

CREAM OF THE PRESS.

Strange that some men never find the moral side of a political question till the evil strikes them.—Shelby Aurora.

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Peculation is when a white gentleman purloins the cash, and larceny is when a rusty dorky steals a chicken.—Wilmington Star.

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Most of us are still savage enough to wish that the Far East situation would develop a little more war and less diplomacy.—Washington Post.

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Chicago wants to operate its own street cars, but just at present it seems the city is not even able to run its delivery wagons.—Gadsden Journal.

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The newspapers have a right to tell the farmers how to run their business, as nobody minds telling them how to run a newspaper.—Durham Herald.

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By what right do the men who merely own the teams and wagons and pay the teamsters their salaries presume to meddle in this strike?—Chicago Tribune.

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Mr. Carnegie has presented King Edward with a diplomocous. He neglected the usual provision that the King should supply a diplomocous of equal value.—Washington Post.

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The University of Chicago has "cut out" the lamp of learning heretofore appearing on its seal. This would seem to be a direct slap at the Standard Oil Company.—Topeka Herald.

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Talking about frenzied finance—how is it that New York legislators, with \$1,500 per annum, increase their bank accounts to \$25,000 in a single session?—Cincinnati Commercial Tribune.

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If New York goes ahead and prohibits women from betting on races how are the chorus girls to accumulate those large winnings that are so frequently credited to them?—Pine Bluff (Ark.) Commercial.

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And when the "fool who rocks the boat," and the man who didn't know it was loaded," and the boy with the explosive toy cannon arrive we shall know that glorious summer is really here.—New York Herald.

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During the latter part of his hunting trip President Roosevelt had difficulty in finding a single bear track. Evidently the bears, together with the bob cats, had ideas of their own on the subject of race suicide.—Puck.

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The President is quoted with having expressed satisfaction with the speeches of both Secretary Morton and Secretary Taft on the railway question. He evidently believes in a double-track system.—Washington Post.

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The issue raised in the case of the Laurens, S. C., cotton mill as to whether it should be run by the commission merchants or the stockholders, was decided Friday in favor of the stockholders.—Charlotte Observer.

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The bankers had a good time in Winston-Salem this week. They told us many things about finances, and gave encouraging news on the money question, but we will not get money any cheaper. We'll bank on that.—Durham Sun.

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Secretary Shaw declared to the railway men that the United States offers its products to all the world on equal terms. This disregards sundry intimations that Europe can buy some of our goods cheaper than we can.—Washington Star.

An Old Story Retold.

All Greece was in danger. A mighty army, led by the great king of Persia, had come from the east. It was marching along the seashore, and in a few days would be in Greece. That great king, Xerxes, sent messengers into every city and state, bidding them give water and earth in token that the land and the sea were his. But they said, "No; we will be free."

And so there was a great stir throughout all the land. The men armed themselves, and made haste to go out and drive back their foe; and the women stayed at home, weeping, waiting, and trembling with fear.

There was only one way by which the Persian army could get into Greece on that side, and that was by a narrow pass between the mountains and the sea. This pass was guarded by Leonidas, the king of the Spartans with three hundred Spartan soldiers.

Soon the Persian soldiers were seen coming. There were so many of them that no man could count them. How could a handful of men hope to stand against so great a host?

And yet Leonidas and his Spartans held their ground. They had made up their minds to die at their post. Some one brought them word that there were so many Persians that their arrows darkened the sun.

"So much the better," said the Spartans; "we shall fight in the shade."

Bravely they stood in the narrow pass. Bravely they faced their foes. To Spartans there was no such thing as fear. The Persians came forward, only to meet death at the points of their spears.

But one by one the Spartans fell. At last their spears were broken; yet still they stood side by side, fighting to the last. Some fought with swords, some with daggers, and some only with their fists and teeth.

All day long the army of the Persians was kept at bay. But when the sun went down, there was not one Spartan left alive. Where they had stood there was only a heap of the slain, all bristled over with spears and arrows.

Twenty thousand Persian soldiers had fallen before that handful of men. Greece was saved, for the Persians soon retired.

Thousands of years have passed since then; but men still like to tell the story of Leonidas and the brave three hundred who died for their country's sake.—Leaves of Light.

An archaeologist has unearthed an American statue which he estimates is 6,400 years old, or 1,000 years older than civilization and art were scientifically supposed to be. It is now up to someone to unearth a miniature of Eve.—Puck.

A CREEPING DEATH.

Blood poison creeps up towards the heart, causing death. J. E. Stearns, Belle Plaine, Minn., writes that a friend dreadfully injured his hand, which swelled up like blood poisoning. Bucklen's Arnica Salve drew out the poison, healed the wound, and saved his life. Best in the world for burns and sores. Twenty-five cents at all druggists.

SEABOARD

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Schedule in Effect April 16, 1905.

Trains leave Raleigh:

NORTHBOUND.

No. 34, at 1.30 a. m., daily for Norfolk, Richmond, Washington, New York and points North and Northwest. Pullman drawing room sleeping cars to Portsmouth, Washington and Jersey City.

No. 38, at 11 a. m., daily for Portsmouth, Norfolk, where connections are made with steamers for Washington, Baltimore, New York, Boston, Providence and N. Y. P. & N. for New York. Pullman to Portsmouth.

No. 66, at 11.50 a. m., daily for Richmond, Washington and New York. Connects at Richmond with C. & O. for points West. Has day coaches to Washington. Pullman sleeping car to Jersey City. Dining car.

SOUTHBOUND.

No. 31, at 3.40 a. m., daily for all points South and Southwest, connects at Hamlet for Wilmington, at Monroe for Charlotte. Pullman drawing room sleeping cars to Charlotte, Augusta and Jacksonville. Dining car Hamlet to Jacksonville, also for Atlanta.

No. 41 4 p. m. daily for all local points, connects at Hamlet for Wilmington and Charlotte. Pullman sleeping car for Atlanta, where connections are made for all points southwest.

No. 43 at 7 p. m. daily for Jacksonville, Tampa and all Florida points. Connects at Hamlet for Atlanta. Pullman sleeping cars to Jacksonville and dining car to Hamlet.

No. 30, at 5.00 p. m., daily, except Sunday, Shoofly. Local train between Raleigh and Weldon, with connections for Louisburg, Oxford and Warrenton.

No. 29, Shoofly, daily, except Sunday, between Weldon and Raleigh, with connections from Warrenton, Oxford and Louisburg, arrive at Raleigh 10.15 a. m.

For further information relative to rates and time-tables address

C. H. GATTIS, T. P. A.,
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SPECIAL LOW RATES TO THE PACIFIC COAST.

Seaboard announces the sale of one way second class colonist tickets from all points in North Carolina to the Pacific Coast, commencing March 5th and continuing on sale until May 31st.

Rate from Raleigh to San Francisco is \$48.25; Wilmington to San Francisco is \$48.25; corresponding low rates from other stations will apply to all principal points on the Pacific coast.

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RALEIGH, N. C.

Southern Railway.

IN EFFECT APRIL 19, 1905.

This condensed schedule is published as information and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH, N. C.

No. 111.

1.40 a. m.—Daily from Goldsboro and local points. Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9.00 p. m., connecting at Greensboro with train No. 33, "Florida Express," for Charlotte, Columbia, Savannah and Jacksonville. Close connection is made with No. 37, "Washington and Southwestern Limited," said Pullman train drawing room sleepers, New York to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro.

No. 112.

5.15 a. m.—Daily for Goldsboro and local stations, connecting at Goldsboro with Atlantic Coast Line, also with Atlantic and North Carolina Railway.

No. 107.

8.45 a. m.—Daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 36, U. S. "Fast Mail" for Washington. Pullman drawing room sleepers to New York and Richmond; close connection for Winston-Salem, Mocksville and local stations, with train No. 7 for High Point, Salisbury, Charlotte and local stations.

No. 108.

10.30 a. m.—Daily for Goldsboro and all local points, connects at Selma for Wilson, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Bern, N. C., and Norfolk, Va., for Chesapeake Line for Baltimore and all other outgoing steamers.

No. 135.

3.30 p. m.—Daily for Greensboro and intermediate stations, connects at Durham for Oxford, Clarksville, Keyville daily except Sunday. At University Station for Chapel Hill, daily with train 39 for Columbia and Jacksonville. Pullman sleeper and first class coaches Washington to Jacksonville, Fla. No. 35, "U. S. Fast Mail," for Atlanta and all points South and Southwest. Pullman drawing room sleepers to Birmingham and New Orleans; day coaches Washington to New Orleans, also with northbound trains Nos. 34 and 38 for Washington and all points North. Pullman drawing room sleepers and observation car to New York; connection is also made at Greensboro for Winston-Salem and at Salisbury for Memphis.

No. 136.

4.36 p. m.—Daily for Goldsboro and local stations.

H. B. SPENCER, Gen. Manager.
S. H. HARDWICK,
Pass. Traffic Manager.

W. H. TAYLOR,
Gen. Pass. Agt., Washington, D. C.
R. L. VERNON,
Trav. Pass. Agt., Charlotte N. C.
T. E. GREEN, City Ticket Agt.,
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