

The Mountain Scout.

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

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Taylorsville, N. C. Wednesday, Nov. 22, 1916.

\$1.00 PER ANNUM

Anything You Want?

CALL AT
The Watts Company

If we havent got it we can get it for you and sell it as cheap as anybody.

Prices on many lines of goods have advanced greatly, but owing to the fact that many of our goods were on hand we can sell them to you as cheap as we can buy them ourselves on the market today. Other goods have advanced slightly but we can and will sell them as cheap as you can get them elsewhere.

We are in the market for all the

PRODUCE

chickens, eggs, butter, fruit, cross-ties, etc., that we can get. Bring your produce to us for TOP-OF-THE-MARKET PRICES

THE WATTS CO.

CHRISTMAS IS COMING---

And as usual **The Bee Hive** will be Headquarters for **All Kinds of Holiday Goods.** Our regular stock of **FALL and WINTER GOODS** is complete. See us for **Anything You Need.**

Those Who Trade Here Always Come Back.

WHY?

THE BEE HIVE

Why Promotion Came Not.

He watched the clock.
He was always grumbling.
He had no iron in his blood.
He was always behindhand.
He didn't believe in himself.
He was willing, but unfitted.
He was stung by a bad book.
He asked too many questions.
His stock excuse was "I forgot."
He wasn't ready for the next step.
He didn't put his heart into his work.
He learned nothing from his blunders.
He felt that he was above his position.
He chose his friends among his inferiors.
He was content to be a second-rate man.
He ruined his ability by half doing things.
He never dared to act on his own judgment.
He did not think it worth his while to learn how.
He tried to make his bluff take the place of ability.
Familiarity with slipshod methods paralyzed his ideal.
He thought that he must take amusement every evening.
He thought it was very clever to use coarse and profane language.
He was almost ashamed of his parents because they were old fashioned.
He imitated the habits of men who could stand more than he could.
He did not learn that the best part of his salary was not in his pay envelope.—Success.

A Clean Campaign.

Happily we have arrived at a time in our public life when mud-slinging is unpopular. The politician who, with personal animus, attacks his rival unfairly and viciously is likely to lose more sympathy than he wins. With the general enlightenment of the people and a growing independence in individual thinking, there has arisen a demand for the honest discussion of public issues on a high plane and in good spirit.

A very fine illustration of what we are saying was afforded in the recent race for the Presidency, both aspirants being men of recognized character, and incapable of resort to underhand methods and shady means in order to win the highest office in the gift of the American people. Similarly, the gubernatorial race in North Carolina was conducted in a manner creditable to both candidates for that high honor. The post-election exchange of telegrams between the defeated Republican candidate, Mr. Linney, and the successful Democratic candidate, Mr. Bickett, was a matter of gratification to the people of all parties. The messages were as follows:

"Lenoir, N. C., November 9, 1916. Hon. T. W. Bickett, Louisburg, N. C. You have made a clean, strong and able campaign, and have given an elevated tone to the character of North Carolina political debate. You have won. Accept my congratulations—FRANK A. LINNEY."

Frank A. Linney, Boone, N. C., via Lenoir. I thank you for your generous telegram. Your own campaign does you high credit, and I am grateful that

our contest leaves no sting and no scar. Wishing you every happiness, I beg to remain, Sincerely, T. W. BICKETT."

Such a spirit is to be highly commended. It finds an echo, even as it deserves a place, in the heart of every citizen, no matter how partisan he may be. It will help the cause of good government. It will promote general good feeling. It will enable men to be more fairminded, more intelligent, more independent in their suffrage and more progressive in their citizenship. It can but set politics in truer and clearer light as one of the worthiest themes and tasks that can engage the attention of man.—Biblical Recorder.

Blinders Are Barbarous.

A writer in Our Dumb Animals quotes the following from an address before the Red Star Society, of Switzerland, by President Falize, of the Society for the Protection of Animals, of Paris, which we commend to the consideration of every owner or friend of the horse on this side of the Atlantic: "As to blinders on horses, it is necessary to banish them forever and from every land. After the absolute certainty resulting from twenty years of comparative study and reflection, I am convinced they are the last vestige of barbarous times. They deprive the horse of three-quarters of his natural range of vision and are responsible for many of his vices, fears and many accidents. The army, where horses ought particularly to be subject to fear, does not tolerate them."—Exchange.

Subscribe for the Scout.

A Simple Explanation.

The Railway Age-Gazette offers a very simple explanation of the car shortage, the most serious ever known in the history of the country. It ascribes the trouble solely to the system of "regulation" to which the railroad managements have been subjected for the last 10 years. This railroad paper says the freight car situation is deplorable. But it is more accurate to say that the situation with reference to facilities in general is deplorable. The railways get all the blame. They cannot deliver cars to the shipper when they do not have the cars. They cannot get the cars until the manufacturers have built them. The cars cannot be built until they have been ordered, and they cannot be ordered until the railways have money with which to pay for them. For the last few months they have been getting the money and they are ordering the cars. But it takes time to build cars, and not enough of them are on the rails as yet to do much good. Up to fifteen months ago it would have been easy to get cars built without delay; but then the railways did not have money enough to buy them.

"The essential vice in the policy of regulation," says The Railway Age-Gazette, "which causes it to contribute toward the development of such conditions is that it so controls the rates of the railways that most of them do not in fat years earn enough money to tide them over the lean years. Consequently, in the lean years their expenditures for maintenance, and for improvements and increases of facilities, are restricted to the utmost in order to keep them out of bankruptcy, and they cannot in the fat years make large enough expenditures for maintenance and large enough investments in improvements to offset the heavy retrenchments made in the lean years. A policy which does not recognize the fact, as our policy of regulations does not, that every industry has to go through bad as well as good years, but which on the contrary is predicated on the assumption that rates which are barely sufficient for prosperous years will be sufficient at any time, is bound at frequent intervals to give rise to such conditions as those with which the country is now struggling."—Charlotte Observer.

Now Lookout.

When a cold hangs on as often happens, or when you have hardly gotten over one cold before you contract another, lookout for you are liable to contract some serious disease. This succession of colds weakens the system and lowers the vitality so that you are much more liable to contract chronic catarrh, pneumonia or consumption. Cure your cold while you can. Chamberlain's Cough Remedy has a great reputation. It is relied upon by thousands of people and never disappoints them. Try it. It only costs a quarter. Obtainable everywhere.—Adv.

SPECIAL TRAIN To Richmond, Va. via Southern Railway Wednesday, November 29th, 1916.

ANNUAL FOOT BALL GAME Between University of North Carolina and University of Virginia, Thanksgiving Day, Thursday, November 30th, 1916.

The Southern Railway will operate special train consisting of first class day coaches and Standard Pullman sleeping cars, leaving Charlotte at 8:45 P. M. Wednesday, November 29th, 1916, arriving Hull Street Station, Richmond, Thanksgiving morning at 7:35. Returning, Special Train will leave Richmond, Hull Street Station at 10:30 P. M. November 30th.

Following round trip fares will apply from stations named:

Taylorsville	\$5.25
Hickory	5.50
Statesville	4.50

Fares from all intermediate stations on same low basis.

Passengers from branch line points will use regular trains to and from main line junction points connecting with the Special Train.

This is the last opportunity of the season to visit Richmond and its many attractions at low cost, in addition to attending the Annual Foot Ball Game which is the biggest one played during the season.

PULLMAN RESERVATIONS MUST BE MADE IN ADVANCE.

For further information and Pullman reservations ask any Agent of the SOUTHERN RAILWAY, or write

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

A Woman In Congress.

The next Congress will see the first woman member. She is Miss Jeanette Rankin of Montana. Montana has but one member of the House, and she was elected by the people of the whole State. She is a Republican and defeated a Democrat running for re-election. As President Wilson carried the State by a large majority, sentiment must have played a large part in the election of Miss Rankin. We have seen the statement that she is a native North Carolina woman, having lived formerly in Salisbury. She is described as a small, slender woman, neat in dress, bright in intellect and modest and domestic in habits. Her presence in Congress will be quite unique until the public becomes accustomed to the new order of things.—Newton Enterprise.

Do You Have Sour Stomach.

If you are troubled with sour stomach you should eat slowly and masticate your food thoroughly, then take one of Chamberlain's Tablets immediately after supper. Obtainable everywhere.—Adv.

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