

The Hustler.

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TUESDAY, JULY 23, 1913.

NOTHING BUT RIGHT.

The Hickory Democrat gets off its base in the following game:

"We note that the proposition to so amend the constitution as to permit municipal government to appropriate the fines and penalties which each imposes has failed to carry before the committee on constitutional amendments. The contention of the cities in this matter seems so just that we have been unable to see any reason why the constitution should not have been so amended as to permit each town to appropriate the fines which it collects to the maintenance of its own school system. The city of Hickory is not only taxing its citizens to support its own graded schools but in addition to this tax its people also have to contribute to the general school funds, making a double taxation for school purposes. Further than this the city has to maintain effective governmental machinery in order that its municipal and the state laws may be enforced. To maintain this governmental protection costs money and to raise this money means an additional tax burden on its citizens. Despite this, however, every fine imposed and collected, goes not to the support of that immediate branch of the government which makes its collection possible, but it is appropriated to the general school fund. Then again the idea of permitting the cities to use these fines is entirely in line with our old time view of local self government, and perhaps furnishes us with the most striking illustration. Why should the constitutional amendments committee have seen fit to depart from the principal in this particular case?"

The contention of the cities is plainly unjust instead of right. Why is it that people housed up in towns and cities like rats become narrow and hate the soil. It has, we know, long been the truth; since Jacob and his sons moved into Egypt there was a "difference between the farmer and townsman. But to the point: the above can merely be read with patience. Let the Democrat answer these questions. Does not the cities and towns get money from the general school fund? Then should the people of the country, folks of farms, alone, contribute to the general fund? Do not those who pay the fines often live outside the town (if they should be considered)? The Democrat says: "Hickory is not only taxing its citizens to support its own graded schools but in addition to this tax, its people also have to contribute to the general making a double taxation."

Why should Hickory not pay into the general school fund, just as others who take from it? Why should not all towns do so just as the people of the country? In other words, why should country people be asked to support city schools? How is that it becomes the duty of country people to educate other people's children—or the town the country children for that matter—without mutual adjustment. There should be no contention to change matters already adjusted. The Democrat says "it costs money to maintain government, collect funds," etc.

The above expressed view, which has not alone originated with our esteemed friend, the Democrat, but it will be heard in other North Carolina towns, in North Wilkesboro, as for one. North Wilkesboro gets nine hundred dollars from the general fund and so does Hickory more.

The legislative committee has done nothing but right.

Europe has the Balkin on its hand and the United States Mexico.

The Union Messenger is this smart: Twinkle, twinkle, Dave Lamar; how we wonder what you are!

The mean old Washington Post says: His political enemies are still claiming that the Colonel never finished anything, but what's the matter with the Bull Moose party?

Mount Airy must have felt like knocking the tea cup over and spilling coffee when she had such a distinguished guest as Dr. A. C. Dixon, of London, preaching there.

The Times-Leader of Surry is throwing up its hands over the talk of District Attorney Holton going out of office. He has, it is true, made a good official. And he's not out yet. It takes three strikes to put a man out—didn't you know that? But he's goin' to fan; now, you just sit still and watch.

A judgment in federal court in New York State showed that the Lewy Chemical Company there had been selling a fake insecticide for killing moths. "Mislabeling" or "misbranding" was the violation. The goods were labeled "Cedar of Lebanon and Camphor," when in fact they only contained chips of wood of the common red cedar.

A news item taken from the Yadkinville paper several days ago said that forty thousand had been left by the will of an old doctor, who died alone on the porch of his residence. His name was "Dr. S. W. Little," says the Statesville Landmark, and the sum of about five thousand went to the Baptist orphanage at Thomasville instead of the Oxford orphanage. And a correspondent "friend," of Charity and Children, the Thomasville Orphanage's paper says that "it is said" that he willed a portion of it to Thomasville.

Along the "precipice" of truth strolls the Baltimore Sun:

"A physician has testified in a Chicago divorce case that idle men make the most ardent lovers. Men who have a regular business and attend to it, he said, are not likely to be as affectionate as those who have nothing to do.

"He is right. Love-making is, after all, chiefly a matter of phrase-making. To make a good phrase means hard work—every author will tell you that—and the man who has to earn his living is too tired out at the end of the day to do literary work of a high order.

Speaking of the right of the railways, just as of any other business enterprise to present their cause, fully and freely, before courts, administration tribunals, legislatures, and the bar of public opinion. President Finley of the Southern Railway before the State newspaper men at Asheville last week said:

Enlightened public opinion in the United States will not justify the relegation of the railways to the status of the Jew in England in the Middle Ages, when, as we read in Madox's History of the Exchequer: "Josee Quarterbuch gave forty marks that his son Hakelin might be dealt with according to justice"; and "Jurnet of Norwich gave 1,800 marks that he might reside in England with the King's good will."

"The railways are asking for no favors. They ask only that their importance in the development of the country and that the interest which each individual has in their efficiency shall be frankly recognized. They ask that differences which may arise between them and individuals or communities shall be adjusted in accordance with sound business principles or that failing such adjustment, they shall be adjusted by the tribunals constituted by law."

No "Alleged" Railroad.

CHEROKEE OBSERVER.
We don't want to make Col. Henry B. Varner feel any worse than he should and perhaps does feel about his recent expressions, with their possibly injurious effect upon his congressional candidacy, but we are clearer than ever that he has done some of the "alleged railroads" of the State much wrong. Take, for example, "one smooth Pennsylvania gentleman who is building a road to a million-dollar tract of timber land." Colozel Varner's fling needs no interpretation. What are the facts? The Watauga & Yadkin Valley Railroad Company has built and placed in operation about 24 miles of railroad between

North Wilkesboro and Darby. It is working upon the farther stretch whose completion will link North Wilkesboro with Boone over a distance of 52 miles. Near Boone it will meet the Norfolk & Western's definitely projected extension through Ashe county past Jefferson into Watauga county. A region of really wonderful resources, not only in timber and attractiveness for resort purposes but also in iron ore and several other respects, will be given rail communication with the world. Incidentally the new railroad will pass within less than seven miles from Blowing Rock, with a good road already existing between. It will save our northwestern-most counties from draining into other States, as too much of our territory already does; it will not only give them railroad facilities but will couple them up effectively with the body of the State. It should also, by its connection with the Norfolk & Western's direct mileage into the Middle West, improve the State's transportation in no unimportant way. From Grandin, rather more than midway between North Wilkesboro and Darby, it is planned to throw a connecting line of about 15 miles into Lenoir. And a word about this town of Grandin may not be amiss, since it is purely the creation of the railroad. Here will soon be ready for operation one of the largest lumber plants in the county, with four wood-working and furniture factories already assured as neighbors thereto. Grandin, with its adjacent timber wealth permanently conserved, will soon be an important new industrial point on the State map.

All we have been saying about the developments in prospect assumes a well built railroad, not such a mere logging as Colonel Varner would make us suppose. It is, in fact, a standard construction, with compensated grades as low as the difficult mountain engineering of the section which traverses the Blue Ridge will permit within a cost limit running there over \$50,000 a mile. The plans call for 75-pound rails outside the mountains and 85-pound rails inside. We are reliably informed that \$700,000 has already been spent upon the road, \$800,000 more will be spent before reaching Boone, and that arrangement for a \$3,500,000 bond issue upon the whole construction and equipment have been made. It is also stated that the 24 miles now in operation are paying well, although the work of handling the timber has not yet begun. The locomotives used are said to be heavier than those on the Southern Railway's principal branch lines. Take it all around—as a railroad construction and as a splendid new revenue of development—we should say that this "alleged railroad" comes remarkably near being the real thing.

We get it straight from Mr. W. G. Grandin, whom Colonel Varner has with such spirit and decency castigat-ed, that the Watauga & Yadkin Valley has never been granted by the State over half the number of convicts it should receive under the terms of the general act. Instead of the minimum of 50 or the maximum of 125, it is allowed only 28—really too small a number to handle economically, although very satisfactory otherwise. The Watauga and Yadkin Valley people have had the awkward task of explaining to their bankers why they thus seem to be considered unworthy by the State.

Positively, Colonel Varner, you should withdraw your satire and try to see the inadvisability of the State neither keeping its agreements nor affording the railroad projects of some sections the help which the railroad projects of all the other sections have enjoyed. Let's not shut off all supplies of convict labor until these new railroads into these sections have had a fair chance to make good.

One of the most common ailments that hard working people are afflicted with its lame back. Apply Chamberlain's Liniment twice a day and massage the parts thoroughly at each application, and you will get quick relief. For Sale by All Dealers.

During the summer months mothers of young children should watch for any unnatural looseness of the bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by All Dealers.

Big Ben Says:

Yes Sir,

Notice These Prices

THE MAN who fails to investigate the opportunities of life such as this great sale---has no one to blame but himself if he doesn't prosper.

Here now, every man in this surrounding country is offered the chance to buy goods he will surely need sooner or later, at prices way below what he has had to pay formerly or will have to pay later. The shrewd men---those who are getting ahead---are quick to grasp such an opportunity as this. They realize that to take advantage of it is just like finding money.

Go where you will and when you will, you'll not find bargains like these. No merchant is going to sacrifice good merchandise in this way except under circumstances compelling drastic measures. J. C. Henry & Co. must reduce their stock without delay in order to carry out their plans. Hence the remarkable bargains of which the following are only a few:

Women's Heavy Shoes	regular price	1.25	sale price	1.09
" " " "	"	1.50	"	1.23
" " " "	"	2.00	"	1.63
Mens " " " "	"	2.00	"	1.69
" " " "	"	2.50	"	2.19
" " " "	" stronger than Law	regular price	3.00	sale price 2.58
Mens Heavy Shoes	regular price	3.50	"	2.98

Ladies Fine Shoes.	
ladies fine shoes reg. price	1.50 1.19
" " " "	2.00 1.69
" " " "	2.50 2.18
" " " "	3.00 2.38
" " " "	3.50 2.98

We have some lots of shoes oxford and pumps for ladies. Which we will sell in this sale at the following prices:
1 lot 3.00 to 3.50 will go at 1.48
1 " 2.50 " 3.00 " " 1.23
1 " 2.00 " 2.50 " " .98
1 " 1.50 " 2.00 " " .89
These includes all colors and some white ones.

Our children's Oxford and pumps also shoes, have been reduced expressly for this sale. One lot at 39c	
1 lot	" 59
1 "	" 89
1 "	" 98
1 "	" 1.19

J. C. HENRY & CO.