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THE COMMONWEALTH.

E. E. HILLIARD, Editor and Proprietor. "EXCELSIOR" IS OUR MOTTO. SUBSCRIPTION PRICE \$1.00.
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THE EDITOR'S LEISURE HOURS

Points and Paragraphs of Things Present, Past and Future.

Harper & Brothers, the well known publishers of New York, have failed. The liabilities of the firm were five and a half million dollars. The business was established eighty years ago and was in the family for three generations.

S. S. McClure, a rival publisher, gives the following as the cause in part for the failure: "They have kept on their staff men past their usefulness. They have been too good-hearted and proud to discharge men practically penniless."

Commenting on Mr. McClure's observation, the Baltimore Sun, with good significance, said:

"If it is true that misfortune has overtaken the Harpers because they were unwilling to turn away men who had grown old in their service, it will add to the general sympathy for them and to the honor and esteem in which they are held. But, while it may be true that some money might have been saved by discharging men who had spent their lives in the service of the firm and had reached a time of life when it was impossible for them to get employment elsewhere, it is not likely that the small sum spent upon these faithful men caused the collapse. It is more than likely that the business of the house was undermined by cheap competition."

Justice Walter Clark's dissent from Justice Furches' opinion in the Beddingfield-Abbott case has been the subject of wide and general comment. The decision of the Supreme court as rendered by Justice Furches ousted Mr. Beddingfield from the office of Corporation Commissioner and gave the place to Mr. Abbott, on the ground that the act of the Legislature in abolishing the office of Railroad Commissioner and establishing the Corporation Commission did not by right deprive Railroad Commissioner Abbott of the office, as both were practically the same.

Justice Clark's dissent has been pronounced a very able one throughout the State; and he has thus gained a new hold on the people's confidence as an able and learned jurist.

And THE COMMONWEALTH again rises to say its little piece about the Railroad Commission, to wit:

That we believe the said Railroad Commission to be one of the greatest farces that North Carolina legislation has ever played. There has been more useless and unnecessary litigation over it than over any other question of as similar importance which we remember to have observed. All things considered, if there has ever come one scintilla of advantage to the State through the Railroad Commission we plead guilty to such obtuseness of perception as not to have discovered it. It has been the subject of contention from the very first, and one of the chief features of importance has been all the while, Who shall hold the office? We candidly believe that if there had been no Railroad Commission or Corporation Commission in North Carolina the State would be the better for it. After all, the expense it has been to the State has been only another means of wringing taxes out of the hard earnings of the people. And many a poor man who never rides on a railroad train or hears even a locomotive whistle has to bear his share of the burden.

THE COMMONWEALTH would like to see the next General Assembly, or the session of the present Assembly when it meets next June, abolish the whole thing and put railroads under law like individuals.

FOR OVER FIFTY YEARS

Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhoea. It will relieve the poor little sufferer immediately. Sold by Druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind.

PRESENT DAY THOUGHTS

Still Waters Run Deep.

A GREAT MAN'S SILENCE.

BY "GROSVENOR."

Written for The Commonwealth.

Washington's Self-Forgetfulness.—In his youth Washington was a royalist of the royalists, ever delighting to talk of his duty to his king. At forty he was actively arrayed against the king though every selfish interest would have prompted him to remain quiet. In brief, the change of attitude amounted to this—that he would rather fight for justice than live in peace with dishonor. Washington was slow in making up his mind regarding the contest that was to be, but when once sure of his mind he was willing to risk every acre he controlled and every dollar that he had. Still waters run deep, and Washington, though not a man of violent oratory, like Patrick Henry, nor of polished rhetoric and scholarly attainment like Jefferson, risked all when chosen by Congress as commander-in-chief, and he would not at any later date admit that the dispute was wrong, or that the method was wrong, or that the outcome was uncertain. Men of boundless enthusiasm at the beginning of the quarrel came and went; the complexion of Congress changed with almost every changing piece of news. Men who with great flourishes of ink signed their names to the Declaration of Independence, were within a few months bickering among themselves and hindering the work of the very man whom they had chosen to lead the American forces. But despite Congressional disputes, underhand cabals, distresses within the camp or discouragements outside in the country, quiet Washington still held to his purpose. It seems as though it were a blending of the unreasoning tenacity of the English bulldog with the unmoved certainty of a prophet of good who with an eye keener than the eyes of those around him could see through the darkness and the discouragements to a brighter and more perfect day. It is during these eight years that the mature-minded Washington takes on his most inspiring form. As a young man he was full of the peculiarities of young men; as president and statesman his way was full of the difficulties that come to greatness. But during these eight years when, hoping against hope, he led the forlorn, himself forlorn, and working against all sorts of untoward workings, he toiled to build up an army only to see that army melt away again and then with courage began once more to toil to the very selfsame end, he shows us who know what it is to bear burdens just how much more courage and self-forgetfulness he had than the average man has. He seems to have become almost impersonal in his feelings, for we cannot deny that the plottings against him were such that the normal impulse would have been to wash his hands of the whole affair and retire to the comfort and peace and joy of a country existence. Yet never did he for more than a single moment yield to the impulse to turn his back on the cause he had espoused.

Who's the man behind the plow? We're buildin' mighty cities an' we're gainin' lofty heights, We're winnin' lots of glory an' we're settin' things to rights, We're showin' all creation how the world's affair should run, Future men'll gaze in wonder at the things that we have done, An' they'll overlook the feller, just the same as we do now, Who's the whole concern's foundation—that's the man behind the plow.—S. E. Kiser in Chicago News.

Wanted a Job.

A solemn looking Irishman entered a business house the other day and walking up to one of the men employed on the lower floor, asked: "Is there anny chanst fer a mon't get a job of wur-kr here?" "I don't know," answered the man addressed. "You'll have to see Mr. H."

"An' p'fwere is he?" asked the Irishman. "Up on the second floor," was the answer. "Shall Oi walk up an talk t' him?" queried the seeker for employment. "No need of that," replied the man. "Just whistle in that tube, and he'll speak to you," pointing at the same time to a speaking tube.

The old Irishman walked over to the tube and blew a mighty blast in it. Mr. H. heard the whistle, came to the tube and inquired: "What's wanted down there?" "Tis Oi, Paddy Flynn!" answered the Irishman. "Ar' you the boss?" "I am," replied Mr. H.

"Well, thin," yelled Flynn, "sticker yer head out ar' th' second story windy whiole Oi sthep out on th' sidewalk! Oi want to talk t' ye!"—Cincinnati Enquirer.

DR. BULL'S COUGH SYRUP

is still in the lead. The people seem to like this old reliable cough medicine, and we don't blame them; it is the best remedy for a deep-seated cough or cold and will effect a cure in one day.

Told in a Line or Two.

The German army has the healthiest troops in the world. In some Swiss villages eggs are circulation in lieu of money. Golf has been introduced in Constantinople by the English residents there.

Professional etiquette prevents French judges and judicial officers from riding in omnibuses. There are 635 professional guides in the Tyrolean Mountains. About one German woman in every 27 works in a factory.

The Austrian army, active and reserve, includes over 2,000 Jewish officers. The nutritious value of dried beef is said to exceed largely that of fresh. Chinese scholars claim that iron swords were in use in their country 4,000 years ago.

ROBBED THE GRAVE.

A startling incident, of which Mr. John Oliver of Philadelphia, was the subject, is narrated by him as follows: "I was in a most dreadful condition. My skin was almost yellow, eyes sunken, tongue coated, pain continually in back and sides, no appetite—gradually growing weaker day by day. Three physicians had given me up. Fortunately, a friend advised trying Electric Bitters; and to my great joy and surprise, the first bottle made a decided improvement. I continued their use for three weeks, and am now a well man. I know they saved my life, and robbed the grave of another victim. No one should fail to try them. Only 50 cts., guaranteed."—E. T. Whitehead & Co's Drug Store.

THE MAN BEHIND THE PLOW.

There's been a lot to say about the man behind the gun, And folks has praised him high for the noble work he done, He won a lot of honor for the land where men are free, It was him who sent the Spaniards kitin' back across the sea. But he's had his day of glory, had his little spree, and now There's another to be mentioned—he's the man behind the plow.

A battleship's a wonder, and an army's mighty grand, And warn't a profession only heroes understand. There's somethin' sort o' thrillin' in a flag that's wavin' high, And it makes you want to holler when the boys go marchin' by. But when the shoutin' over an' the fightin' done, somehow We find we're still dependin' on the man behind the plow.

In all the pomp and splendor of an army on parade And all through the awful darkness that the smoke of battles made, In the hills where jewels glitter and where shoutin' men debate, In the place where rulers deal out honors to the great, There's not a single person who'd be doing business now Or have the medals if it wasn't for the man behind the plow.

We're buildin' mighty cities an' we're gainin' lofty heights, We're winnin' lots of glory an' we're settin' things to rights, We're showin' all creation how the world's affair should run, Future men'll gaze in wonder at the things that we have done, An' they'll overlook the feller, just the same as we do now, Who's the whole concern's foundation—that's the man behind the plow.—S. E. Kiser in Chicago News.

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COTTON MILLS.

How They Have Built a City.

GASTONIA'S WONDERFUL GROWTH.

New Orleans Picayune.

A reporter met in Yazoo City last week a man who lives in Gastonia, N. C. His name is B. V. Brumfield, and he is a member of the Gastonia Cotton Manufacturing Company of that city. He is not directly interested in the cotton manufacturing business, but talks enthusiastically about it because he knows that cotton mills have been the prime factor in building up Gastonia from a village of 200 inhabitants to a city of more than 5,000 population in a very few years.

Mr. Brumfield said: "In 1830, when I moved to Gastonia, it was a village of 211 population. About that time a movement was started to organize a cotton factory there. It was to be a \$100,000 mill, such you propose to establish in Yazoo City, and was organized on the same co-operative plan. It was a hard struggle to raise the \$100,000 for the first mill, because our people were not then familiar with the almost fabulous profits which have since been made out of the business. However, the mill was finally organized and put into operation. The first year it paid off a debt of \$20,000 and had \$10,000 besides to carry to the surplus fund. Since that time other mills have rapidly followed in the wake of the first one, until now we have 27 mills in operation in our county. The growth of the town has been steadily upward keeping step with the progress of the cotton manufacturing interests, as you may readily see from these figures. In 1830 the population of Gastonia was 211; in 1855 it was a little more than 500; in 1880 it had grown to be a town of 1,100; in 1895 it was about 2,300; while now it can boast of a population of more than 5,000. Thus you will see that our population has more than doubled every five years since the establishment of our first cotton mill.

"Are these mills paying investments for your stockholders?" the reporter asked Mr. Brumfield. "Yes, they are all making big money. Of course they don't always take the public into their confidence in these matters, because were their enormous profits generally known, it might create dissatisfaction among their employees. I have personal knowledge, however, of how some of these mills are paying, and will cite you a case which I would hardly expect you to believe, without corroborative evidence. This, however, you may obtain by writing for a copy of The Manufacturers' Record of April 7 or 14 last. A young friend of mine, Mr. John Love, was thirteen years ago a book-keeper in a hardware store in Gastonia, at the munificent salary of \$50 per month. His uncle owned a cotton mill, and in order to get his nephew interested in the business, offered to sell him some stock in it and take his notes for the payment of same. With some misgivings as to undertaking such a responsibility, young Love bought the stock—\$19,000 worth—giving his notes, covering a long period of time, for the payment. That was thirteen years ago. Since that time the stock has paid for itself out of the profits of the business, and Mr. Love has drawn in addition thereto \$9,750 in cash dividends. This magnificent showing of the profits of cotton manufacturing opened the young man's eyes to the vast possibilities of the business and he now owns a mill of his own, is interested in other enterprises in our town, and though only about 33 or 34 years of age, is worth probably \$200,000. And this is not an isolated case. I could mention several almost as notable. It is no trouble to get takers of stock in a cotton mill in Gastonia now. Recently several mill men happened to be talking together in our town when one of them suggested that they build another mill. The stock of a \$150,000 mill was subscribed right there in five minutes. When it became known about town, there was a general clamor among clerks, farmers and other small investors to get in, and the capital stock was increased to accommodate them.

"A mill has just been organized at Gastonia with a capital stock of \$100,000. As an evidence of the prosperity which is bound to follow the wake of cotton factories, I may state that there are now in course of construction in Gastonia two cotton mills, 200 dwellings and eleven brick storehouses.

"One of our mills, the Avon, which manufactures the finer grades of goods, gets its cotton from Mississippi, some of which comes from Yazoo county.

GASTONIA. The Best You Have Always Bought. Bears the Signature of Dr. H. P. H. H. H.

The freight from your section to Gastonia is probably \$3 per bale, yet this mill is credited with making a profit of 33 per cent. or more. You can readily see how much more profitable a mill would be in Yazoo City, where all grades of cotton would be supplied without having to pay this freight."

Oil in Road-Making.

Asheville Citizen.

Buncombe county will soon have a practical illustration of the value of oil in the making of good roads. William K. Richart returned yesterday from a trip to Philadelphia and New York, in which latter city he secured license from the Dastless Roadbed company for the application of the process in roadmaking in North Carolina. The oil is applied to the roads from a tank wagon with a sprinker attachment. Mr. Richart will be fully equipped with this apparatus before spring, but he expects to soon demonstrate the value of the oil process by applying it by hand to some of the private roads in this vicinity.

The oil process has passed beyond the experimental stage. It has been found that a macadamized road after being oiled does not lose its top dressing and that practically none of the fine stone is carried away by the winds. It remains in permanent repair longer than the road not so treated. The ordinary dirt roads are vastly improved by the process, mud being almost unknown.

Mr. Richart drove over a mile of oiled road out of Bryn Mawr, and over another boulevard, an oiled "made dirt" road in Chester county, Pennsylvania, and both were in fine condition. In California there are more than 100 miles of road built in this manner. There the oil has been applied to roads having four or five inches of dust with fine results.

In road work the oil is applied only once a year. It is claimed that the expense is no more than the cost of sprinkling and ordinary repair on a dirt road, while the greatest saving is claimed on macadamized roads. The public will await with interest the road work under the new process and if the results are as expected there will doubtless be a marked improvement in the roads hereabouts ere many months.

Can't Catch the Old Man.

Selected. Mr. Kuhn was thrifty in money matters, and cared little for his own personal appearance. He had worn the same old shabby overcoat until his sons were ashamed of him, and tried to induce him to buy a new one. "Oh, no," the old gentleman would always say; "I would rather have the ten dollars that it would cost."

One day the sons determined that he should wear a new coat, and, believing that if he could get one at a good bargain he would buy it, arranged with a tailor to sell him a ten-dollar coat for seven dollars and a half, they to pay the difference. Then they went home and told their father what a handsome coat they had seen, and what a bargain it would be to buy it. So the father went and looked at it, and, after beating the tailor down to six dollars, took it and started for home.

But when he reached the door he had no coat with him. "Didn't you buy the coat, father?" "Yes; got it for six dollars," replied the old man. "Where is it?" "Oh! I was showing it to a friend on the street-car, and when he offered me eight dollars for it, I let him have it."

It Worked.

"Mama," said Bobbie the other day when he came home from school, "has iron anything to do with iron?" "Nothing whatever, Bobbie; irony means that we mean the opposite of what we say."

"I don't love you a cent's worth, mama. Is that irony?" "I suppose so," replied the mother, with a smile that she didn't attempt to repress.

"Then," said Bobbie with an air of triumph, "wasn't it irony when you said the other day that you wouldn't give me a quarter to buy a ticket for the circus to-day?" Whether it was or not, he went to the circus that afternoon.—Harper's Bazar.

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Business.
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NORFOLK, VIRGINIA.
THIS MODERN SCHOOL of Short-hand and Business Training ranks among the foremost educational institutions of its kind in America. It prepares young men and young women for business careers at a small cost, and places them in positions free. For further information send for our Illustrated Catalogue and new publication, entitled "Business Education."
J. M. KESSLER, President.

WILMINGTON & WELDON R. R. AND BRANCHES.
AND ATLANTIC COAST LINE RAILROAD COMPANY OF SOUTH CAROLINA.
CONDENSED SCHEDULE.

TRAINS GOING SOUTH.											
DATED	Nov. 19, 1899.	Nov. 20, 1899.	Nov. 21, 1899.	Nov. 22, 1899.	Nov. 23, 1899.	Nov. 24, 1899.	Nov. 25, 1899.	Nov. 26, 1899.	Nov. 27, 1899.	Nov. 28, 1899.	Nov. 29, 1899.
Leave Weldon	11:55	8:45	5:35	2:25	11:15	8:05	4:55	1:45	10:35	7:25	4:15
Ar. Rocky Mt.	12:55	9:45	6:35	3:25	12:15	9:05	5:55	2:45	11:35	8:25	5:15
Leave Tarboro	12:21	9:11	6:01	2:51	11:41	8:31	5:21	2:11	11:01	7:51	4:41
Ar. Rocky Mt.	1:21	8:11	5:01	1:51	10:41	7:31	4:21	1:11	10:01	6:51	3:41
Leave Wilson	1:51	8:41	5:31	2:21	11:11	8:01	4:51	1:41	10:31	7:21	4:11
Ar. Selma	2:51	9:41	6:31	3:21	12:11	9:01	5:51	2:41	11:31	8:21	5:11
Ar. Fayetteville	3:30	10:20	7:10	4:00	12:50	9:40	6:30	3:20	12:10	9:00	5:50
Ar. Florence	3:55	10:45	7:35	4:25	1:15	8:05	4:55	1:45	10:35	7:25	4:15
Ar. Goldsboro	4:25	11:15	8:05	4:55	1:45	8:35	5:25	2:15	11:05	7:55	4:45
Ar. Weldon	4:55	11:45	8:35	5:25	2:15	9:05	5:55	2:45	11:35	8:25	5:15
Ar. Wilmington	5:25	12:15	9:05	5:55	2:45	9:35	6:25	3:15	12:05	8:55	5:45

TRAINS GOING NORTH.											
DATED	Nov. 19, 1899.	Nov. 20, 1899.	Nov. 21, 1899.	Nov. 22, 1899.	Nov. 23, 1899.	Nov. 24, 1899.	Nov. 25, 1899.	Nov. 26, 1899.	Nov. 27, 1899.	Nov. 28, 1899.	Nov. 29, 1899.
Ar. Weldon	11:55	8:45	5:35	2:25	11:15	8:05	4:55	1:45	10:35	7:25	4:15
Ar. Rocky Mt.	12:55	9:45	6:35	3:25	12:15	9:05	5:55	2:45	11:35	8:25	5:15
Ar. Tarboro	12:21	9:11	6:01	2:51	11:41	8:31	5:21	2:11	11:01	7:51	4:41
Ar. Rocky Mt.	1:21	8:11	5:01	1:51	10:41	7:31	4:21	1:11	10:01	6:51	3:41
Ar. Wilson	1:51	8:41	5:31	2:21	11:11	8:01	4:51	1:41	10:31	7:21	4:11
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Ar. Fayetteville	3:30	10:20	7:10	4:00	12:50	9:40	6:30	3:20	12:10	9:00	5:50
Ar. Florence	3:55	10:45	7:35	4:25	1:15	8:05	4:55	1:45	10:35	7:25	4:15
Ar. Goldsboro	4:25	11:15	8:05	4:55	1:45	8:35	5:25	2:15	11:05	7:55	4:45
Ar. Weldon	4:55	11:45	8:35	5:25	2:15	9:05	5:55	2:45	11:35	8:25	5:15
Ar. Wilmington	5:25	12:15	9:05	5:55	2:45	9:35	6:25	3:15	12:05	8:55	5:45

Wilmington and Weldon Railroad, York Division Main Line—Train leaves Wilmington, 9:00 a. m., arrives Fayetteville 12:12 p. m., leaves Fayetteville 12:25 p. m., arrives Sanford 1:43 p. m., returns leaves Sanford 3:41 p. m., arrives Fayetteville 5:46 p. m., arrives Wilmington 6:40 p. m.

Wilmington and Weldon Railroad, Bennettsville Branch—Train leaves Bennettsville 8:15 a. m., Maxton 9:20 a. m., Red Springs 9:53 a. m., Hope Mills 10:42 a. m., arrives Fayetteville 10:55 a. m., returns leaves Fayetteville 4:40 p. m., Hope Mills 4:55 p. m., Red Springs 5:35 p. m., Maxton 6:15 p. m., arrives Bennettsville 7:15 p. m.

Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gulf with the Durham and Charlotte Railroad.

Train on the Scotland Neck Branch Road leaves Weldon 3:35 p. m., Halifax 4:15 p. m., arrives Scotland Neck at 4:58 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m., returns leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m., daily except Sunday