton cheaper than do we living in the cotton section, and then when we ship the manufactured product to the coast or the Orient it costs us more than it does the New Engiand factories. In the matter of freight shipments through Pacific ports to the Orient by New England and southern manufacturers, respectively, the rates for the southern mill are the higher.

On cotton piece goods shipped from southern points through pacific coast ports to the Orient the carload rate is \$250, and from New England points through Pacific coast ports to the Orient it is only \$170. The difference in favor of New England points is 180 per carload.

Why this difference, Mr. President? It is not only unreasonable, but an outrageous discrimination, which the people of this country will sooner or later correct. Let us see what the commission says about it. This case came before the Interstate Commerce Commission and was heard upon these facts which I have stated, and the com-

mission says:
"There is nothing in the record to show upon what theory the com-plainants claim to have established the unreasonableness of the southeastern rate. The fact that the rate from the Southeastern States is higher than that obtaining from the Nev England States does not, in and of itself, establish the unreasonableness of the higher rate. These rates are fixed by competitive conditions. Steamship lines running out of New York and connecting with the Tehuan-tepec Railroad or with the Panama Railroad or passing round the Horn furnish water competition against the all rail carriers across the continent; and the New England mills, being situated nearer to New York and their rate to New York being much lower than the rate from the southern millsthat port, have an advantage in position and in resulting competition which reflects itself in the rates charg-

ed by the all rail carriers from bota milling sections of the country." How is that, Mr. President? The Savannah, Ga., and they say the fact through Greensboro to destination."

Discriminating in favor of the V to New York and load them on ships there gives it the advantage over Charleston and Savannah. And these same ships, I understand, stop at Savannah, and also stop at Charleston. So I say it is nothing but an arbitrary rate in favor of New England fac-

I want to call attention to another expression showing you that they do not consider the reasonableness or the unreasonableness of a rate, but they consider conditions, circumstances, and other things in connection with t. Here is the argument:

"It was not shown that the mills of the South were unable to compete with the mills of New England for Pacific coast business, or that the difference in rates tended in any way to retard the growth of the It is in evidence that in 1860 the number of spindles in the South was but 295,000, whereas in 1906 it was 9.760,000, and that in the sixteen years between 1890 and 1906 the yearly consumption of cotton in the South increased from 547,000 bales to 2,374,000 pales. It can not be held that this wonderful expansion in the cotton manufacturing industry of the Soun conclusively establishes the reason ableness of railroad rates from points of production to points of consum but in the face of such figures it is difficult to conclude that the raffroad rates on cotton fabrics are depressing or injuriously affecting the southern

otton mills. What business is it of the commis sion in deciding this question whether we have had an increase in the number of spindles or whether we have in the number of our factor les? Why do they mention that fact? We have increased and grown in spite of these unreasonable and discrimi natory rates against the South. Why should they lug in these facts, showing that they consider our prosperity n making up the rate, and they cor sider the water rate, when Boston has no better water rates going down South and around Panama that Char-leston or Savannah would have? It is on account of the wise words of the statute which has caused all the trou-

gard to some other rates that prevail as to North Carolina, and this applies to nearly every town in my State. I have taken Lynchburg, in the State of Virginia, because that is the basic point. It is some 100 to 200 miles far-ther on north from Cincinnati, shipping over the Southern Railroad, and from New Orleans, also shipping over from New Orleans, also shipping over the Southern Railroad. Lynchburg is not a river point. It is a mountain town. I suppose they have a little canal there—the James River Canal—but there is no commerce on it, or scarcely any at all. They have dis-criminated in favor of this town, not only against North Carolina towns, but against other Virginia cities and

against other Virginia cities and Cincinnati to Lynchburg via Greens oro, 742 miles, the first class rat is 11 cents per 100 pounds; Cincinnati to Salisbury, 550 miles, the rate 28 1-2 cents. Cincinnati to Lynchburg via Greensbero, 742 miles, is \$124 a carload; Cincinnati to Salisbury only 580 miles, it is \$200 a carload. The difference in miles in favor of North nce in miles in favor of North olina points is 162 miles, and the ence in rates in favor of the Virginia towns is \$76.

Here is a comparison of the rate from Cincinnati to Lynchburg vis Greensbore, and from Cincinnati to Greensbore, and Greensbor lotte is 598 miles. The carload rate to Lynchburg is \$124; the rate to Charlotte, N., C., is \$200. The difference in mileage in favor of Charlotte is 144 miles, and the difference in rate in favor of the Virginia city against the North Carolina city is \$76.

Take the rates from Cincinnati to Lynchburg and from Cincinnati to Lynchburg and from Cincinnati to

Lynchburg and from Cincinnati to Winston, N. C.; Cincinnati to Lynchburg, on a carload of freight, the rate is \$124, and to Winston it is \$186; a difference in mileage in favor of Winaton of 133 miles, and a difference in rate in favor of the Virginia town of

Cincinnati to Lynchburg, \$124; Cincinnati to Durham, \$186; a difference in favor of Durham of 58 miles. Lynch-burg is 58 miles farther, and yet there is a difference of \$62 in favor of Lynchburg, Va., against the North Carolina town on carload lots. The Chamber of Commerce of the city of Greensboro has sent me some

startling and glaring facts in this matter, showing this unjust discrimina-tion against some of our splendid cities, which I will read: Exhibits. "No. 1. Shipment: Carload grain

products (foodstuff). Toledo, Ohio, 40,000 pounds minimum, to Lynchburg, Va., 13 cents per 100 pounds; to Winston, N. C., 30 1-2 cents per 100 pounds; to Greensboro, N. C., 31 cents per 100 pounds; loss on this car in favor of Lynchburg, \$72. "No. 2. Shipment: Carload grain products (flour). Toledo, Ohio, 40,-000 pounds minimum, to Lynchburg, Va., 13 cents per 100 pounds; to Win-ston, N. C., 31 1-2 cents per 100

pounds; to Greensboro, N. C., 34 cents per 100 pounds; loss to Greensboro in favor of Lynchburg, \$84.

No. 3. Shipment: Carload peas.
Fairfax, S. C., to Greensboro. Rate to Richmond, Va., 9 cents per 100 pounds; rate to Greensboro, N. C., 27 cents per 100 pounds; and the car pas-ses arough Greenshoro, to reach Richmond; loss to Greensboro in favor of Richmond on 30,000 pounds carload,

And passing right through the town even from a little town in South Caroina to Greensboro, on to Richmond, it s \$54 in favor of Richmond as agains he North Carolina town.

"No. 4. Shipments of packing house products: Carload 40,000 pounds iry-salted meats, Chicago to Lynch burg, 27 1-2 cents per 100 pounds; Greensboro, 50 cents per 100 pounds; loss to Greensboro, \$90.

"No 5. Shipments of packing-house products: Carload lard, 40,000 pounds o Lynchburg Va., 32 1-2 cents per 00 pounds; to Greensboro, N. C., 62 1-2 cents per 100 pounds, and in many cases the cars are handled via Harriman Junction, Tenn., Asheville, N. C. and Salisbury, and through Georgia to destination.

I give these two towns because one Virginia town and the other is a North Carolina town, the Virginia town being, as I have said, from 100 to 200 miles farther north.

"No. 6. Shipments or carload flour Louisville, Ky., 200 barrels, 40,000 pounds. To Lynchburg, Va., 20 cents a barrel; to Greensboro N. C., 64 cents a barrel; loss to Greensboro in favor of Lynchburg, \$88; and all cars routed out of Louisville via Southern Railsame ship, sailing from New York, way Company come to Harriman Junc-passes by Charleston, S. C., passes by Discriminating in favor of the Virginia town as against the North Car-

olina town. Mr. President, there is not an article of freight shipped, not one; not a carload of freight coming from Cincinnati, Louisville, St. Louis, or from any town in the West; from New Or eans or any great town in the South, that does not cost more by from 10 to 50 per cent, to any town in North Carolina than it does to this basic point in Virginia-Lynchburg.

I could say the same in regard to Roanoke and Norfolk, Va., and as part of my remarks I want to file table showing discriminations in favor of these towns against North Carolina towns as to first, second, and third class rates to Norfolk, Va., which is a water point, and Lynchburg, and Rich-

It is contended that Richmond and Norfolk have water competition, want some one to stand up and tell me why this discrimination in favor of Lynchburg; and I have in this statement given rates in regard to this interior town, a splendid town it is, situated in the hill country of Virginia. Why is it that all North Caroling is discriminated against in favor of this town, so much that our people in getting freight from the South, from the West, or from the North, have to pay the Lynchburg rate plus the local rate from Lynchburg to Salisbury or Greensboro or Charlotte—the towns I have named-and also Winston and Durham and Raleigh, and every other town in the State, unless it be some

town on the coast. It does not matter to me whether it is my amendment that is adopted; ment. I want to see adopted some I have no especial pride in my amendamendment that will give relief to the people from these outrageous discri-minations—this building up of a few cities and towns in this country to the destruction of many towns and cities throughout all the country, discrim inating against Salt Lake, discriminat ing against Charlotte, N. C .-- not desin spite of it, but discriminating aga the Montana town, discriminating aga inst the North Carolina town, discriminating against every town in favor of a few cities and towns in this country. Therefore I shall support any am endment that will write in the law a provision that there shall hereafter be no unreasonable discriminations Let the Interstate Commerce Commis discriminations. sion give their approval, but in doing so see to it that there shall be no unjust or unreasonable discrimination, without regard to "conditions and cir-

cumstances. There is only one amendment I add, and that is that the new rate should not go into effect until will secure the natural benefits of six months after its adoption, to encheap water transportation which able the railroads to acquest and re-adjust their rates, and I believe they can be adjusted and readjusted so that they will be satisfactory to the people. Under the law as it is now, the railroad arbitrarily fixes a sone, and in that sone towns are discriminated in favor of. Outside of that zone the people are taxed and taxed to death, as I have shown here by these figures. But the time has come when we have to give the people relief on this question. It will not do for us to talk about water competition and competition on account of a certain number of railroads coming into a particular trust law and the Henburn rate act the of railroads coming into a particular place. They use that, Mr. President, is not the spontaneous outburst of rate as I have shown here, arbitrarily to the American people demanding equal via fix unreasonable rates, and when you it go to the commission and say this or rates, but is rather the calmination it is that is an unreasonable rate, the com- of a sentiment that has been growing

mission knows it is an unreasonable rate, but it answers, notwithstanding its unreasonableness; You put into that statute "under similar circum-stances and conditions." We have to take that into account. We have to take into consideration the fact that the southern cotton mills have not been suffering. We have to consider the fact that sixteen or twenty years ago you manufactured only 957,000 bales of cotton and now you manufacture 2,000,000.

What business is it of the Interstate Commerce Commission how or why we have prospered? Why should they take that into consideration? The only question they ought to take into consideration is whether the rates ar sonable or not reasonable, and they should determine upon the principles of the Constitution whether it is just or not—if the carrier is receiving just compensation for the service perform-ed—and not take into consideration these questions of condition and circumstances and water competiti Strike those words from the law which were put there in the interest of the ratiroads, and let us deal fairly with the people. You may not give relief this time, but this question will not down. This agitation against the iniquity of unjust rates will not stop. The time to give this relief is righ now, when the question is before us and I hope my amendment or one even with more teeth in it will be adopted.

THE LONG AND SHORT HAUL-A MOVEMENT THAT PROMISES MUCH FOR FAYETTEVILLE.

Legislation in restraint of the op eration of the iniquity known as "the long and short haul" is evidently in sight, as appears from the debates an Congress on what is known as the President's railroad bill, now pending in the Senate. We observe that vesterday Senator Overman, ever true (and, as our readers know, such an efficient friend of Fayetteville-vide the new postoffice building now in course of construction, and the unanimous endorsement, at his instance, of the present plan for canalization of the Cape Fear by the full "Board of Engineers")-we observe that yesterday Senator Overman made an important speech on "the long and short haul" feature of the railroad bill. We shall have pleasure in printing his remarks in full, as soon as they come to hand; for the subject is of vital importance to all river towns. This fact is ably set forth by Mr. Ransdell in our Washington letter printed below; and the outcome of the present ef-

fort to restrain the effect of the present long and short haul practice is bound to end in the logical result, equal rates per ton per mile. With that secured, the effect of the canalization of the Upper Cape Fear will reach its climax-that is to say, the vast territory nearer to Fayetteville than to any other port, supplying 6 millions of tons of freight, will seek Fayetteville as a distributing point, thus restoring the relative condition which formerly existed.

Here is the Washington letter referred to above:

Washington, D. C., May 11 .-- (Special). Representative Joseph E. Rans dell of Louisiana, President of the National Rivers and Harbors Congress, is elated aver the adoption of the long and short haul clause of the Railroad Rate bill which he regards as a tre mendous step forward in the rehabilitation of the waterways of the United States by prohibiting the rallways from making discriminations against

Mr. Ransdell in discussing the long and short haul feature of the bill which was retained in the House by a vote of 172 to 48 said: "It means that the old law on the subject which has been a dead let-ter for years is amended by omitting

the words 'under substantially similar circumstances and conditions'. These words have been construed by the courts to mean that in serving places on navigable waterways, railroads were not obliged to observe the rule prohibiting them from charging more for a shorter than for a longer haul over the same line in the same direction, and that they could make any rate they desired regardless of dis-

"The passage of this particular feature of the railroad rate bill means that the country is thoroughly aroused to the necessity of giving fair treatment to all sections: to small interior towns as well as the large cities. It also demonstrates beyond any peradventure that Congress has awakened at last to the necessity of protecting the waterways from unjust rail road competition and discrimination.

"All the friends of river and har-bor improvements in Congress supported this provision and believe results are going to be beneficial to the waterways not injurious to the rallroads, and that in the long run the people are going to get cheaper

"For many years the practice of the railroads has been to charge small rates at river points until the boats were driven out of business whereupon the rail rates would be raised, and in the meantime to recoup any losses at those points by larger charges at all interior places. This cannot be done if the recent long and short haul clause is finally adopted and enforced in the spirit and as understood by its

"Every locality under the provisions of the will as it passed the House will have to stand on its own bottom be treated fairly. River towns cheap water transportation which when coupled with the best modern terminals and facilities for handling freight will prove incalculable.
"When the rivers come back to use,

will be enormous.
"The adoption of the long and abort haul chause in the bill amending sundry features of the Sherman antitrust law and the Hepburn rate act the spontaneous outburst of

for years extending from the interior Landowners can plant trees otuward until it has become a na-tional thought and the Congress has

FIX THE BRAND OF COWARDICE UPON THE MAN WHO CARRIES A CONCEALED WEAPON, AS WELL AS RIGOROUSLY PUNISH

Says the Atlanta Journal: Back in the hardy old roistering days of the frontier, when Indian every gentleman put on his pistol each norning more regularly than he washed his face. Without a cartridge belt, he would have appeared indecently clad and a bowie knife was almost as essential to his welfare as a rat or

a transformer is to a lady's confure in this generation. It should be carefully noted, how ever, that the gentleman of old never wore his bowie knife up his sleeve never carried his pistol in his hip pocket. Perhaps he didn't have a hip pocket. But if he had had a hip pocket and had put his gun there, he would have been called a poltroon, craven or maybe a cur. Society in those days would have reasoned logically that a man who carried a neealed weapon was either a very bad man of a very scared man, and that in either event he way not a desirable citizen.

And that is pretty much the are elepaants, and chief among these germs is the mortal who goes about with a pistol hidden on his person. He is a form of social bacteria. He is either very young and very foolish or very old and very vicious, unless perhaps he is middle-aged, and then he is both foolish and vicious. Next to the vagrant, he is the greatest menace to a community's well being. Nor has he half the excuse a vagrant has for living, because your genuine hobo at least lives a philosophy or rest.

We are glad that Judge Calhoun is going to do all he can to exterminate this particular microbe. To the extent that he and all other courts and officers of the law succeed, we shall have fewer broils and homicides, fewer men

in fail and more at work. logic and law which Judge Andy Calhoun pronounced yesterday from the bench of the city court. Anybody, said he in substance, who is caught toting a gun under his coat tails in this community had henceforth better look out. It doesn't matter whether the offender's color is white, black, or sea-green, he will be given the law's limit of punishment if he is convicted before Judge Calhoun of carrying a concealed weapon. A most wholesome and timely warn-

It is a threadbare subject, this matter of pistol toting, as we say in Georgia, but for that very reason it is an important subject. A microbe is a thousand times more dangerous than a wild elephant. You can see an elephant coming and dodge

behind a bush or into the nearest doorway. But the microbe will get times out of ten. Besides there are more microbes than there

BEAUTIFYING HIGHWAYS.

Nothing in American life of the past two decades as been more remarkable than the growth of the spirit of civic adornment. It is a far cry to the time when Dickens complained that, for the want of a park, his New York hosts took him for a drive in Greenwood cemetery. His humorous description of the mournful mirth of Americans, which could extract joy from a ride among the tombstones, no doubt inspired the gentlemen who saved the site of the Central Park from the Tammany rabble. But that was in 1857, and for many years the impulse for civic adornment found expression chiefly in following New York's example. Now it has widened its scope, and, under the guidance of women, fast becoming the stronger sex in this country, it is bringing a sense of the joy of living to thousands which once only the rich could know.

The latest suggestion in this connection is that of the Wilmington Star, which makes a plea for beautifying our highways by lining them with trees. In England the climate renders shade trees of less value than in this country or on the European continent, and the landscape there is beautiful on every side. But in France, and others of the continental countries, the tree-lined highways are notable features that have long contributed to the refinement as well as the comfort of the people. The Star's suggestion should be acted on, and we commend it to the women of our rural districts. No doubt they will be glad to follow the example of their city sisters and organize for the pur-

Says our Wilmington contemporary Beautifying Highways. Several of the Southern States are now boasting of their modern highways, and among them North Caro-lina takes the lead. New Hanover county has the best system of roads in the State and she can boast along with the other progressive counties in this or any other State. The next best thing to having good

modern roads to make travel easy, economical and comfortable, is to beautify the roads. This can be done with very little effort by the farmers and people who live along the roads.



ICE CREAM Powder

shrubbery during the Fall and Win-ter, and it would be sport for the young people to get out and have neighborhood frolics with tree planting as the main feature. Prizes can be contested for, and the honors will fall to the party that sets out the most

shade trees along any of the highways. In some portions of the South the planting of trees along the macadam highways has already become popu-iar. The expense is not great and fun can be mixed along with the tree planting events. However, it is a good idea to plant trees along the highways, for the effect will be to beautify them, make travel delightful, and make the roads attractive for travelers and automobile parties. New Hanover's beautiful roads should be made umbrageous avenues running through the

A REVIEW OF STEAD'S VIEW OF THE LATE KING OF ENGLAND.

Norfolk Virginian.] in both hemispheres the one topic of statesmen and journalists is the character and career of the late head of the British government, varied by speculations of the effect to be pro duced on the politics of the world by the supposedly different personal at tribtues and conception or public duty of the son who has succeeded to the throne.

The estimates of King Edward's worth as man and monarch vary as widely from each other as many of them do from the truth, and widest of the mark are the portraits drawn by Englishmen like Stead, whose stand points of observation were neither near enough to give intimate knowledge nor sufficiently remote to furn ish a proper perspective. The fea-tures they draw are recognizable but exaggerated; not exactly caricatured but out of proportion one to the

other. Edward's youth and early manhood were not so Saturnalian as the middle class imagination, with its limited vision and righteous envy, conceived to be the case. That is a fierce light which beats upon royalty and its scions. The very aloofness of the circle in which Princes move adds conspicuousness to the occasion on which their movements touch the orbits of ordinary mortals, and the result is that sort of judgment which deduces a summer from the appearance of one swallow and constructs a reputation from one visible peccadillo. It was through such a deceptive

half-light that the contempories of Prince Hal saw the habitual bacchanal and trifler immortalized by Shakes peare as the boon companion of Falstaff; and the dramatist further distorted the facts to brighten the contrast between the boy impelled by idleness to vagrant fancies and the man developing austerity of bearing and fixity of purpose under the pressure of high responsibilities. History has long ago interposed to tone down to sober colors the portraits left by the dramatist; and we know now that the real Falstaff was a most worthy Knight and valiant soldier, with little likeness to the pothouse brawler whom Shakespeare drew except the measure of his belt, that he was not overly ad dicted to sack or to the company of Delilhas, and that in his company the heir apparent found sage counsel to patience over a toothsome pheasant and a modest flagon rather than encouragement to drown in riotous liv ing hi ssorrow that the King, his Sire

"was so long a-dying."
Edward passed full forty years, from 1861 to 1901, after reaching the age of twenty one, on the maturity of the ti tle which was his birthright. "Nothing to do"; beset by temptations; encircled by willing servitors of his appetites; a full-fledged man with no other mission than to bide the slow fulfillment of dazzling prospects and fill in the long period of ment as best he might. But there is no evidence to prove that he was gross in his pleasures, vulgar in his asso ciates, faithless in his dealings with men and women, that he conspired against Victoria's influence in the Kingdom, as Thackeray shows his great-Uncle George to have done while waiting for the shoes of George the Third. More solicited by unlawful indulgences than any subject within the isles, he was no more led captive by them than was to have been looke for under all the circumstances; and he preserved throughout his early es capades, his honor as a man and for felted nought of his claim to the grand old name of gentleman. He did not measure up to the standards which his straitlaced mother would have imposed,-and small wonder,-nor did he set at defiance the rules of conventionality and of decency. He was neither a menster of wickedness nor of straitlaced propriety.

So, when his hair had been whitened by the frosts of three score win ters, he came at last to the grasp of the sceptre and the wearing of the crown, there was neither need nor room for that which Mr. Stead gloats over as a miraculously complete formation.' For in me intervening time between hot-blooded adolescence and the ripeness of years Edward had vexed his mother's last years with neither scandals nor unfilial repin-ings that she did not make room for him; he had married and so borne him self as to retain the affections and respect of a prize among women; he had reared wisely a goodly family of sons and daughters and had intrenched himself in the kindly regard of all classes of his own people and had now the good will of discerning and discriminative minds in every nation. He was still of easy and luxurious nature and he did not forswear cakes and ale nor adopt the habits of an anchorite when he mounted the throne But he did adapt himself to the de nands of his exalted station and order his life to a routine which would have been superfluously self-denying in the Prince of Wales but was obligatory on a King of common sense and healthy conscience. And the nine years of his reign have produced such fruit as would not have been possible products of one who had been previously such a slave to the frivolities and depravities as the preachers of "instantaneous transformation" would have us believe.

As a monarch Edward displayed the wisdom which the era demanded. The influence he exerted was unobstrusive Perhaps its leading quality was 'tac.' He recognized the limitations on his office, and never forgot that his prerogatives rested not on divine grant or on heredity but on the consent of the commonality. Therefore he never obstructed the spirit of the age. In the crisis of this year, for instance, he saw, as Victoria would not have done, the folly of endangering the pres-tige of the crown in an effort to per-

petuate for the House of Lords priv ileges not consistent with the temper of the modern Englishman. It will be in our opinion, if the son who takes his place shall prove no more a sovereign and no less a prudent, sagacious and kindly man.

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