

Stamped above you'll find a date, - It shows you clear and plain The day you must pay it and when it's time to pay again.

W. F. MARSHALL, Editor and Proprietor.

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GASTONIA, N. C., TUESDAY, JULY 17, 1906.

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NO. 57



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BOYS RUN AN ENGINE.

Sons of the President Managed it From Oyster Bay to Mineola.

New York Sun.

Archie and Quentin Roosevelt, seekers after experiences even in their youth, found a new one on Saturday night, when they were allowed to help an engineer swing the throttle in his cab on the 20-mile ride from Oyster Bay to Mineola and back.

Their cousin Philip Roosevelt, sat on the seat of the cab and kept a look-out ahead during all the journey through the dark.

A yacht on the bay has now lost its charms for the young sons of the President, and setting spring traps for Sagamore Hill squirrels is tame sport.

It was not long after the President's return to Sagamore Hill that the boys hit upon the idea of taking up the work of engineering on a locomotive.

After the resolve was once formed it is to be understood that there was no peace at Sagamore Hill until permission was given to take the ride. The President addressed a request to Station Agent A. L. Marsh that if possible permission be given his two sons and nephew to ride on train No. 118, which leaves Oyster Bay at 5.05 and returns from Mineola at 7.39 o'clock.

The station agent granted the request. Clad in their oldest clothes, the three youngsters were driven down to Oyster Bay promptly on time Saturday night. They inspected the engine when it drew up on the siding in front of the station. Then they were pulled up into the cab by the smiling engineer.

"I'll take the throttle," said Archie, with authority. "Quentin, you look after the feed valve and Phil will watch the water glass."

So the new command of the engine was disposed of and the run to Mineola and back was made.

It is not recorded that the engineer and fireman sat back and let the boys run the engine. It is even hinted that two hands were on the throttle and air valve, one of them being the engineer's.

When the train pulled into Oyster Bay from Mineola three very dirty and oily boys jumped down from the cab and started for the waiting carriage. Archie paused on the carriage step, then went back and shook the hand of the engineer.

Mineola's Incoming Train. Nevada, Pa., is becoming famous as a city of flowers and fruits, says the Kansas City Journal. Its soft, equable climate suits not only the vegetation of the temperate zone, but many tropical plants also flourish there. It is the only city in Missouri where bananas have been grown in the open air.

A Rapid Cure. "You say you had to give the patient chloroform twice?" "Yes," replied the dentist. "I had to give it to him the second time to extract the money."--Detroit Free Press.

LAST ROUND-UP WILD HORSES.

An Exciting Performance--Herds That Ran Wild in Washington--Escape of a Band of Arabians.

Seattle Dispatch to Chicago Inter-Ocean.

The end of the wild horse in the United States is in sight. Indeed, it is already practically at hand. The eastern part of Washington has for many years been the home of the wild range horse. Now, with the encroachment of the farmer, the day of range riding and horse raising on the open plains has passed.

The last big round-up of wild range horses was recently made in Douglas county, near Seattle, and some 3,000 animals were driven into the corrals. Douglas county has heretofore offered an inviting range for the horses, and to-day there are still thousands of the beautiful creatures running at large there on the sandy stretches of bunch grass and in the deep green aloughs of the canyons.

The rapid increase of wire fences, however, has become a menace to the horses and made it comparatively easy to corral them. In former days the wild range horses, when captured, were sold for from \$25 to \$10 a head, delivery on the range.

The demand for these horses, which are extremely hardy and absolute sure footed, has increased rapidly in recent years, however, with the result that prices have gone soaring.

Many a range rider has found that he owned enough wild horses to make him independent for life at the prices to be realized in the horse markets of the central and eastern States. There is no more picturesque sight in the world than a large band of wild horses, with the attendant colts and fillies, coming down into a canyon to water, or grazing on the open prairie.

The conduct of a big round-up by the range rider is most interesting to the outsider. When a round-up is decided on, the horsemen usually organize into a legal body and elect a foreman for the great drive.

This foreman is always an old rider and horse owner who enjoys the full confidence of the range riders. The first part of May is the time usually chosen for the round-up. From 150 to 200 riders are generally required to make a successful drive.

The round-up entails days of rough mountain riding and nights spent in the open before the wild horses are driven into the big corrals, from which there is no means of escape. Many horses break through the lines of drivers and escape. More men on fresh horses are sent back to attempt to round-up these horses, while the main body of riders keeps on with the drive.

At the entrance to the corrals, which are often over a mile wide, riders on fleet horses are stationed to see that the wild creatures are turned in the right direction.

It is at the entrance to one of the big corrals that the spectator usually takes his stand toward the wind-up of the drive. First he sees in the distance a cloud of dust. Then there comes to his ears the noise of the pounding of hoofs and the neighing of mares and foals. Soon, sweeping down a nearby mountain and through a narrow ravine surrounded by clouds of dust, come the wild band, followed and herded by the skillful range riders.

Straight for the water just inside the corral make the tired and thirsty creatures, forgetful of all else in the desire to plunge their noses deep in the cool water. Loud and grateful the wild horses drink, while the colts and fillies neigh and caper around. After drinking it is easy to place the tired band in the inner corral.

With 200 men driving, 400 horses is a fair result of one day's work. This meaning that upward of 1,500 horses were started at daybreak, but as the day advances and riders and horses grew weary, it becomes harder and harder to hold the wild creatures and impossible to overtake and turn them back when once they have broken through the lines.

Many orphans colts and fillies, not yet weaned, are always taken in a big round-up, the mothers breaking through and escaping. These are usually shot, except such as are taken by near by farmers, who raise them on milk till they are able to forage for themselves.

customers by the range riders furnishes rare sport. As a result of several days of rounding up the wild horses the riders get pretty well used up, as well as their mounts, and the end of the drive is usually welcomed by men and horses alike.

Then the captured horses are taken to the famous corrals at West Lake, near the south end of Moses Lake, which are the best corrals in the State, and here the work of cutting out, branding, selecting, holding and delivering strays is done. Then the horses which are intended for market are taken to Euphrata, the shipping point.

One bunch of wild horses, numbering from 100 to 150, all of them white or gray or spotted black and white, and bred from Arabian stallions, has not yet been captured. It is known locally as the "wild goose band," from the gray color and the straightway runs they make. When the leaders decide to pull out riders have to get out of the way or be run down, and no horses under saddle are able to keep pace with them.

It is said that fully half of the band have never been branded or felt the swish of the rope about them. It is a beautiful sight to see the long line of gray swiftly rounding a slightly butte, or taking a slide down passes that seem bound to hurl them into the depths below, but the wild things are sure footed and climb like goats. No further effort will be made to get them this year, but with next season the further encroachment of the farmers on the range they will doubtless be ridden down with relays of men and horses until they are tired out.

The old horsemen feel the change, too, and are speculating as to what they will do now that their wild, picturesque, and withal happy life as horse raisers is at an end. Many of them have ranches and will fence them and continue to raise horses in a small way and grow wheat and hay. Others will leave the country and cast their lot with new people and new surroundings. Some expect to take the remnant of their herds to the bad lands of Dakota, where for a few years they are sure to be unharmed by the advance of civilization.

About the Mails in San Francisco.

San Francisco Chronicle.

One of the greatest problems that now face the postoffice authorities is the distribution of the mails to the right place. In the words of one of the clerks, the department not only does not know "where it is at," but does not know "where anybody else is at." Before the fire every clerk in the office had the routes on which the large firms were situated well in mind, and as soon as a letter came for one of the well-known houses it went into the proper pigeonhole with unerring accuracy.

Now all that is changed. Those firms that were formerly neighbors are far apart, and the whole system has to be learned anew, which is slow work. This retards sorting of the mail, and in turn makes the delivery slow.

Immediately after the fire the amount of matter fell off to such an extent that a number of the carriers were sent over to Oakland, but these have been recalled and are now trying to solve the problem of location. "The main difficulty is to keep the number of deliveries up to the standard," said an official in the postmaster's office. "Every little wickup in the burned district has hung out a sign and expects to get five deliveries a day. The locations are entirely changed, and the problem is almost beyond human power to solve. At the same time a large number of firms have gone into the Fillmore district, and that changes the locations in that part of the city."

"We do the best we can. We have all the new addresses we can get at hand, but the locations we formerly had in memory are useless to us now, and almost every letter requires to be looked up and assigned to proper route. All these firms are calling for the same service and number of deliveries they had before the fire. And, to make things merrier, the mails are continuing to pour in with increasing volume."

The Height of Fame. Superstition fuses in where a man has not only forced his name into everybody's mouth, but has kept it there until the first class newspapers are spelling it the same way every time they mention it.--Fack.

Don't refuse to tell or show the appropriate what to do, for you once had to learn all that you know.

DREYFUS VINDICATED AND RESTORED.

Now an Officer in the French Army--Will Say Nothing Against His Accusers.

Charlotte Observer.

Paris, July 12.--The Supreme Court to-day announced its decision annulling the condemnation of Dreyfus, without a retrial. The effect of the decision is a complete vindication of Dreyfus, entitling him to restoration to the army as though he had never been accused, with the rank of brigadier general.

In the course of an interview to-day after the announcement of the Supreme Court's decision in his favor, Dreyfus said: STATEMENT BY CAPT. DREYFUS. "This has been a long and terrible ordeal. I began to feel that it would never end. It is clear that the decision restores me to my old place in the army, but I am not aware of the intentions of the government concerning my advancement in rank.

"I have nothing to say against my accusers. Being again an officer, I am obliged to obey the army regulations of silence, and I am inexpressibly thankful to all who assisted in the maintenance of truth."

The decision of the court was read by the presiding judge, M. Ballot Beupre, president of the Court of Cassation, immediately on the reassembling of the court to-day. The Palace of Justice was thronged by an eager crowd seeking admission to the court room. Among those present Mathieu Dreyfus, brother of Alfred Dreyfus, Maitre Mornard, counsel for Captain Dreyfus, and many others who have figured in various stages of the celebrated case. Captain Dreyfus was not present.

COURT FINDS THREE NEW FACTS. The court finds that three new facts have been established:

First, that the document from General Mercier's secret papers presented at the Rennes court-martial, in which the initial "D" was substituted for "F," was a falsification establishing the strong presumption of Dreyfus' innocence.

Second, that another document from the secret papers in which Dreyfus was alleged to have been shown to have delivered to Germans the plans for the railway mobilization, never reached the War Department authorities, and therefore Dreyfus could not have secured possession of it.

Third, that the Rennes court-martial failed to hear essential testimony calculated to establish the fact that Dreyfus was innocent.

After a lengthy review of the document in the case known as the bordereau, the decision says it was written by Major Count Esterhazy and that the accusations connecting Dreyfus with the bordereau rest only on hypothesis and conjecture.

"The court therefore holds that," continues the decision, "as all the accusations against the accused fall to the ground, there is no necessity for a new trial and consequently the judgment in condemnation is annulled as unwarranted by the evidence."

Deep silence prevailed as the presiding judge read the lengthy decision, minutely reviewing the series of sensational events of the last twelve years and completely exculpating Dreyfus of all wrongdoing, freeing him of the accusation of being the author of the famous incriminating document, on which the entire charge was founded, and ordering the annulment of the judgment of the Rennes court-martial, with the publication of his innocence in 50 newspapers to be chosen by Captain Dreyfus.

As the final determination was announced there was a buzz of excited comment and some exclamations of approval, which the court officers sternly repressed.

Mathieu Dreyfus hastily dispatched a messenger to hear the good news to Captain Dreyfus and Mrs. Dreyfus.

In the Chamber of Deputies the discussion of the Dreyfus case was postponed owing to the assurance of Premier Barthe that Dreyfus will immediately be restored to the army with the rank of brigadier general.

FIGUARO TO FACE LIKEWISE. To-night the Minister held a protracted special session at the Elysee Palace under President Fallieres and determined on the government's course in carrying out the decision. The text of

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