

# THE PINE KNOT.

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

VOL. I.

SOUTHERN PINES, N. C., SATURDAY, JUNE 18, 1887.

NO. 38.

## THE PINE KNOT.

Lighted for the illumination of all. Of special interest to

NORTHERN PEOPLE

who seek a home in the South. It has something to say, and isn't afraid to say it.

Eight Pages,

Published Weekly.

Subscribe Now! Only \$1.00.

Advertise Now! Low Rates.

J. R. FERRALL & Co.,

Staple and  
Fancy Grocers,  
RALEIGH, N. C.

Orders by mail receive careful and prompt attention.  
32t45

**MOSELEY'S**  
AMERICAN & EUROPEAN HOUSE,  
120 Fayetteville St.,  
RALEIGH, N. C.

ROOMS PLEASANT!  
TABLE GOOD!  
WAITERS ATTENTIVE!  
PRICES MODERATE!  
A QUIET PLACE!

Ladies' and Gentlemen's Dining Hall attached.

North Carolina Car Co.,  
RALEIGH, N. C.

—MANUFACTURERS OF—

**Sash, Doors, Blinds**

and all kinds of

**Builder's Material.**

By carrying a large stock of lumber and having an equipment of the best improved machinery we are prepared to fill orders promptly.

We are also prepared to ship houses,

MACHINE FRAMED,

ready for erection.  
Correspondence solicited Address

North Carolina Car Company,  
RALEIGH, N. C.

24t50

**K**ENNETH M. FERGUSON, M. D.

Physician and Surgeon,  
CAMERON, N. C.

Orders by telegraph or mail promptly answered.  
29t42

**G**RIFFIN & TEMPLE,

Attorneys and Counsellors at Law  
ELIZABETH CITY, N. C.

Practice in the Superior and Federal Courts of the First Judicial District and in the Supreme Court of North Carolina. Special attention given to conveyancing and collections.  
W. J. GRIFFIN. W. O. TEMPLE,  
26t52

**CHATTEL MORTGAGE  
BLANKS**

PRINTED AND FOR SALE

—AT—

**THE PINE KNOT OFFICE.**

**G. N. Walters,**

FASHIONABLE MERCHANT TAILOR,  
RALEIGH, N. C.

Has the largest stock of Foreign

Cloths, Cassimeres, Cheviots, plain and fancy Silk mixed Suitings,

Shark skin Suitings in all

shades. The latest

New York styles

for full dress

Suits.

Dress suits from \$40 to \$85.

Business suits \$30 to \$60.

Samples furnished on application.

26t52

**LUCIUS A. YOUNG,**

Insurance Agent,  
Southern Pines, N. C.

—REPRESENTING—

Washington Fire & Marine Ins. Co.,  
of Mobile, Alabama.  
Capital & surplus - - - \$150,000

Western Assurance Co., Toronto, Can.  
Surplus in U. S. - - - \$425,671.94

Commercial Union Assurance Co.,  
of London, England.  
Assets - - - \$2,596,313.87

Hartford Fire Ins. Co., Hartford, Ct.  
Assets - - - \$5,055,946.45

Georgia Home Ins. Co., Columbus, Ga.  
Assets - - - \$750,000

German American Ins. Co., New York.  
London Assurance Corporation, of London, Eng. and several other reliable stock and mutual companies.

OFFICE, NO. 1, CITY HALL.

9t55

"To beer or not to beer?" is the startling question of the hour in Raleigh.

The latest telegraphic advices from New York go to show that coffee is about to take a big tumble. We hope this is true. It is time for coffee to settle. We hope the fellows who worked up this little scheme are getting nicely "roasted", too.

We hope the session of the Teachers' Assembly at Morehead City will be full of pleasure and profit. It ought to be, for every facility for enjoyment and instruction will be given. Sorry not to be present in person, but there's no summer vacation (or at any other time) for country editors.

We suppose the name of the town of Clevilas, Texas, is a more or less ingenious construction from the names of President Cleveland and Postmaster General Vilas. It doesn't seem to us a particularly happy combination, but on the whole preferable to some of the sobriquets inflicted upon unoffending communities.

At Staunton, Va., the Union General, Averill, made the Decoration Day oration before an organization of ex-confederates and was well received and heartily applauded. At Claremont in the same state the principal speaker before the G. A. R. post on Decoration Day was an ex-confederate major. He was also warmly received. Truly these are good signs.

As a general thing we are not in favor of introducing the methods of the Spanish Inquisition into this favored land, but must confess to an overwhelming desire to see those fellows who have made a "corner" on coffee put to the rack. Their howls of anguish would be sweet music in our ears. Thumbscrewing is too good for the wretches that will take enormous profits out of this abominable transaction. Government ought to have the power to say to these pirates, "Hands off of all articles of necessity!"

Is this a free country? The following item from an exchange is only one of many that meet the eye in the columns of all the newspapers:

"The trouble at the Gardiner (Me.) shoe factory has been settled. Because Miss Nellie Newell, an employe of the shoe factory there, declined to join the labor organization, to pay an assessment or to leave the shop, the whole

crew struck. The result of a conference between the superintendent and the strikers has been an agreement that the men should return to work and that Miss Newell should be discharged."

A little more back-bone in the make-up of employers is what is needed in cases like this.

### HOW TO BUILD A RAILROAD.

When 6,600 men and 3,000 teams are dropped down upon a new and unsettled country the chances are that somebody will have to rustle or there will be a speedy famine. That is the condition of affairs on the new line of railway that the St. Paul, Minneapolis & Manitoba Company is just now pushing at the rate of from 5 to 9 miles a day from Minot, Dakota, to Great Falls, Montana, a distance of 548 miles. Already 100 miles of track have been completed and it is expected that the remainder of the distance will be covered by the middle of September. Such are the possibilities of railway construction in the latter quarter of the Nineteenth Century—possibilities never before dreamed of. The other day this army of workers came to a place where several deep ravines had to be bridged and heavy cuts had to be made through the hills. In the space of 48 hours only a little more than four miles of road was completed, and the contractors spoke of the work as being "at a standstill" during that time. When the Northern Pacific was building, two miles a day over the prairie was considered pretty good work.

As yet there has been neither famine nor signs of a famine, and a glance through the supply train of twenty or more cars that is constantly treading on the heels of the tracklayers will dispel any fears of such a calamity. Here is everything that can be wanted by man or beast, from flour and potatoes, to coffee and canned fruits, from a pair of overalls to a wagon and from a pipe to a blacksmith's forge. For it is not alone necessary to keep a supply of food on hand, but also of all sorts of tools, implements and the other thousand and one things in constant demand on the part of so great an army of workers. Each day great gaps are made in the stock on hand and each day these gaps are filled by fresh cars from the east. It requires a regiment of men solely to look after and distribute these supplies. Half a million pounds of flour and half a million bushels of oats have already been disposed of and the work is not much more than a quarter completed. Evidently railway construction on this scale means business.

Charlotte is to have two new and important enterprises. One of these will be a brick, tile and sewer pipe manufactory, and the other will be a large mill for grinding corn meal and feed stuff.