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ing rates are furnished on application. Advertisers may feel ure that through the columns of this paper they may reach all of hicles. The farmers generally recog-

his paper gives correspondents as wide range as it thinks public icy permits, but it is in no sense responsible for their views. The ans of this paper are always open for contributions of general st. The communication must be accompanied by the writer's

Offices in Brown Building, Cor. Main and Water streets.

EDITORIAL COMMENT~

TUESDAY, JANUARY 21, 1902.

Highland Mary. Ke banks and brace and streams aroun The castle of Montgomery,
Green be your woods and fair your flowers,
Your waters never drumlie!
There simmer first unfaulds her robes,
And there they longest tarry,
For there I took the last fareweel
O' my sweet Highland Mary.

How sweetly bloomed the gay green birk,
How rich the hawthorn's blossom,
as underneath their tragrant shade
I clasped her to my bosom.
The golden hours on angel wings Flew o'er me and my dearie, For dear to me as light and life Was my sweet Highland Mary.

Wi' mony a vow and locked embrace
Our parting was fu' tender,
and, pledging aft to meet again.
We tore ourselves asunder;
But, oh, fell death's untimely frost
That nipt my flower sae early!
How green's the clod and cauld's the clay
That wraps my Highland Mary.

Oh, pale, pale now these rosy lips
I aft has kissed one foully
and closed for aye the sparkling glance That dwelt on me so kindly, And moldering now in silent dust. The heart that lo'ed me dearly, Shall live my Highland Mary.

The TAR HEEL has an aim. hewing to a line. Chips must fall. If any public enterprise needs, in the public mind, comation, it will receive space in these columns, as will also any creticisms which the public consider appropriate. We believe this is the right and only true stand for a newspaper, devoted to the welfare of the town, to take.

SHOULD RESPECT CRIPPLES.

t is a common and very noticie occurrence, when a crippled person or one deformed, appears on our streets to see people making fun of the unfortunate and laughing and joking directly at The unfortunate one feels these thrusts keenly. God knows that their infirmities are sufficiently humiliating to them without having to brace the laughter and scorn of these who, physically, have the advantage.

We should rather never lose ar opportunity of aiding one of these sufferers, whether by a kind word, or a pleasant smile.

an idea from their point of view, ness which is supposed to be bred and let them be encouraged to ask in the bone of the south, and take our place where we belong among the enlightened and the progressive. All that is needed that they may thing of importance is your signature on this position.

we would be pleased to receive and talk over the different methods of teaching employed by the teachers. Compare notes as to the text book best adapted to the work, the ways adapted for securing the greatest and best results of any and all methods. As well as the different methods of enforcing discipline, how to secure the regular attendence of stock. It is also the pleasurable drive pupils, whether studies should be is for those who live in the city. These pursued out of school hours, the highways should be built in such a value of examinations, and many other subjects, all bearing on the educational questions.

PROGRESS THE ORDER OF THE

The city and surrounding country needs a rural free delivery narrow tires would cut up the best dirt system and needs it bad. All that is necessary to secure it are the force in the country. It is simply nonsignatures of the people that the system will benefit.

The editor of this paper with other has gone to the expense of having maps made of the route and petitions drawn up. The system would for freighting purposes would bring be of priceless benefit to the agricultural people living within a few miles of the city, yet when the petitions is placed before the merchants of the city, some refuse to sign, because they claim that the people will not come to town for the mails, consequently they will buy at the country store and the merchants will suffer as a result. On the other the country merchants say that the city merchants will be able to reach the country people so easily that the country merchants will suffer as a result. In addition many can not. or at least say they cannot afford act so costly as to make it impossible to pay \$1.75 for an iron box which of fulfillment without the backing of will do duty for their children and their children's children for years and years. How now? Where for its final enforcement there should are we at? Why should we try to in the manufacture of the vehicles and kill every proposal which points also to give the owners of single vehitowards progress? Why should cles an opportunity to remedy the dewe be content to travel 10 miles AN EDUCATIONAL DEPARTMENT, once a week to get our mail estimated at five years. A bill that

We will devote space once a matter when other sections all should make it a misdemeanor to drive week to what may be called an over this country are enjoying the row thred vehicle five years after the educational department, in which rural free delivery system? Are enactment of the law would work no we desire the help and earnest we content to sit in darkness co-operation of all the teachers in while other localities are going the wide tire on all vehicles intended Elizabeth City, and this county, forward towards greater enlightand any others who are interested enment and progress? We are in the work. We wish the teach- working for the people. The ers to take hold of this work be- headline of this newspaper reads: son why the wheels of one wagon manlieving that that can be of help "Devoted to the industrial developand encouragement to each other ment of Eastern Carolina." When case, when the date came for the abolin the noblest work that men and we put those words there we women ever engaged in. We wish meant them, we mean them now, the parents also to interest them- and having been working accord- purchase a new set of wheels to comselves to the extend of knowing ingly, but we are heartily tired ply with the law. how their children are being of the slow, easy method in which taught, and what progress they many of our prominent men look that point is needless. Every one who are making in their studies, and at these pregressive movements. we wish the children through out We need their aid and their enthe county, and whereever this couragement. We are doing all per goes to be interested, so in our power, but we cannot push necessary have put forward the change. the load alone. Let us wake and "It needs only a simple bit of legislathat they will occasionally give us shake off the proverbial drowsi- tion to sweep away this narrow tire,

NARROW TIRE EVILS

REATEST ENEMY TO MAINTENANCE

Highway Surfaces Speedily Give Way Under Their Use-Permanent Road Improvement Demands Their

H. P. Holland, one of the oldest settlers of Rockford, Ill., was interviewed not long ago by the Chicago American on the question of good roads and their maintenance. Mr. Helland began by saying that the narrow tire was the

"I have been practicing law in the Rock river valley nearly half a century and have seen the effect of those nar-row tires with which yonder wagon is fitted out, and I am convinced that whatever action may be taken in an endeavor to improve the roads of the country will amount to little unless there is first legislation looking toward the abolishment of narrow tires on venize this fact, but as long as there is no concerted action among the manufacturers as well as among the users of vehicles little will be accomplished. The common highway is the farmers' only outlet to the shipping points on the railways. Over this highway must be transported all the agricultural products of the country not fed to live



for the rural resident as the boulevard manner as to be hard and smooth all

the year round. "This, of course, would be a magnificent work, but it would be labor thrown away with the present style of vehicle in use. You might just as well expect to keep a brussels carpet in to keep good roads in condition under narrow tires. Loaded wagons with roads that could be built faster than they could be repaired with all the sense to talk of having good country roads as long as the narrow tires are used."

"How could this be remedled?" "Nothing short of legislative enactment looking toward the abolishment of narrow tires on all vehicles intended about the change. And without that change, as I have said, the building of good roads will continue to be a farce. Look at all the labor expended by farmers on road work. What does it amount to? Positively nothing. In most cases the roads are the worse for it. Dirt is thrown up from the borders of the highway into its center, where

it lies in a big, soft drift. "Then come the narrow tired wagons and cut into this unpacked mass as a sult is easily to be seen-ridges and ruts and gullies everywhere along the highway that, had these vehicles been fitted with wide tires, might have been packed firm and level.

"It is not to be supposed that all the wheels of all the wagons of the country could be changed at once from narrow to broad tires. That would be an bayonets. Between the enactment of legislation looking toward the abolishment of narrow tires and the day set be time enough for a gradual change

"The average life of a farm wagon is harm to any one. It would result in a complete change from the narrow to for carrying weight and make the building and maintaining of good

roads a practical proposition. "There would seem to be no good rea nfacturer could not be made to fit those of all wagons. If this were the who still had wagons furnished with that kind of tire would have only to

"As to the benefits of the wide tire over the narrow tire, discussion on thought is convinced of the great superiority of the wide tire. Only a settled habit and the trouble and expense

that they may thing of importance is your signature on this petition. other plans for the improvement of our in their schools. In this column Merchant, farmer this meams YOU. country highways must fall."

Weisel's New and Progressive -Store .-

Stock Relief Unloading Sale!

There will be nothing reserved. Every article of winter goods that it is possible to sell is to be converted into CASH-A price has been attached to the goods to push the sale with all swiftness possible. Every sensible economist that has half an eye to money savings will want to investigate the choiceness and quality of the goods on sale in this great

Stock Relief Unloading Sale.

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Notice! I have in my hands \$4.16 net proceeds from sale of lumber washed ashore on Cape Hatteras Beach and sold December 1901, by D. B. Miles Commissioner

January, 10th, 1902. Theo. S. Meekins, C. S. C. Dare County, N. C.

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SCHEDULE IN EFFECT

DEC. 1, 1901. Ar. Lewiston 12:08 p. m. 11:35 p. m. 2:05 p. m. 1:25 p. m. 3:55 p. m. 2:50 a. m. 6:18 p. m. 5:05 a. m. 7:30 p. m. 5:55 a. m. 12:05 p. m 10:32 p. m. 9:23 a. m Lv. Hamlet 10:35 p. m. 6:40 a. m. Ly. Columbia 1:05 a. m. 8:40 a. m Ar. Augusta

5:40 p. m. 4:40 a, m. 12:06 p. m. 8:45 a. m. 3:50 p. m. 5:40 p. m. 5:00 a. m. Ar Tampa Lv Hamlet, N. C. Ar. Athens Ar. Atlanta 10:35 p. m. 6:35 a. m. 6:13 a. in. 2:18 p. m. 8:50 a. m. 4:55 p. m. Ar. Macon Ar Montgomery Ar Mobile Ar New Orleans 11:20 a. m. 7:20 p. m. 6:30 a. m. 9:20 p. m. 1:00 p. m. 1:00 a. m. 6:55 p. m. 3:10 a. m. 8:25 a. m. 4:15 p. m. Ar Chattanoogs Ar Nashville

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General Manager.
R. E. BUNCH, General Passenger Agent.

IN EFFECT JAN. 10th, 1902

Train Service.

Daily Daily P. M. A. M. P. M. A. M.

Currituck Branch Daily, Except Sunday.

m.
Stops at all intermediate stations on signal Steamer Comet leaves Munden Point at: 11.00 a. m. Monday. Wednesday and Friday for Currituck Sound Landings, and returning leave Popular Btanch at 7 a. m. Tuesday Ttursday and Saturday.

Steamboat Service.

Williamston and Windsor.

Leave Edenton Tuesday Thursday and Saturday 12:45 p. m. for Chowan river landings; and Friday for Senppernong River.

Steamers leave Elizabeth City for Roanoke Island, Oriental and New Berne, Tuesday, Thursday and Saturday; connect with the A. & N.C. H. R. and Atlantic Coast Line for Goldsboro and Wilmington, &c. and for Senppernong River, Monday and Wednesday,

Steamers leave Belhaven daily, except Sunday, for Washington, N. C., Tuesday Thursday and Saturday for Aurora, South Creek and Makeleyvill and 5 a. m. Monday and Friday for Swan Quarter, Ocracoke and Oriental.