THE OBSERVER.

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LOCATION OF PUBLIC ROADS.

The study of the following article contained in the current bulletin issued from the University by Dr. Joseph Hyde Pratt, State Geologist, is of more urgent need in the Piedmont country, but is of value to every part where hills, like the weakest link in a chain, set the limit of the load possible to be hauled on any road.

Location of Public Roads.

By Joseph Hyde Pratt.

As one travels over a great portion of the public roads in any of the Southern States, the question is often raised as to how the majority of these roads came to be located as they are, especially, when in many cases it is very apparent that a much better location could have readily been obtained without any increase in distance or extra cost of construction.

In most cases the public roads were not located according to any definite rule, and, in many instances, were simply the widening of previous trails or paths connecting one point with another. Some were located by persons who had various and sundry purposes in view; others were located by committees or juries; a very few by engineers; and a great many were located by accident. The majority of the roads in the South were laid out fifty to a hundred, or more, years ago, and have been in nearly constant use since then. Each generation of those who use the road constantly have asked the same question: How did the road come to be located as it is? Even those who use the road constantly have asked the same question, but have never taken sufficient interest in the question to count up the cost of climbing the hills on the steep grades so that they would realize how much it would save them if the road were re-located. A case that illustrates this point is in one of the midland counties in one of our Southern States, where, between two towns twelve miles apart, there are two hills, one on each side of the creek. One of these had to be climbed by wagons going toward the east and the other by the wagons which were westward bound; these were the only two serious hills on the road, and it would have been possible but for these, for a pair of mules to have hauled one and a half tons between these towns as an ordinary load. The load, however, that was ordinarily hauled between these two places was not over 1,000 pounds. An estimate was made by one of the State officials who was interested in good roads, as to the number of wagons that passed over the road, and the average load which they hauled, and, on making a careful calculation, he found that those two hills had cost the people who used the road more than $10,000 in five years. To have changed the location of the road so as to have avoided both hills, would not have cost over $500.

The above is a concrete illustration, but it is typical of hundreds and perhaps thousands of similar cases throughout the Southern Appalachian States; of course, in some cases, the cost of re-locating the road could not be done as cheaply.

The question of good roads is becoming such a vital one at the present time that there are but very few communities but what are really interested in the improvement of their public roads; and the cry is for a permanently improved road. On account of this widespread interest and desire of our people for improved roads, I have felt that particular attention should be called to the fact that the only part of a road that is really permanent is the location. Therefore, the greatest care should be taken that when the road is located it is located for good, and that there will be no question as to its re-location. In order that this should be so, it is absolutely necessary that the road that is to be built between two points should have its location very carefully worked out by a practical and impartial road engineer.

Questions that must be considered in regard to location are grade, distance, cost of construction, and the number of people it will benefit. If it is not possible in a location that is being considered, to build the road so that no portion of it will have a grade that exceeds 4 1-2 per cent., then, another location should be investigated; for, in permanently locating a road no grade on that road should be over 4 1-2 per cent., as that is the maximum grade that a road can have over which a horse can haul the same load for a certain distance that he can on a level. And it is also the maximum grade that a road can have without being necessary to construct some form of "thank-you-ma'am" to turn the surface water into the ditches, to prevent the cutting out of the road's surface. In some instances, it will of course be found that it will cost a great deal to maintain such a limit for the grade, yet it will be found in the end by far the cheapest road to construct, as there will be a great saving in maintenance of the road, and also much saving to everyone using the road, on account of the increased load that can be hauled.

In locating a road, the shortest distance is desired, but very often this is impossible on account of it being necessary to make too steep grades. The shortest distance, however, should be maintained, provided, that the grades can be kept down to the minimum—otherwise, the longer distances should be used. In no case, however, should the distance of the road be increased to any considerable amount in order to go by somebody's house or farm. This is one of the reasons why, in the location of a public road, the best results can be obtained from the services of a road engineer who has no personal relations whatever with the people living in the vicinity of the proposed road.

Sometimes it will be found much cheaper to construct a road by increasing the distance, by reason of which certain cuts and fills are avoided, and in this case a longer distance is very often preferable.

The people who will be benefited by the road are not only those who happen to live along the road, but also those who come into this road and use it as the principal thoroughfare from country to town, and, for this reason, any increase in distance means an increase in the cost of their hauling from country to market; and, in considering benefits to be derived by a particular location for a road, all the people who will use the road must be considered.

A SKETCH OF THE LIFE OF STONEWALL JACKSON.

The Charlotte Observer contains an interesting short sketch of the life of Stonewall Jackson, which we append. The familiar words attributed to the dying hero, as often repeated in the army, "Tell A. P. Hill to prepare for action," are given as "Order A. P. Hill," etc. The campfire version is undoubtedly correct—it was, in the nature of things, a message by a staff officer or courier on the battlefield, and not the matured "order" sent from headquarters beforehand. When his "mind began to wander" he imagined that he was on the battlefield, and his first thought was of that marvelous embodiment of the fighting spirit, his trusted commander of the famous "Light Division," A. P. Hill. None who ever saw A. P. Hill go into action could forget the magnificent spectacle; and, to his old soldiers, it seemed that if Jackson's dying thoughts were of the battlefield they must necessarily turn to A. P. Hill, who swept into battle like a prairie fire.

Says the Charlotte Observer:

Stonewall Jackson

1824. 1863.

In a low rambling house in Harrison county, Virginia (now Clarksburg, West Virginia), on January 21, 1824, there was born to Jonathan and Julia Neale Jackson a beautiful little bright-eyed boy, to whom they gave the name of Thomas Jonathan. His father came of Scotch-Irish descent, truly a goodly heritage, for to it we are indebted for the pure and resolute virtues of a sturdy race of men. His mother is said to have been a very beautiful as well as a very godly woman.

Unfortunately the father of the family died, leaving the young widow with three small children and having no means of support, she was compelled to give up her children to their fathers family. She survived the separation for only a short time and Thomas, though only a boy of 9 at her death, long years after is said to have remarked that the memory of his mother's dying words and her prayers could never be erased from his memory.

The subject of our sketch was ever a thoughtful, quiet child, and the varied vicissitudes of fortune through which when only a child he was forced to pass left their marks upon his character and in many ways influenced his whole after-life. He seems to have shown no real aptitude for study (except he was always a good mathematician) and in consequence was always behind in his classes, but always first in romp and play. It was said that he would never admit that he was beaten in a fray and that as long as he considered himself treated fairly he was gentle and yielding, but if he thought himself wronged, he was ever ready for a fight.

With only a very limited common school education in 1842 Thomas, finding a cadetship at West Point vacant, immediately secured the appointment and dressed in homespun clothes, with his entire wardrobe packed in a pair of saddle bags he set out on horseback for West Point. While at school there he wrote out a set of rules for his daily life, one of which really seemed to have been the guiding star thereafter. It was: "You may always be what you resolve to be." His innate hatred of all that was low and wicked, his shy and modest manners, his neat appearance and his evident determination to make for himself a name, won for him the esteem and good will of his fellow students, as well as that of the entire faculty.

Graduating at the age of 22, he was appointed lieutenant of artillery in the United States army, and was soon afterwards sent to Mexico and participated with great distinction in many of the important battles during that war, winning promotion rapidly until the treaty of peace was made in 1848 and the American troops were sent home. 'Twas during this lull in activities that Major Jackson professed religion, connecting himself for a time with the Episcopal Church, but afterwards joining the Presbyterian Church.

In 1851 he was elected professor of philosophy and military tactics at the Virginia Military Institute, and for ten years he kept the even tenor of his way a respected and well-beloved teacher there.

General Smith in his "Institute Memorial" says of him: "Conscientious fidelity to duty marked every step of his life here", and looking backward in the afterglow of years, it seems to me, that the grandest compliment ever paid his greatness was the fact that when his beloved Southland called him, and he put aside his books and walked out of the virginia Military Institute to battle again, it was said to have been the spontaneous sentiment of every cadet and graduate to serve under him as their leader.

"Old Jack," the boys at the institute used to call him, but they never failed to give to him their utmost respect and love, knowing that he was a living example of courage, patience, constancy of purpose and inflexible fidelity to duty, all of which combined with artless simplicity of character always engaged instant and universal confidence.

Major Jackson was twice married, the first time to Miss Eleanor Junkin, who only lived fourteen months, and in 1857 he was again married to Miss Mary Anna Morrison of Mecklenburg county, North Carolina.

It has been said that the South is a land of noble leaders and truly when the deep mutterings of war (that war that has never had an equal in the history of the world) began to be heard in this happy Southland of ours there stepped shoulder to shoulder into the arena a constellation of leaders, the brilliancy of whom the world has never seen.

"In the center of this constellation, shining with exceeding beauty, grand in his genius, grander in his patriotism, still grander in his patient endurance, is that star of the first magnitude, Jefferson Davis! on his left, a Christian hero, the dazzling light of his martial genius, tempered by the tenderness of his great heart, the unrival Stonewall Jackson, and on his right the model of Southern chivalry, the knight of the nineteenth century, the peerless Robert E Lee."

To such men as these surrounded by a corps of noble Southern gentlemen, who, true to their country and true to themselves, were entrusted all that we held sacred, and right nobly did they bear the burdens, fighting and hoping, they did not know the word fail.

Loth to begin war, ever praying for peace when war came, Jackson did not quail, but with flashing eyes and ready wit he went forth to meet the enemy. When the order came on April 21, 1861, to march the cadets to Richmond, Jackson, after bidding his beloved wife farewell with a prayer to God for her and for his country and for peace, left his home and dear ones never more to return. One promotion after another came to him in these days, until that mighty chieftain, General Lee, finally came to call him his "good right hand," but with it all, nothing ever made him forget or lose his love, admiration for and confidence in his men—the men, in truth, behind the guns, the flower of our beloved homeland, the heroes of that time that tried man's souls, the unknown and unsung private soldiers.

'Twas at the battle of Manassas when just as his men were seemingly about to waver, General Lee, seeing Jackson standing, with no thought of retreat encouraging his men, exclaimed: "There stands Jackson like a stone wall," "and then it was," Draper says, "the name which Jackson had received in a baptism of fire displaced that which he had received in a baptism of water," and ever afterwards to his friends and comrades and beloved Southland he was known as "Stonewall" Jackson.

Through those bloody years with his indomitable courage and assuring personality, many times he carried the day in our favor, and had I the time to enumerate the battles in which he was engaged, almost without a single exception, I would be able to narrate some personal heroic deed done. However, I want to say the little boy Jackson, whose tenacity of purpose, in his boyish way, would not allow him to acknowledge defeat, had not changed (Men are only boys grown tall, hearts don't change much after all") and though almost overpowered by the tremendous odds against him, he still fought on until at Chancellorsville he met his Waterloo. His own well beloved soldiers, and one of whom would have willingly died for their idolized leader, thinking Jackson and his staff were a band of Northern cavalry, opened fire upon them and General Jackson fell wounded three times.

He was carried fainting from the field and when Dr. McGuire told him his arm would have to be amputated he with his usual heroic courage took him to do what he thought best. Inflamation set in and it was soon known that life's battle for him was over. After a tender and touching farewell to his wife and little daughter with the assurance that it was "all right" that mighty chieftain, that godly Christian hero "journeyed to that bourne from whence no traveller has ever returned."

True always to his country's call at the last, when his mind began to wander, he cried out: "Order A. P. Hill to prepare for action," and gave other directions just as if he were in a battle. Then his vision changed and he gently murmured: "Let us cross over the river and rest in the shade of the trees." "And the moment had indeed come," says Mr. Cook, "when the great leader was to pass over the dark river which separates two worlds and rest under the shade of the tree of life."

Near the close of a beautiful Sabbath day, the 10th of May, 1863, gently the summons came, and there passed from this life into the life eternal the soul of one of nature's own noblemen—our beloved Stonewall Jackson—

"Come, let us cross the river, and rest
beneath the trees
And list the merry leaflets at sport
with every breeze,
Our rest is won by fighting and peace
awaits us there;
Strange that a cause so blighting produces fruit so fair.

"Come, let us cross the river," the
dying hero cried,
And God of life the giver, then bore
him o'er the tide.
Life's wars for him are over, the warrior takes his ease.
There by the flowing river at rest beneath the trees.

FINANCE.

Life.]

All successful financial operations begin with the issuance of as large an amount of stock as possible. Then prices must be raised as high as possible, in order to pay as much dividends as possible. Then as much more stock as possible should be issued in order as well as possible to conceal the dividends and warrant an additional increase in prices in order to pay the dividends on the additional stock so that it will be necessary to issue more stock in order to conceal the excessive dividends, and so on.

No man is entitled to be called a philanthropist until he has repeated this process at least half a score of times.

EQUAL RATES PER TON PER MILE THE ONLY REMEDY.

The country is getting an immense amount of enlightenment on the subjects that have to do with the advantage which the European nations possess over this country in the economy of living. This is the result of the "second declaration of independence," as the Chicago Democratic platform of 1896 has been called, and of the widespread awakening of the people by Mr. Bryan's wonderful campaigns expounding its principles. For years and years the people sat still under the load of oppression which impoverished the many and enriched the few. Even such an intelligent and powerful body as the cotton manufacturers of the South suffered the fat markets of the orient to be closed to them, first, by the high cost of manufacturing produced by the high tariff, and then, by the discriminatory rates on transcontinental shipments in favor of the New England mills.

Now the question has become acute under the inspiration of the life and death struggle of the Western people who, fifteen hundred miles from either ocean, are absolutely at the mercy of the rate makers. The result just now is Senator Dixon's "long and short haul" amendment to the President's railroad bill, and Senator Overman's amendment of analogous intent. After awhile, it will be perceived that nothing will furnish a basis for settlement of the conflicting claims of different localities and different interests but adherence to the ever just laws of nature. If a town be situated on the seacoast, or, like Fayetteville, at the head of navigation, it is entitled to the advantage of its position as a seaport or distributing centre. But it cannot be that and also be as near to the producing back country as Hickory or Winston. Every tub will stand on its own bottom when these natural differences are recognized by law. The law is violated to the last degree when Boston is given a rate to San Francisco less than our Southern mill centres which are nearer to San Francisco than Boston. Once the fact is stated, the outrage is obvious. The next step will be to hammer out the kind of remedy which will least offend right and justice. The result of this step can be none other than Nature's solution: equal rates per ton per mile, or recognition of the fact that if Albany be 140 miles from New York it cannot at the same time be no miles from New York. Or otherwise stated, water cannot run uphill.

We are reminded of these things by the following article from the Wilmington Star:

Even Baltimore Kicks.

The Baltimore Sun thus alludes to a recent decision of the Interstate Commerce Commission at Washington:

"It is plain to any business man that it costs more to haul a ton of freight from Boston to Chicago than from Baltimore to the same point. Yet, the Interstate Commerce Commission, supposed to prevent discrimination, says that the rate from Boston shall be no more than from Baltimore. The decision is certainly a marvel of wisdom."

The Commission decides that way because there is a dodger in the act under which that astute body acts or may act, as the case may be. The loop-hole was placed in the act and it has been worn slick by frequent use. The same "marvel of wisdom" at which the Evening Sun marvels, was displayed a few years ago when the Commission decided that cotton goods shipped from New England points to Pacific ports for export to Oriental markets were entitled to lower rates than cotton goods shipped across continent from nearer nonunion points. Southern mills appealed to the Commission for relief from high transcontinental rates that prevailed from New England points but the relief sought was denied along with reasoning that would make equity knit its brows.

The laws and the latitude and the license allowed to the Commission make such decisions possible.

See also the article elsewhere headed "The Long and Short Haul Amendment."

IS HALLEY'S COMET TO BLAME?

Winston Journal.]

When in the past deaths and disasters occurred during the visits of Halley's comet, this celestial visitor was blamed for it all. Since the comet appeared on this trip, there have been earthquakes, many mine disasters and the death of King Edward, not to say anything of the many deaths that have resulted from fright in seeing the heavenly wanderer. Its trace of blood and disaster has thus been traced by an authority on astronomy:

"Halley's comet has a history which is intimately related not only to the history of astronomy, but also to the history of the civilization itself. In these twentieth century days it is difficult indeed to realize how fear-inspiring was this famous wanderer of the sky. In B. C. 11, it hung suspended over the city of Rome and the startled populace interpreted its apparition as a warning of the impending death of Agrippa. Josephus saw it like the luminous blade of a gigantic sword, held menacingly over the doomed city of Jerusalem in 66 A. D. When it flared up again in 141 A. D., a plague was declaiming China and also Europe. In Naples alone four hundred thousand perished from the scourge. In 218 A. D., Helley's comet was again a badge of war, for it marked the murder of Emperor Macrinus of Rome, whose death had been foretold so accurately by the augurs, because of the comet, that their hand in the assassination was only too apparent. Dion Cassius saw the comet in that year and described it as a very fearful star with a tale stretching from the west toward the east.

"Attila, self-styled 'scourge of God,' must have seen Halley's comet in 451 A. D., and marvelled at its meaning, just before that famous battle of Chalons in which his head long career of destruction through Central Europe was checked by the Romans. Merlin, the famous wizard of King Arthur's court, was inspired by the comet in 530 to prophesy the succession of Uter to the throne occupied by Ambrosius. Moreover he saw in certain rays that were thrown off by the comet signs of the birth of a mighty prince and of a mighty princess."

THE LONG AND SHORT HAUL AMENDMENT.

Saturday's Raleigh News and Observer contained the following:

North Carolina Senators Divided On the Long and Short Haul Amendment Passed by the Senate—Senator Simmons Voted for It, Senator Overman Against It, the Latter Believing It is Utterly Worthless in So Far as It Furnishes a Remedy for North Carolina Towns—Overman Amendment Would have Prevailed But For Republican Compromise.

By THOMAS J. PENCE.

Washington, D. C., May 12.—The Senate passed today a long and short haul amendment about which there is much difference of opinion. Many Senators think the amendment, which is a compromise measure agreed to by the insurgents, Aldrich, Republicans, and most of the Democrats, is effective and will put an end to discriminations in the matter of freight rates in favor of one town as against another, while other senators are of the opinion that it is absolutely worthless in so far as it furnishes a remedy for correcting present discriminatory abuses.

The North Carolina Senators divided when they came to vote on the compromise amendment. Senator Simmons voted for it as did most of the Democrats and he is of the opinion that it will give an opening to North Carolina towns suffering from freight discriminations for relief.

Senator Overman voted against the amendment, believing that it is utterly worthless in so far as it furnishes a remedy for North Carolina towns, which are suffering from freight discriminations in favor of Virginia cities. A number of Senators who voted for the amendment share the fears expressed by Senator Overman, though they said they preferred to vote for it than to vote against it in the hope that it may prove effective.

The truth of the situation is that the Republicans found out they could not pass the Dixon amendment and that if they permitted a vote the amendment offered by Senator Overman would prevail. Practically every Democrat in the Senate had promised to vote for Senator Overman's amendment, and there were more than a score who declared they would not support the Dixon amendment. When the Republicans ascertained this they decided it would never do to allow a Democrat to get credit for such an important piece of legislation and they at once framed up the deal for a compromise that would not carry Democratic authorship.

Accordingly the regular and insurgent Republicans got together and arranged the Dixon-Payne-Aldrich compromise. The fact that Aldrich and Elkins approved the compromise caused many Senators to look upon it with suspicion. However, some of the most progressive members of the Senate, Democrats and Republicans, are hopeful that it will prove efficacious in affording relief to the people.

COTTON ITEMS.

Correspondence of the Observer.

Cotton, N. C., May 16.—We learn that about thirty members of the order known as the Woodmen of the World at this place attended the unveiling of the monument erected to the memory of the late James Riddle at Jonesboro the 15th ult. Mr. Riddle was a member of the order here. It will be remembered that Mr. Riddle was shot and killed by his son, Thomas Riddle in July 1908. One of the by-laws of the order is that when a member of good standing dies, a monument costing one hundred dollars with appropriate epitaph is to be erected over his remains to his memory.

Mr. Ira W. Smith a former citizen of this place and who worked in the mill here is with us. He held a position in the cotton mill at Rock Hill, S. C., and by some means his right hand got caught in the machinery and was so badly lacerated that amputation below the elbow was necessary.

We sympathize with Mr. and Mrs. John Burkman over the death of their little girl one day last week.

Miss Bessie Sanders, of Johnston county, after remaining here for about five weeks in charge of the post office while Mr. E. D. Snead took the census enumeration for Rockfish township, returned home last Saturday.

We are looking very anxiously for the 18th of May to see what the results will be or what will take place when the comet crosses the path of the sun.

CUMBERLAND ITEMS.

Correspondence of the Observer.

Cumberland, N. C., May 16.—The school closed its longest term, largest attendance and probably the most successful year of its history. The increase in enrollment and average attendance and length of term, all show creditable advancement. May it do still better the coming year. D. R. McIver, principal, and Miss Janie Bute, assistant, did faithful and efficient work, and we feel that people appreciate it. The concert was well attended and was very entertaining.

The Principal had souvenir booklets made for the school, containing names of school, school teachers and officials, county superintendent and pupils, nice poems, with pretty covers, Washington, eagle, school building etc., on covers.

Miss Alma Biggs won first distinction first month, Miss Myrtle Phillips the third month, Paul Wade second month and fourth to eighth months. Paul Wade and Elma Phillips received 100 per cent. each on N. C. and U. S. history and complete geography on the entire three books. Others did about as well. Myrtle Phillips and Bertha Smith took highest rank in spelling. Myrtle spelled all of last 65 words given her to spell. Some certificates were given to Paul Wade, Myrtle Phillips and Bertha Smith.

The ice cream party to raise money for carpet for church netted about $14. and was a very pleasant occasion. Miss Grace Robinson took in most money.

D. R. McIver attended Memorial services May 10th and highly enjoyed the occasion. He went to his home in Lee county last Thursday.

We regret there was a fight between two mill men, resulting in Matt. Colbreth's being cut in several places. Dr. Gilbert sewed up the cuts next day.

Three students reading most library books as shown on record etc., were Miss Alice Woodall, Miss Ida McQueen and Paul Wade; several others read ten to seventeen books each. The new supplementary library was well read.

Stedman Items.

Correspondence of the Observer.

Stedman, N. C., May 16.—Miss Retta Bullard made a visit home from Friday to Sunday.

Miss Susan Geddie is at home, her work for this spring being out at James Sprunt.

Mrs. Mollie Howard and Mrs. M. Louise Bullard, were visitors in Stedman yesterday.

Mrs. M. H. Wooten is visiting her daughter, Mrs. Dallas Gardner at Lake View.

Mr. George L. Flowers was a visitor in Stedman last Thursday.

Several visitors from Roseboro, and other places, came up to commencement last Friday, which occasion was very nice and passed off pleasantly to all. The address of Prof. C. L. Drogden was highly interesting and instructive, his subject being, "The Threefold Character and Purpose of Education."

Miss Lula Sessoms has returned from a visit to Seventy-First.

Miss Annie Watson is visiting Mrs. L. B. Strickland.

Miss Lela McMillan has returned che, Mr. George Turner.

RAEFORD ITEMS.

Correspondence of the Observer.

Raeford, N. C., May 16.—The continued cool weather is causing great anxiety among farmers on account of the cotton crop. Some planters are plowing up cotton and planting anew; others are replanting in missing places; and still others are waiting for it to do what it will.

Work on J. W. Johnson Co's. brick store is being rapidly pushed. The old post office has been rolled to the corner of an adjoining lot, to make Asheville, N. C. to attend the meeting upon for the erection of a brick store by the J. W. McLauchlin Co. The cotton platform has been torn away to be replaced by a more substantial one of concrete.

Dr. George Graham has further beautified his home by putting on a coat of paint.

Mr. Lawrence Poole spent Sunday at home.

Misses Ina and Ella May Poole are visiting friends in Troy, N. C.

Rev. and Mrs. J. W. Bradley left Saturday for Cameron where Mr. Bradley filled his regular appointment on Sunday. They will leave Monday for of the General Conference of the Methodist Episcopal Church.

Sunday morning in the Presbyterian church, Rev. W. C. Brown ordained and installed in the office of Deacon, Dr. R. H. Cromartie, and Mr. Neill A. McNeill.

Mrs. T. B. Upchurch spent Saturday in Raleigh, with her daughter, Miss Florrie, who is a student at Peace Institute.

Mr. T. B. Upchurch has purchased a very handsome Cadillac touring car.

Miss Mary Currie is at home from the Presbyterian college in Charlotte.

Mrs. W. J. Upchurch spent Saturday in Fayetteville.

Mr. S. H. McPherson was in town Friday.

A number of young people from Raeford enjoyed a "fishfry" at Antioch pond Friday afternoon.

Miss Belle Graham of Montrose has been visiting her sister, Mrs. Wallace McLean.

Miss Bessie Odom of Darlington, S. C., is with Miss Ara Gatlin.

Mr. and Mrs. J. W. McLauchlin attended Memorial Day exercises in Fayetteville.

PARKTON ITEMS.

Correspondence of the Observer.]

Parkton, N. C., May 16.—The farmers still have the blues. The cold weather has given everything in the vegetable world a back set. Early corn is not much good but the plows and hoes are running just the same.

The last enterprize of our neighborhood to mention is the telephone lines that have been installed all over our western section. Leaving Parkton out by McNatts, we find offices at A. A. Wright's, E. K. Campbell's, J. C. D. McNatt's, D. A. Barlow's, J. H. Chason's, H. C. Adcox, and up on Rockfish section to H. C. Butler's and others. We just can't give the full line. So reader, if there is any virtue in Benjamin Franklin's sayings about life they would apply to the telephone on the farm and the farm life generally. Why! the new home neighborhood will live a long time. As Franklin says, telephones add years to life. "Dost thou love life? Then make the best of thy time." Life on the farm, as elsewhere, is made up of seconds, hours, days. The telephone on the farm saves seconds, hours, days. Therefore the rural telephone fulfills Franklin's definition: it prolongs life. Well, it is a mystery how they have lived so long without it.

The next step should be to improve the roads, and it will be ere long, as Parkton already has an air line public road laid off in the above direction. Mr. Henry Welch is very ill. His two sons are at his bedside: Rev. E. R. Welch, of Wilmington, and Robert, from Tarboro.

There are several cases of mumps and measles, and some fever in town and community.

Miss Annie McMillan of Cumberland county, is spending this week with her sister, Mrs. C. D. Williamson.

Messrs. C. S. McArthur, E. B. Daniel, and A. R. Williamson rode over to Red Springs last night in the latter's automobile.

Mr. L. Shaw of St. Paul's was in town Monday.

Prof. D. Warburton, B. M., spent a few days last week with his family in Rockingham, N. C., returning in time to be at his post of duty Monday night with the band.

HOPE MILLS NEWS.

Correspondence of the Observer.

Hope Mills, N. C. May 17.—Rev. J. D. Pegram will preach at Parkton on next Sunday at 11 a. m., and 7:30 p. m.

Mrs. J. A. Brown, of Rocky Mount, has been visiting relatives and friends in this town and vicinity.

Miss Emma Pegram, who has been teaching in the Cary High School is visiting her parents, Rev. and Mrs. J. D. Pegram.

Mr. N. P. Nelson, who has been visiting his daughter, Mrs G. A. Milliken, left Monday for High Point, N. C., on a business trip.

Mr. Frank Fleming, of Creedmore, N. C., has been visiting his brother, Mr. L. B. Fleming, Cashier of the Bank of Hope Mills.

Miss Lois Bruton, of Fayetteville, who has been visiting Mrs. J. C. Gilbert, returned home last week accompanied by Miss Lizzie Blanche Gilbert.

Children's Day Exercises will take place in the Methodist church on the night of the fifth Sunday in this month. The public is cordially invited.

On next Saturday and Sunday, Rev. P. [illegible] will preach at Mt. Gilead, 11 a. m., Union Springs, 3:30 p. m., and Cotton 7:30 p. m.

Mr. H. S. Fisher, having resigned his position as Chief Marshall for the town of Hope Mills, Mr. J. D. Barber has been appointed to succeed him.

Mr. Sam Harrington, who has been connected with the Hope Mills Mercantile company, has sold his interest in that business to Mr. J. B. West. Mr. Harrington will leave at an early date for Norfolk, where he will accept a position with a bridge force in that city.

On Saturday last, twenty-five members of Juniper Camp, No. 252, W. O. W., Cotton, N. C., left for Jonesboro, N. C., where on Sunday morning at 11 o'clock, they unveiled the monument of the late James H. Riddle. Mr. D. A. McNeill, of Cotton, was master of ceremonies, and during the fifty-five minutes required to perform the ceremonies, the large audience present was very orderly and attentive. The Woodmen returned to Hope Mills Sunday afternoon and they have been speaking in very complimentary terms of the hospitality they received at the hands of the Sanford and Jonesboro people.

At a recent meeting of the Town Commissioners the subject of electric lights for the Town of Hope Mills was discussed, and it was decided to accept the liberal proposition of the Hope Mills Mfg. Co., to furnish free of charge current to be used in putting electric lights throughout the Town of Hope Mills, the Town to furnish the equipment consisting of wires, lamps, poles, etc. The necessary equipment will be ordered at once and the work done. There will probably be about fifteen 160 horse power arc lights put in which will cost about $1,500.00. The lights will be run from 4:45 o'clock in the morning until sunrise, and from dusk in the evening until 11 o'clock p. m. When the work is done, Hope Mills will be as well lighted as any town in the State.

The Baptist church here is to be remodeled and repainted, the paint, etc. having been ordered and the contract made. This is one of the loveliest spots in Hope Mills, and why should it not be?

Mrs. Minnie Lee Smith, wife of Mr. G. P. Smith, of Cotton, N. C., died at 9:30 a. m. Monday, May 16th, at the age of 28 years. Interment will take place in Big Rockfish cemetery Tuesday afternoon at 4 o'clock and the funeral will be conducted from the Methodist church at Cotton by Rev. J. D. Pegram. The deceased for a number of years had been a faithful member of the Methodist church and her life was full of many good deeds. Mrs. Smith is survived by her husband, one son and two daughters.

Mr. Hermon Gainey, aged 18 years, died at his home near this place Monday, May 16th, at 8:30 p. m., and interment will take place in Marvin cemetery Tuesday at 5 o'clock p. m., and will be conducted by Rev. J. D. Pegram. Mr. Gainey was an excellent young man with many excellent traits of character. He is survived by his mother, Mrs. Attie C. Gainey; three brothers, Messrs. Eugene, Walter and John, and two sisters, Misses Caroline and Catherine.

A CHANCE FOR THE PANAMA CANAL AND TARIFF REVISION.

Norfolk Virginian.]

Some expert statistician, with nothing better to do, has figured that the end of the world will come in approximately four billion, five hundred and seventy-six million years. This is encouraging, at least to the extent that it leaves a fair margin for completion of the Panama Canal and equitable revision of the tariff by the Republican party.

DON'T LICK YOUR POSTAGE STAMP

Atlanta Journal.]

Whoever imagines that the old time nest of danger is gone from life in these piping days of peace has failed to reckon with the discoveries of science. The peril of dragons and hippogriffs and evil wizards that beseiged our forefathers' pathway were as nothing compared to the deadly menace that awaits us now in the handling of a dollar bill or the licking of a two-cent postage stamp.

The postage stamp, ordinarily considered so innocent, is the latest region of terror that the doctors have explored. An eminent English scientist has just declared, after long months of investigation and experiment, that anybody who licks an everyday postage stamp had as well go thrust his head into the gullet of a hungry lion. For these stamps are, or at least may be, laden with billions of bacteria. And to make the situation more horrible still, these bacteria have been named—staphylococci.

The staphylococci, we are told, are grape-like organisms which swarm the air like sparrows on a June morning. Whenever they see a speck of dust, they hoist sail and speed toward it. Having arrived, they take possession, build themselves homes on the speck and proceed to exemplify Colonel Roosevelt's pet commandment. Thus in the course of a day or so they can boast a population greater than Pekin or Greater New York's.

And so whenever you lick a postage stamp, you are likely to lick up several continents of staphylococci, any one of which is dangerous as dynamite. Only a few months ago the United States department of chemistry let it be known that forty billion germs had been found on a single dollar bill. Who can say that life isn't exciting these days?

Just at present we are entering the thick of danger, for the housefly is unfolding his tent and every school child knows that a fly—why, a fly is a very Old Scratch.

Heaven help us all.

WHO GETS IT?

Durham Sun.]

Congressional investigating committees and private searchers after truth are asking the question, "Who gets it?" With one accord, producer, common carrier, wholesale dealer and retailer, rise up and declare that they cannot be held responsible for the present high cost of the necessities of life. Each one believes in the principle of "live and let live" and takes only his "little profit." Just now the country is being flooded with literature that seeks to allow the railroads and the producers to "stand from under" and leave the wholesale and retail dealers to bear the burden. There is food for thought in the following:

For hauling a one-hundred and eighty-five pound package of potatoes from Florida to New York City the railroads get 61 cents. When the housekeeper buys fifteen cents worth of these "new" Florida potatoes she pays only two thirds of one cent for the hauling. The farmer who raised the potatoes gets not more than a cent and a half for that quantity, at the outside. Somebody gets the rest; who is it, scores of official and unofficial investigators are now trying to find out.

A quart of strawberries, whether it sells for 15 or 40 cents, is hauled from Augusta, Georgia, to New York City, in specially constructed cars, for half a cent.

From various points in Ohio the rate on butter to New York City is 40 cents a hundred pounds. From places 375 or 400 miles from the city the New York Central hauls butter for 30 cents a hundred pounds, without extra charge for refrigeration on the way.

Last winter, when eggs were retailing in New York for 40 cents or more, they could be bought from a Salamanca, N. Y., for 20 cents and shipped to the city for about half a cent a dozen. Somebody besides the poultryman and the railroad company got most of what the housekeeper had to pay.

LONG DISTANCE AVIATION

Washington Post.]

The United States stands first in the science of aviation as having supplied the inventive genius that gave the world the heavier-than air flying machine, and France stands second as having supplied the most daring and skillful drivers of the aeroplane. And yet these two countries bring up the rear in the adoption and development of aerial devices as weapons of warfare. France, however, in response to tremendous pressure brought to bear upon parliament, will set aside $4,000,000 to enable the military authorities to overtake Germany's extensive preparations in this direction. With fifteen great dirigible balloons hovering over her German borders spying out the land and mapping routes in the air, France simply had to come to a realization of the fact that aviation is likely to prove an important factor in coming military operations.

Nothing has occurred, however, to throw a similar scare into the halls of our Congress, and so far as surface indications reflect the views of our military authorities the wartime possibilities of the aeroplane do not appeal to them as having practical application. True, there was and probably still is an army school of aviation for young officers somewhere in the Southwest, but so far as public knowledge goes, it has but a shadowy existence. Congressional interest in dreadnoughts continues keen and insistent, while the possible employment of aerial craft as dreadnought destroyers finds no place in anybody's naval programme.

However, two announcements of the last few days may serve to rouse us from a state of inertia to a recognition of the advisability of doing something. Wilbur Wright, commenting on Paulhan's record flight from London to Manchester, said it would be an easy matter to build an aeroplane that could fly across the Atlantic, and doubtless he has the achievement in mind as a demonstration, in the near future, of the wonderful progress that the power airboat is making. At a speed of 50 miles an hour the distance from New York to London could be covered in 60 hours.

The second announcement in question is contained in Berlin advices setting forth that Germany has mapped out four aerial routes to America, probably in the regions of the trade winds, which, blowing from east to west, would afford the quickest and safest passage possible. The Germans have pinned their faith to the great dirigibles of the Zeppelin type, and, indeed, great results have been accomplished by their use. But the difficulty of erecting hangars of sufficient capacity to house the monster gas bag and machinery is a great handicap to their use. No means has yet been devised to anchor them safely to the ground in high winds or safeguard them from destruction by lightning when aloft. The cost and insecurity of the dirigible point to its ultimate abandonment for either pleasure, commercial or military purposes.

Pitchers.

BIG, LITTLE AND MEDIUM.

ANY SIZE YOU WANT.

ANY KIND YOU WANT.

and ABOUT ANY PRICE YOU WANT.

WHAT KIND OF A PITCHER DO YOU WANT?

White Mountain Ice Cream Freezers guaranteed to be the best and sold the cheapest at

TILLINGHAST'S Crockery Store.

STATEMENT OF CONDITION

FOURTH NATIONAL BANK

AT Close of Business March 29th, 1910.

RESOURCES:

LOANS AND BONDS		$ 885,562.16
OVERDRAFTS		6,381.97
BUILDING AND FIXTURES		36,000.00
DEMAND LOANS	$122,132.00	
CASH AND DUE FROM BANKS	164,982.80	287,114.[illegible]
		$1,305,058.73

LIABILITIES:

CAPITAL STOCK		$ 100,000.00
CIRCULATION		100,000.00
SURPLUS AND PROFITS		65,429.19
DEPOSITS		816,629.54
DUE BANKS		68,000.00
U. S. BOND ACCOUNT		55,000.00
		$1,305,058.73

WE INVITE YOUR BUSINESS.

H. W. LILLY, President; INO. C. ELLINGTON, V-Pres. and Cashier.

J. H. HIGHTOWER, Assistant Cashier.