

10,000 Extra Votes in the Caucasian Vote.

(Continued from Page 1.)

Table listing names and vote counts for various districts including Cardenas, District No. 2, Newton Grove, Lillington, Keener, Goldsboro, Dunn, Clayton, Carlos, Bunlevel, Buie's Creek, Angier, District No. 3, Youngsville, Stems, Selma, Pittsboro, Oxford, Moncure, Lyons, Louisburg, Lockville, Haywood, Gulf, and others.

Table listing names and vote counts for districts including Franklinton, Durham, Creedmoor, Chapel Hill, Apex, District No. 4, Waxhaw, Winnabow, Wingate, Weeksville, Unionville, Suburb, Stoneville, Reidsville, Mapletwood, Marshville, Laurel, Indian Trail, Hillsboro, Hester, Henderson, Graham, and Fayetteville.

Exum. Epsom. Creswell. Baird's Creek. Arojahoe. P. W. GLIDEWELL REPLIES TO EX-JUDGE MANNING. (Continued from Page 3.) The Governor now defends, is not in accord with the Democratic platform upon which he was elected. The important point about this controversy is: Was the legislation of 1909 and 1911, which the Governor has approved in his speeches, in compliance with the platform declarations against trusts? The language of the platform of 1908 upon which the Governor was elected was as follows: "Conspiracies by prospective purchasers to put down or keep down the price of articles produced by the labor of others should be made criminal, and all persons or corporations entering into such conspiracy should be punished." The platform of that year formally declared that all private monopolies be destroyed. The result of the legislation of 1909 and of 1911 were not that "all persons entering into such conspiracies, or any such persons," have been punished, and the trusts have not been destroyed. The Legislatures of 1909 and of 1911 were not calculated to destroy the trusts and punish conspirators. All that sub-section F of the Act of 1909 did was to declare certain things unlawful. The lobbyists of the American Tobacco Company permitted the Act of 1909 to pass without protest or resistance, and they certainly must have known when they did it that the act would not result in the punishment of the men by whom they were employed and sent to Raleigh. If Governor Kitchin had been as progressive and zealous after he became Governor as he was when he was talking about Mr. Craig's record when he was trying to get to be Governor, he would have denounced this toothless, spineless fraud and joker of 1909 as a betrayal of the party's pledge to the people, and would have secured proper legislation at that session, or would have paved the way for it in 1911. . . . It was Senator Bassett who in 1909 joined hands with Mr. Travis, Judge Manning and others to put through the act of 1909. It is generally understood, and I take it to be a fact, that both Judge Manning and Senator Travis are now supporting the Governor for United States Senator, notwithstanding the fact that they are known to be against effective anti-trust legislation, and the Governor is attempting trust. They evidently think that he is still "not a dangerous man to trusts." In view of the record of Governor Kitchin and his attitude on the stump favorable to the legislation of 1909 and his attitude toward Judge Manning personally, it strikes me as rather funny that Judge Manning should now attempt to bolster up the Governor's record by writing an article with the purpose of trying to show that the Governor disagreed with him on the trust question in 1909. Mr. Koonce introduced the Texas anti-trust bill in the House of 1909, and Mr. Paul Kitchin's committee reported it favorably. Governor Kitchin, in one of his published letters, cites this action on the part of his brother as the only evidence he has that he favored that bill. Judge Manning then comes forward and contributes his testimony, that he told Mr. Manning in private conversation, "in the presence of Mr. Koonce, that he regarded that as the most effective anti-trust law of any State, and that he hoped the Legislature would pass it." There is something pathetic about this statement of Judge Manning's. The former trust-busting candidate for Governor when he got in office left his friend Koonce, who was fighting for the Texas anti-trust law in the House of 1909, without any public word of encouragement, or declaration in favor of Mr. Koonce's bill, and when Mr. Koonce was engaged in his death struggle with the lobbyists of the trusts in and out of the Legislature of 1907, Judge Manning tells us that the Governor did give him a little crumb of comfort by telling him privately that the Texas act was the most "effective anti-trust law of any State, and that he hoped the Legislature would pass it." Brother Koonce and his bill went down in defeat in 1909, and not until Judge Manning

wrote his letter on the 5th day of August, 1911, did the world find out that Governor Kitchin even in private—very private—conversation, said during the Legislature that he hoped Mr. Koonce's bill would pass. It is now this private conversation of the Governor's which Judge Manning cites as evidence of the fact that the Governor was a real trust-buster; Judge Manning is a candid man now, and in his opposition to effective anti-trust legislation in 1907 placed it squarely upon the ground that such legislation would hurt Durham. Great is Dianna of the Ephesians! I believe he was wrong in thinking that Durham's prosperity is dependent upon the American Tobacco Company's robbery of the farmers, and I believe that effective anti-trust legislation ought to have been enacted, because the absence of it hurts legitimate business elsewhere throughout the State. I saw in the papers a few days ago that Judge Manning says that Durham is for Kitchin for United States Senator, and I assume that Judge Manning is for him, and I know that Governor Kitchin was for Judge Manning for Supreme Court Judge; therefore, I assume that if they differ about the trust question it is a little family difference that does not count for anything. While I had not intended to get into a newspaper controversy about the Governor's trust record, yet since I am writing for the newspaper in reply to Judge Manning, I am influenced by my intense interest in the true principles of the Democratic party and my intense opposition to criminal and illegitimate methods of the trusts, to discuss this question and Governor Kitchin's disappointing record with regard to it. My interest is in no sense personal, and I have always found pleasure in earnestly supporting Governor Kitchin because I believed in his policies. I have not hesitated to oppose others who opposed what he advocated on the stump when he was in Congress and when he was a candidate for the nomination for Governor, and now that he has changed, or I believe he has changed, I reserve the right to say so, and I trust that my saying so will be attributed to the true motive, and that is my interest in what I conceive to be the true principles of the Democratic party. I hope there is no man living who could influence me to depart from these convictions. Respectfully, P. W. GLIDEWELL. Gen. George W. Gordon Dies at Memphis, Tenn. Memphis, Tenn., Aug. 9.—General George W. Gordon, Commander-in-Chief of the United Confederate Veterans and member of Congress, died at his home here at 4 o'clock this afternoon. His illness dated from his last political campaign when he was re-elected to the National House of Representatives, the last general of the Confederacy to serve in that body. FALLS VICTIM TO THIEVES. S. W. Bends, of Coal City, Ala., has a justifiable grievance. Two thieves stole his health for twelve years. They were a liver and kidney trouble. Then Dr. King's New Life Pills throttled them. He's well now. Unrivaled for Constipation, Malaria, Headache, Dyspepsia. Twenty-five cents at all druggists. Get an Atlas Free. Send us four new subscribers to The Caucasian and we will send you a copy of Hammond's Modern Atlas of the World as a premium. See large announcement on page 3 of this paper. AGENTS WANTED. We want agents to represent The Caucasian in every county where we are not already represented. Write us for sample copies and terms to agents. Our terms are very liberal and you can make good money by devoting your spare time to the work. Address, THE CAUCASIAN, Raleigh, N. C. Atlantic City, N. J., Excursion Via Southern Railway, Tuesday, August 22—Special Train. Leave Raleigh 7:30 p. m. . . . \$11.00 Leave Durham 8:36 p. m. . . . 11.00 Leave Chapel Hill 4:00 p. m. . . . 11.00 Leave Burlington 10:00 a. m. . . . 11.00 Rates and schedules in same proportion from other stations. Special train consisting of day coaches, also Pullman sleeping cars, will be operated through from Raleigh. Separate accommodations for colored people. Tickets will be limited to return on any train within fifteen days from date of sale, and will permit of stopovers on return trip at Philadelphia, Baltimore and Washington. Wake application at once for Pullman reservations. For all information as to schedule of special train, rates, Pullman reservations, etc., see your agent or address the undersigned. J. O. JONES, Traveling Passenger Agent, Raleigh, N. C. F. EUGENE HESTER, LAWYER. Mondays, Tuesdays and Wednesdays at Wendell (Wall Building); Thursdays, Fridays and Saturdays, Raleigh, N. C. (Commercial National Bank Building). PRACTICE IN ALL THE COURTS.

RE-SALE OF A VALUABLE TRACT OF LAND. Pursuant to the order of the Superior Court of Wake County in the case of Carrie L. Brantley against Beta G. Brantley and others, I will offer for sale at the court-house door in Raleigh, on Monday, the 4th day of September, 1911, the following piece or parcel of land adjoining the Gray Massey homestead, W. R. Brantley and others, bounded as follows: Beginning at a stake on the Raleigh and Tarboro road near W. R. Brantley's house, thence nearly south to the fish-pond branch, thence down said branch to the little creek, thence up said creek to the said Massey's line to the road, thence down the road to the beginning. Containing fifty acres more or less. C. M. BERNARD, Commissioner. Terms: Cash. July 24, 1911. When writing advertisers, please mention this paper.

THE MARKETS. RALEIGH COTTON MARKET. (Corrected every Thursday by Chas. E. Johnson & Co.) Good middling 13 1/2c. Strict middling 13 1/2c. Middling 13 1/2c. RALEIGH PRODUCE MARKET. Butter 30 @ 35-140. Lard 140. Eggs 200. Hams 22 1/2c. Hens 40 @ 50. Spring chickens 30 @ 35. Sweet potatoes \$1.00. Corn 95c. Peas \$2.00.

ADVICE TO MOTHERS.—Mrs. Winslow's Stooling Syrup should always be used for Children's Teething. It softens the child, softens the gums, allays all pain cures wind colic, and is the best remedy for Diarrhoea. 25c. a bottle.

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SECOND GRAND EXCURSION To Asheville, N. C., the Land of the Sky, Via Southern Railway, Tuesday, July 25, 1911. The Southern Railway offers another opportunity to visit this Fairy Land with its Beautiful Scenery and Cool Mountain Breezes. Special train will be operated through to Asheville from Goldsboro, Selma, Raleigh, Durham and intermediate stations to Greensboro. Extremely Low Round Trip Fares and Schedules as Follows. Leave Goldsboro, 7:00 a. m. . . . \$5.00 Leave Selma, 7:58 a. m. . . . 5.00 Leave Raleigh, 9:00 a. m. . . . 4.75 Leave Durham, 10:10 a. m. . . . 4.75 Tickets will be good returning to leave Asheville on any regular train up to and including Friday, July 28, 1911. Rates in same proportion from all intermediate stations. Separate Cars for Colored People. For further information see your Agent or address, J. O. JONES, Traveling Passenger Agent, 215 Fayetteville St., Raleigh, N. C. IF YOU ARE GOING NORTH The Chesapeake Line Daily Service Including Sunday. The new steamers just placed in service the "City of Norfolk" and "City of Baltimore" are the most elegant and up-to-date steamers between Norfolk and Baltimore. Equipped with wireless. Telephones in each room. Delicious meals on board. Everything for comfort and convenience. Steamers Leave Norfolk (Jackson St.), 6:15 p. m.; leave Old Point Comfort, 7:15 p. m.; arrive Baltimore, 7 a. m. Connecting at Baltimore for all points North, Northeast and West. Reservations made and any information courteously furnished by W. H. PARNELL, T. P. A. Monticello Hotel, Norfolk, Va.

Norfolk-Southern Railway. Route of the "Night Express". Travel via Raleigh (Union Station) and Norfolk Southern Railroad, and From All Points in Eastern North Carolina. Schedule in Effect January 1911. N. B.—The following schedule figures published as information only and are not guaranteed. Trains leave Raleigh: 9:15 p. m., daily, "Night Express" Pullman Sleeping Car, for Norfolk; 6:15 a. m., daily, for Wilson, Washington and Norfolk; Parlor Car between New Bern and Norfolk; 6:15 a. m., daily, except Sunday, for New Bern via Chowan; 3:00 p. m., daily, except Sunday, for Washington. Trains arrive Raleigh: 7:30 a. m., daily—11:20 a. m., daily except Sunday, and 1:50 p. m., daily. Trains leave Goldsboro: 10:15 p. m., daily, "Night Express" Pullman Sleeping Car for Norfolk via New Bern. 7:15 a. m., daily, for Beaufort and Norfolk—Parlor Car between Beaufort and Norfolk. 3:30 p. m., daily, for New Bern, Oriental and Beaufort. For further information and reservation of Pullman Sleeping Car space, apply to D. V. Coan, Traveling Passenger Agent, Raleigh, N. C. W. W. CROXTON, General Passenger Agent, Norfolk, Va. W. R. HUDSON, General Superintendent, Norfolk, Va. John T. Pullen, President, Chas. East, Cashier.

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Farm For Sale. A fine tobacco farm and good residence, located on public cross roads 65 acres land, large dwelling, barns, stables and buggy house. Nice estate house located 3 miles from Wilson on Durham & Southern road. All buildings new. Apply to DAVID SPENCE R. F. D. No. 2, Holly Springs.

SEABOARD AIR-LINE. Schedule Effective April 9, 1911. Trains Leave Raleigh. Direct line with Double Daily service to the West through Atlanta, Birmingham and Memphis. FOR THE SOUTH. No. 81 2:50 a. m. No. 84 12:00 p. m. No. 29 Ar 10:30 a. m. No. 36 11:30 a. m. No. 41 4:05 p. m. No. 48 12:30 p. m. No. 45 6:00 p. m. No. 30 7:00 p. m. FOR THE NORTH. No. 31 12:00 p. m. No. 34 11:30 a. m. No. 35 11:30 a. m. No. 38 11:30 a. m. No. 39 11:30 a. m. No. 42 11:30 a. m. No. 43 11:30 a. m. No. 46 11:30 a. m. No. 47 11:30 a. m. No. 49 11:30 a. m. No. 50 11:30 a. m. No. 51 11:30 a. m. No. 52 11:30 a. m. No. 53 11:30 a. m. No. 54 11:30 a. m. No. 55 11:30 a. m. No. 56 11:30 a. m. No. 57 11:30 a. m. No. 58 11:30 a. m. No. 59 11:30 a. m. No. 60 11:30 a. m. No. 61 11:30 a. m. No. 62 11:30 a. m. No. 63 11:30 a. m. No. 64 11:30 a. m. No. 65 11:30 a. m. No. 66 11:30 a. m. No. 67 11:30 a. m. No. 68 11:30 a. m. No. 69 11:30 a. m. No. 70 11:30 a. m. No. 71 11:30 a. m. No. 72 11:30 a. m. No. 73 11:30 a. m. No. 74 11:30 a. m. No. 75 11:30 a. m. No. 76 11:30 a. m. No. 77 11:30 a. m. No. 78 11:30 a. m. No. 79 11:30 a. m. No. 80 11:30 a. m. No. 81 11:30 a. m. No. 82 11:30 a. m. No. 83 11:30 a. m. No. 84 11:30 a. m. No. 85 11:30 a. m. No. 86 11:30 a. m. No. 87 11:30 a. m. No. 88 11:30 a. m. No. 89 11:30 a. m. No. 90 11:30 a. m. No. 91 11:30 a. m. No. 92 11:30 a. m. No. 93 11:30 a. m. No. 94 11:30 a. m. No. 95 11:30 a. m. No. 96 11:30 a. m. No. 97 11:30 a. m. No. 98 11:30 a. m. No. 99 11:30 a. m. No. 100 11:30 a. m.

Raleigh & Southport Ry. Co. TIME TABLE. SOUTHBOUND DAILY. STATIONS. No. 29 No. 30 No. 40. A. M. P. M. P. M. Lv Raleigh 8:00 1:15 4:30 Lv Curaleigh 8:10 1:25 4:40 Lv McCollers 8:20 1:35 4:50 Lv Willow Springs 8:30 1:45 5:00 Lv Varina 8:40 1:55 5:10 Lv Foyles Springs 8:50 2:05 5:20 Lv Chesapeake 9:00 2:15 5:30 Lv Kipling 9:10 2:25 5:40 Lv Cape Fear 9:20 2:35 5:50 Lv Lillington 9:30 2:45 6:00 Lv Harrods 9:40 2:55 6:10 Lv Beaufort 9:50 3:05 6:20 Lv Linden 10:00 3:15 6:30 Lv Lane 10:10 3:25 6:40 Lv Steamers 10:20 3:35 6:50 Ar Fayetteville 11:30 4:00 A. M. P. M. P. M. NORTHBOUND DAILY. STATIONS. No. 31 No. 32 No. 41. A. M. P. M. P. M. Lv Fayetteville 8:00 1:00 4:30 Lv Steamers 8:10 1:10 4:40 Lv Lane 8:20 1:20 4:50 Lv Linden 8:30 1:30 5:00 Lv Beaufort 8:40 1:40 5:10 Lv Harrods 8:50 1:50 5:20 Lv Kipling 9:00 2:00 5:30 Lv Cape Fear 9:10 2:10 5:40 Lv Lillington 9:20 2:20 5:50 Lv Chesapeake 9:30 2:30 6:00 Lv Foyles Springs 9:40 2:40 6:10 Lv Varina 9:50 2:50 6:20 Lv Willow Springs 10:00 3:00 6:30 Lv McCollers 10:10 3:10 6:40 Lv Curaleigh 10:20 3:20 6:50 Ar Raleigh 10:30 3:30 7:00 A. M. P. M. P. M. Trains will stop on signal to receive and discharge passengers at following points and in above time table: Sylvania, Beaufort, Curdsville, Rawles, Curran, Curran's Point and Toboy.