

# THE PINE KNOT.

LIGHTED FOR THE ILLUMINATION OF TAR HEELS, BOTH NATIVE AND ADOPTED.

VOL. I.

SOUTHERN PINES, N. C., SATURDAY, FEBRUARY, 19, 1887.

NO. 21.

## THE PINE KNOT.

PUBLISHED EVERY SATURDAY MORNING AT

Southern Pines, Moore Co., N. C.

B. A. GOODRIDGE, EDITOR.

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## READ THIS!

In a week or two we propose to begin the publication of a series of articles descriptive of the resources of Moore County. Its agriculture, its mineral and forest wealth, its leading men and its leading industries will all be portrayed. No pains will be spared to give full and accurate information on all points and very large editions will be issued. Now is the time to subscribe! Now is the time to advertise! Now is the time to show whether you have any interest or pride in your county!

Now, that the Western National Bank has gobbled up Mr. Manning and Mr. Jordan the rest of the members of the cabinet are beginning to feel uneasy. "Who'll be the next?" is the query. Well, there are some the country could have spared better than Manning. The moral is plain. Cabinet officers ought to be paid salaries large enough so that men of first-rate ability could afford to remain in office throughout the entire term.

Readers may or may not observe a large "vacance" as Mrs. Partington would say, in the place where Mr. Ford's letter was to appear. We are sorry for this non-appearance, but—Well, we have an office cat, a fine, tiger striped animal of the most serene aspect, which we call Cockelorum. He has never before been guilty of any misdemeanor, and we can't absolutely prove it on him now. But where is that letter? When accused of the theft he puts his nose between his paws and denies it in the most fe(e)lin(e) manner. We have however learned the contents of the letter almost by heart and if any one has curiosity to know them let him call at the PINE KNOT office and either we or the cat will divulge.

There are strikes and strikes. Generally they are a bad thing for all concerned, but especially so for the strikers. The strike of the Boston street car employees is however of a different nature. Nobody (except the corporation) doubts that they have right and justice upon their side. They have been orderly in all their proceedings, and now are doing their best to remedy the inconvenience the strike occasions the public by furnishing a line of coaches. We hope the enterprise will prove a benefit to all parties and be profitable enough to show the street railroad management that the strikers can live without their help until they are willing to do what is right in this matter.

## "STRAIGHTOUT" GET OUT!

The *Progressive Farmer*, of Winston, is likely to progress crab fashion, i. e. backwards, unless it redeems its reputation for decency by gagging its irresponsible anonymous correspondent from Blue's Gully. STRAIGHTOUT continues to be as mean and as crooked as ever. We did think that after Col. Polk had promised, at the time of the Farmers' Convention, that he would disown this slanderer and do justice to the people of Southern Pines and others whom this writer had attacked we should not have occasion to refer to STRAIGHTOUT again. We are a little uncertain now whether it is worth our while to pay any attention to his vaporing, his insinuations, sustained by not a single fact, his bare statements that are too thin to cast the shadow of an argument. But we want it distinctly understood that Col. Polk has in the presence of witnesses disclaimed knowledge of this series of letters and promised to correct the evil. He has not done so, and we would like to know the reason why.

As for this "denizen of Blue's Gully", we are not alarmed concerning any influence from his utterances. We do not think that people of sense will believe that "the Legislature is entirely under the influence of a few party leaders and the hired lobbyists" as he says, nor that the Railroads can get anything they want from the Legislature; or that said Railroads hire about 40 Raleigh-lawyers to lobby for them.

So far as our observation goes the Legislature is composed of men of intelligence who do their own thinking and vote as they think, the Railroads as a general thing, pay a full equivalent for all they get from the State, by opening up new sections of country and giving the farmer easier access to markets, and as for the 40 Raleigh lawyers who devote their time to lobbying in the interests of the Railroads, well, really that is a little too absurd to require serious attention.

Now, my dear "denizen", if I were in your place I wouldn't stay at Blue's Gully or any other place in North Carolina. I'd emigrate (by the way, we wonder if you are a native anyhow) to some more congenial climate. I'd go "straight out". A State whose farmers haven't sense enough to control their own convention, even though two of the best farmers in the State were elected president and secretary, whose Legislature can be bought and sold, whose lawyers are all hired lobbyists,

whose Railroads are a burden and a curse must be too bad a place for such a highminded creature as you are to remain in. "Stand not upon the order of your going, but go at once". And don't come back until you can muster sufficient courage and honesty to sign your name to what you have to say.

Bradstreet's estimates the loss of wages to strikers from Jan. 1 to Feb. 10, at \$3,000,000. This whole sum comes out of the living of the workingmen. Capital loses little or nothing, for it can afford to wait for returns. Sometimes the coal companies have actually made large profits because of strikes. These facts should lead to a reconsideration of the general utility of strikes. Observation teaches us that a strike on real grievances and reasonable demands is almost sure to succeed, while unreasonable strikes surely fail. The danger is unwise leadership. Blatant and shallow men are too apt to become leaders, and a little authority makes them conceited and dogmatic. They are too prone to consider any contest a personal matter in which their own reputation is involved, and, if not checked, they illustrate their leadership by failure. The power given to leaders in labor organizations needs the highest wisdom, and that is not so easy to find even in the greatest employment.—*Boston Herald*.

That was a striking idea David A. Wells gave to the Merchants' Club about coal for New England. In Nova Scotia is a great abundance of good coal, very convenient to navigation, which could be brought here by the cheapest carriage. We need it. But our representatives in Congress continue to vote for a duty on coal, which has the same effect as would be caused by a convulsion of nature which should put a chain of mountains between the Nova Scotia coal deposits and the sea. Thus this tax reduces the value of God's bounty to mankind. Nobody has answered the point and nobody will, because it is unanswerable.

Asphalt has been discovered in Morgan county, Alabama, on the Louisville & Nashville railroad. This rare mineral deposit, known as rock tar, is found nowhere else in the United States, the great Lake of Trinidad having furnished the supply for this country for years. If the recently discovered deposit proves as valuable as it is believed it will, it will rival in importance the vast iron and coal beds of the South.

Bills have been introduced into the North Carolina legislature to incorporate the Salem, Winston and Dan River Railroad Co.; the Statesville and Western Railroad Co.; the Carolina Steel and Iron Co.; the Henderson Water Works Co.; the Wilmington Street Railroad Co., and the Wilmington and Chadbourne Railroad.