

# THE PINE KNOT.

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

VOL. I.

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## THE PINE KNOT.

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Farmers ought to take heart and be doing all in their power to make this a prosperous year. Taking everything into consideration there is great reason to be of good courage. After four successive seasons of crop failure it is not at all likely that another will be added to the list. There is every reason to believe that the conditions will be favorable for good crops. To be sure considerable damage to early vegetables by frost is already reported, but there is a strong probability that the damage was not so great as was at first stated. It is rare that a season passes that the wail is not sent forth that the Delaware peach crop is ruined, but somehow Delaware peaches get into the market year after year. But whatever damage may have already been done it is certain that nothing has yet occurred to imperil the chances for success with staple crops. Let the farmer make up his mind then that if there is failure anywhere that it can not be imputed to him, and when harvest time comes around we have faith to believe that there will be joy throughout the land because of well filled barns and granaries.

### INTERSTATE COMMERCE BILL.

We are sorry for the railroad men who are having such a sleepless time over the Inter-State Commerce Bill. They claim not to understand it, and we think no right minded person will dispute the claim. We have yet to discover somebody who does understand it. We think that the authors of the bill must sometimes feel like the hero of "Frankenstein" who created a horrible thing out of the "shreds and patches of humanity" and then could neither understand nor control the ghastly shape which he had sent abroad upon the earth. That's putting it rather strong perhaps, because no doubt the bill has some very good features, but as a whole we see not much but vexation to come out of it. We don't think there can be great profit from a bill over the meaning of which the best minds are completely puzzled. Already results are accruing which do not tend to lighten the burden upon the public, but rather the opposite. There has been a general raising of rates on various roads and it looks now as if the "long haul and short haul" matter would be settled by raising the rates on the long haul in every instance rather than reducing the rates on the short haul. We think there might be a bill on this subject that would be of benefit, but seriously doubt whether we have yet secured it.

### CIVIL SERVICE REFORM.

The committee appointed by the National Civil Service Reform League to investigate the working of the civil service law has made its report. It states that the result of the inquiry in the departments at Washington shows that the administration of the law has been very satisfactory. As to appointments and removals in the States it is claimed that the administration's application of the law has been very irregular and inconsistent; but upon the whole the administration has done very well, and has seriously shaken the spoils system. The great public offices which have hitherto been used as political headquarters have been brought down to a strictly business basis.—Exchange.

### A SIGNIFICANT FACT.

It is significant that the first thing the Inter-State Commerce Commissioners have been asked to do is not to enforce the law. A committee representing the Southern Railway and Steamship Association informs them that if it changes its rates so as to conform with the "long and short haul" clause, the result will be disastrous to the transportation companies interested. It is further declared that shippers of the South are at present entirely satisfied with the rates given them. The great question is thus put at the Commission—actually before the law goes into effect—to what extent can the Commissioners allow a less charge for a longer distance than for a shorter one under the clause in the statute giving them certain discretionary powers?—New York Tribune.

### WHY THE PEOPLE ARE POOR.

As a sample, we give the figures taken from the report of a small depot on one of our railroads and in a county with its full quota of distilleries in full blast. The town contains some 500 or 600 inhabitants. For the year ending last October, the report of goods delivered at that small place show that \$21,900 worth of whiskey was delivered, \$3,300 worth of snuff, \$4,500 worth of tobacco, \$10,000 worth of flour, \$7,100 worth of Western bacon. Now it seems to us that the large number of distilleries in that county could have supplied the people with whiskey. The lands of the county are good and would have, with anything like proper care and labor supplied the wheat and flour, and every pound of bacon could have been produced by the people. The \$7,800 spent for snuff and tobacco at that depot (there are four or five other depots in the county) shows the extent of the use of these luxuries by the people of the section. If the people of North Carolina would dispense with the use of whiskey, snuff and tobacco for one year and make their home supplies in meat and flour on the farms, we would be free of debt, independent and happy.—Raleigh Recorder.

### NEW ENTERPRISES IN THE SOUTH.

A summary of all the new enterprises reported by us to-day as actually organized or chartered during the first three months of 1887, and excluding therefrom everything simply talked of or rumored, but not yet decided upon, shows the enormous number of 926 new concerns, in addition to which we give the names of about 200 that have been enlarged or been rebuilt after having been burned. These 926 new enterprises are divided as follows: Furnace companies, 17; machine shops and foundries, 31; miscellaneous iron works of large extent, (including a \$500,000 rolling mill, iron pipe concern to consume 300 tons of pig iron a day, tube works, axe and tool works, architectural iron works, &c.,) 19; steel bloomeries, 2; mining and quarrying enterprises, 141; stove foundries, 2; cotton mill companies, 15; gas works, 15; electric light works, 17; water works, 22; ice factories, 35; cotton compresses, 9; canning factories, 22; furniture factories, 15; carriage and wagon factories, 12; shoe factories, 11; brick yards, 43; flour mills, 30; grist mills, 37; soap factories, 9; agricultural implement factories, 5; tobacco factories, 14; miscellaneous enterprises of many kinds, 217; and wood-working establishments, including sash and door factories, stave factories, planing mills, saw mills, shuttle block factories, &c., 189. There were also 110 railroad companies and 26 street railroad companies incorporated during the same period, and while many of them will probably never build their projected roads, yet a good proportion will do so; and the work of construction now under way on new lines and on the extensions and branches of old roads assures great activity in railroad building throughout the South during the balance of 1887.

Basing our calculations upon returns received directly by the *Manufacturers' Record*, amply authenticated and verified, and in the case of incorporated companies, compared with the official reports of the State officers, we find that during the first three months of 1887, the amount of capital, including capital stock of incorporated companies, represented by the new manufacturing and mining enterprises organized or chartered at the South, and in the enlargement of old plants and rebuilding of mills that were destroyed by fire, not including the land companies organized to develop manufactures, aggregates about \$85,000,000. It is of course true that with some of these companies the actual cash investment is not so large as the amount of their capital stock; but there are hundreds of small manufacturing enterprises, portable saw mills, small grist mills, gineries and similar small industries, costing from a few hundred to a thousand dollars that are not included in this list. The aggregate cost of these would be very considerable and partly, though not wholly offset the too great capitalization of some incorporated companies.—*Manufacturers' Record*.