

He who fails to pay for and read his home paper loses much that is good.

The Mountain Scout.

DEVOTED TO THE SOCIAL, MORAL AND FINANCIAL INTERESTS OF THE CITIZENS OF ALEXANDER COUNTY AND WESTERN CAROLINA.

VOL. XIII NO. 681.

Taylorsville, N. C. Wednesday, June 2, 1915.

\$1.00 PER ANNUM

THE MOUNTAIN SCOUT.

Published every Wednesday, at Taylorsville, North Carolina.

J. P. BABINGTON, Editor and Publisher.

Entered at the Post Office, in Taylorsville, N. C., as second class matter, February 6th, 1902, under Act of Congress of March 3, 1879.

Busy
as
Bees

We are always as busy as Bees
**Buying the Best,
Selling the Best,
At the Best Prices.**

Our motto is: GOOD GOODS,
LOW PRICES
AND FAIR DEALING.

We buy all kinds of Produce
and pay all it is worth in
cash or trade:

Always call and examine our
goods and get prices before
you go by

THE BEE HIVE

NOTICE TO TAX PAYERS

The County Commissioners, at their last meeting, extended time for me to advertise for 1913 and 1914 taxes from May 1st to the first Monday in June, 1915. If taxes are not paid on or before that date, I will be compelled to add cost and sell property.

Please attend to the matter and settle your taxes on or before the first Monday in June.

This, the 25th day of May, 1915.

R. L. MATHESON,
Ex-Sheriff Alexander County.

A Confederate Relic.

Greensboro, N. C., May 23.—Among the lines now being double tracked by Southern Railway, one stretch between Greensboro and Pelham, was originally constructed under the direction of the Confederate government and has remained as perhaps the most permanent monument of any work done by the Confederacy. Veterans from states South of Virginia, who go to the reunion at Richmond over the Southern will have an opportunity to travel over this line and to see the work of double tracking now in progress.

The entire line from Greensboro to Danville, Va., was constructed by the Richmond and Danville for the Confederate government as a war measure. Some years ago this line was double tracked from Danville to Pelham, N. C., 9 miles. Despite the many improvements that have been made, the location of this line, as determined by the war-time engineers, has never been changed and so well did they do their work that when the double tracking was undertaken very few changes were found necessary, and in the main, the work has been simply the construction of a parallel track.

The Confederate authorities saw the strategic value of a line connecting the R. & D. with the North Carolina Railroad and were able to bring to bear sufficient pressure to overcome the obstacles which had previously stood in the way of its construction owing to the rivalry of of North Carolina and Virginia, each state seeking to protect its own railway interests. The necessary rail was procured by tearing up other roads and when at the close of the war the line was confiscated by the United States as one of the assets of the Confederacy, there was prolonged litigation before the Richmond and Danville secured undisputed title.

The origin of this line is remembered in many local traditions and names, among them "Tennessee Curve," said to have been so called because the grading at this point was done by men of a Tennessee regiment.

Indigestion and Constipation.

"I have tried various colic and diarrhoea remedies, but the only one that has given me entire satisfaction and cured me when I was afflicted is Chamberlain's Colic, Cholera and Diarrhoea Remedy. I recommend it to my friends at all times," writes S. N. Galloway, Stewart, S. C. For sale by all dealers.—Adv.

Printing the News.

We often hear some thoughtless fellow say: "If I was running a paper, I would print the news. I don't care who it might hit. If they don't want to get into the paper, let them keep out of trouble."

We remember one particular instance in which a similar remark was made.

We had, through the pleadings of an old mother and a tearful sister "killed" a good story concerning the escape of a rather worthless young fellow. But to his mother and sister he was not worthless, and they prevailed upon us not print the item which would disgrace them forever.

And we did not print it. So we were accused of cowardice by this certain critic and

were told that we did not know how to run a paper.

In vain we tried to explain that many things besides our own likes and dislikes entered into our weekly labor.

It was no use, he said, we should print the news.

Six months later the same man came sneaking up to our home in the dead of night to plead and beg with us not to print a much worse story in which he himself was mixed up.

We had the story but had no intention of printing, for it was one of those things that it is best for all concerned and for the public, to suppress.

But our critic had heard that we knew the details and, with the unfairness that characterized his first utterance, at once jumped to the conclusion that we would chortle with joy over a chance to flaunt such a choice bit of gossip in the faces of our readers.

Remembering his attitude on the other occasion we let him squirm a bit.

We reminded him of his former statement and intimated that he at that time opened our eyes. "We would publish the news. If anyone did not want to get into the paper, let them keep out of trouble."

He remembered.

He admitted that he had so expressed himself.

But he was wrong, he said.

And this case was different.

Moreover, he was a prominent man—and married—and he had a family—and all of the same stuff that every editor hears when some one gets into trouble.

Well, the story was not printed. It never would have been. But we feel sure that our critic believes that the only thing that kept it out was his "prominence" and "influence."

No, dear friend, about the only element that was totally ignored in coming to our decision was you, yourself.

Grand Excursion

To Washington, D. C., and Return via Southern Railway, Thursday, June 10th, 1915.

Low round trip fares from station named as follows:

Taylorsville \$5.50

Special train will leave Salisbury at 8:30 P. M. June 10th, arriving Washington following morning at 8:55 A. M. Returning will leave Washington at 9:00 A. M. Saturday, June 12.

Passengers from branch line points will use regular trains to the various junction points connecting with the special train and returning will use regular trains from such junction points to home stations.

Tickets good going and returning on special train only and cannot be extended.

Special train will consist of first class coaches only.

Daylight trip through Virginia returning.

A rare opportunity to spend twenty five hours in Washington, giving ample time for sight seeing in the Capitol City.

Low round trip fares from points not mentioned above on same basis.

For further information, tickets, etc., call on any agent Southern Railway, or,

R. H. DEBUTTS, D. P. A.,
Charlotte, N. C.

—QUANTITY—
—QUALITY—
—and PRICE—

are three things to consider.

We keep the
QUANTITY
with us, you find
THE QUALITY
and we al-
ways make
THE PRICE
to suit the Quan-
tity and Quality.

We buy all kinds of Produce
and pay the highest price
the market will afford.
We are here for business.

THE WATTS COMPANY

AN OPPORTUNITY

My stock of General Merchandise and Furniture is too large for the dull season.

FOR THE NEXT 60 DAYS

I propose to offer to the people of Alexander

Some Surprising Bargains

and thereby clean up and reduce all lines.

Cash or Country Produce

will catch these bargains. I also want your Cross Ties and Lumber.

Come and see me and you will be surprised at my prices on many staple goods.

J. C. WIKE

The Popular Book of the Season



is the check book, which is a sign of a bank account. It is the necessary provision for the future rainy day. We invite married couples to deposit their savings and surplus cash with us, and we offer them liberal interest with perfect security. Ask your friends about our business methods and they will tell you how reliable we are.

The Bank of Alexander