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VOL. IX.

SCOTLAND NECK, N. C., THURSDAY, MARCH 9, 1893.

NO. 15

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Pure! Brilliant! Perfect!  
USED EVERYWHERE, AND EN-  
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THE MOST POPULAR GLASSES IN THE  
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They are daily worn and are warmly  
praised by the solid Representative Men  
of this country, many of them being of  
National fame. The list embraces Bankers,  
Merchants, Lawyers, Governors,  
Senators, Foreign Ministers, Mechanics,  
researchers, men eminent in all professions  
and trades.

PHYSICIANS RECOMMEND THEM.  
BUY NONE BUT THE GENUINE  
These perfect Glasses are accurately  
adjusted to all eyes.

For sale by,  
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For Croup, Whooping Cough, Sore  
Throat, Hoarseness, and all  
Inflammations of the Throat and  
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remedy, and is sold everywhere.  
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Remedy for Croup, Whooping  
Cough, Sore Throat, Hoarseness,  
and all Inflammations of the  
Throat and Lungs. It is a safe  
and reliable remedy, and is sold  
everywhere.

## ANTI-CRIMOLINE.

O lovely women fair!—divine!  
Abstain, I pray, from crimoline!  
Be still a Grecian goddess girl,  
With graceful, clinging, trailing, skirt.

Deign not to wear that horrid hoop!  
A five-yard shirt—but not the hoop  
Of rattan, steel, and bone of whale  
That fly and scud with every gale.

"Female persuasion," scorn a dress  
Which Fashion's folly doth confess;  
Your brain, equal to that of man,  
Against this thing should raise the ban.  
O, woman, freed from many an ill,  
Do not to this yoke yield thy will;  
Unpack the shirt you wore last year,  
Let coat and vest once more appear—  
But let hoop-skirts in exile stay,  
And banish crimoline for aye!

—Mrs. Francis S. Hooper.

## For Boys.

Correspondence to THE DEMOCRAT.

Aim at perfection in everything;  
they who aim at it and persevere,  
will come much nearer to it than  
those whose laziness and despon-  
dency make them give it up as unat-  
tainable. There are no rivals so  
formidable as those earnest, deter-  
mined minds that reckon the value  
of every hour, and that achieve emi-  
nence by persistent application.

Do the best you can, whatever  
you undertake, if you are only a  
street sweeper, sweep your "level  
best." He who does his best, how-  
ever little, is always to be distin-  
guished from him who does nothing.  
Persevering mediocrity is much more  
respectable, and unspcakably more  
useful than talented inconstancy.  
Activity is the law of life. Pa-  
tience is power in a man. Faith in  
our own ability is half of every bat-  
tle. "A living dog is better than a  
dead lion." Character is a man's  
real worth; reputation is his market  
price. A good character, good hab-  
its and iron industry are impregna-  
ble to the assaults of all the ill luck  
that fools dream of.

Genius, after all, is only the power  
of making an effort. "Genius, un-  
exerted, is no more genius than a  
bushel of acorns is a forest of oaks."  
Do not croak against genius, or want  
of opportunity. If your opportuni-  
ties are not good enough, better  
them. It is cowardice to grumble  
at circumstances; the persevering  
man rises above them. Opposition  
gives him better power of resistance.  
Kites rise above the wind. No man  
ever worked his voyage in a calm.  
A head wind is better than no wind  
at all.

No man ever achieved renown  
who was too lazy to exert himself.  
It is more noble to make your-self  
great than to be born great. There  
is no genius in life the genius in  
life like the genius in energy and  
activity. We cannot go to sleep  
beggars and wake up millionaires;  
we cannot go to bed dances and  
wake up Solomons. We must work  
and wait. We must win if we want  
to wear. Every detection of what  
is false directs us toward what is  
true; every failure is but a step to-  
ward success; we should profit by  
the follies of yesterday.

The young man who distances  
his competitors is he who masters  
his business, who preserves in in-  
tegrity, who pays his debts, who  
lives within his income, and who  
gains friends by deserving them.  
"Stick to your aim; the mongrel's hold  
will slip; But only crowbar's loose the bulldog's  
lip; Small as he looks, the jaw that never  
yields Drag down the howling monarch of  
the fields."

## Telling the Worst Last.

Chicago Tribune.

"Yes, I dabbled in futures once,  
said the man in the mackintosh, re-  
flectively.

"What?" inquired the man who  
had his feet on the table.  
"No. And it wasn't corn, or oats,  
or barley, or peas pork, or potatoes,  
or chips, or wheat-stalks. It was  
broom corn. I thought there was  
money in broom corn."

"Put much money in it?" asked  
the man with the shaggy ulster.  
"More money than judgment,"  
sighed the man in the mackintosh,  
gloomily.

"How much did you lose?"  
"I lost \$50,000 I had hoped to  
make out of the deal."

"Was that all?"  
"All? No, I lost \$12,000 I had  
borrowed from friends—"

"Have they got it yet?"  
"And that wasn't all!" groaned  
the man in the mackintosh, unheed-  
ing the interruption, and wiping his  
eye with the corner of his handker-  
chief, "I lost \$87.65 of my own  
money."

## THE CANALS.

### PANAMA AND NICARAGUA.

A COMPARISON.

Scientific American.

While the papers have been pub-  
lishing full accounts of the Panama  
Canal scandal, and friends at home  
have been suffering from the bitter  
cold weather, we have been visiting  
the Panama Canal and also the Nica-  
ragua Canal and have been uncom-  
fortably warm.

Landing at Aspinwall, or Colon  
as it is more frequently called, one  
finds more activity than was to be  
expected under the present state of  
affairs. The sun beats down with  
never-ending energy, and the  
frightful heat is only partially  
relieved by the cooling effect of the  
northeast trade wind.

The influence of this wind is felt  
only in the northern end of the town,  
and is completely lost on arriving  
at the central and southern portions  
of the level plain on which the city  
is built.

Work on the canal being at a  
standstill, the city derives little sup-  
port from it. Most of the inhabi-  
tants get their living by handling  
the freight that arrives here for ship-  
ment across the isthmus to Panama  
and the return freight. The railroad  
connecting Colon and Panama is  
running, but not with the energy it  
had when work on the canal was in  
progress. There is but one  
passenger train per day, and few  
are the freight trains.

Colon has been twice nearly  
destroyed by fire, and these fires  
have had a cleansing and improving  
effect. The city is cleaner, health-  
ier, better built, and in every way  
more habitable than formerly, and a  
citizen remarked that he thought it  
would be a good thing if the city  
would burn down about once in five  
years. There is no street-cleaning  
commission and no health board,  
and little is done to keep the health  
of the people. The arrangements  
for the care of the sick, however,  
seem to be very complete. The  
railroad company has a well-equipped,  
and well-managed hospital in the  
healthiest and most salubrious place  
on the north shore.

All along the route of the canal  
quiet reigns. A few years ago there  
was no Sunday there, but now every  
day seems a Sunday. It is not true,  
however, as some would have us be-  
lieve, that everything has been re-  
flected and allowed to go to the dogs.  
Allowances must be for the effects  
of climate and the peculiar condition  
of affairs, and when that is done it  
is surprising how successfully cared  
for have been the houses, the ma-  
chinery, the boats, and in fact the  
entire plant of the canal company.  
To be sure, one sees much rusty  
iron, but the important machinery is  
protected and preserved by careful  
keepers or watchmen in the employ  
of the canal company. The tow  
boats, launches, lighters, etc., are  
housed in and protected from the  
weather, their machinery white lead-  
ed and oiled, and periodically over-  
hauled, turned over and kept in such  
good order that I doubt not that  
ninety per cent of these boats could  
be put into service inside of a week.  
The houses are in good condition,  
though the hot and damp atmosphere  
has caused the usual decay of wood  
work, notably of the canal are filling  
in, but not to an extraordinary degree.  
The heavy fall of water during the  
rainy season has washed down the  
banks and there have been numerous  
land slides, but not even to the ex-  
tent that was expected by the pro-  
jecting engineers. The receiver in  
whose hands the canal property now  
rests is expending about thirty-five  
thousand dollars a month in preserv-  
ing the plant. Much interest is  
manifested by all classes at Colon  
in the development of the Panama  
scandals. The Colombians believe  
in the ultimate success of the canal,  
and, as they derive a large revenue  
from the building of the canal and  
from those employed by the canal  
company, they are anxious to have  
work recommence, and it is safe to  
say that the government authorities  
of the republic of Colombia will do  
everything in their power to help  
the canal company to its feet. It  
will be some time before the fate of  
the Panama Canal is decided. In  
case work is resumed, it will be on  
the plan of a lock canal.

The original plan was a failure  
because of inadequate knowledge of  
the country, incomplete surveys,  
wrong estimates and ruinous sub-  
contracts, and last, but not least,  
corruption.

The engineering difficulties of the  
new plan may be mentioned as the  
Culebra cut; the Gamboa dam and  
the control of the Chagres River.  
The most important one of the above  
is the dam, which is to contain 3,-  
000,000 cubic yards of filling.

Those in position to know, and  
well-informed men generally, place  
the probable cost of completion at  
not less than \$125,000,000 and the  
time at not less than seven years.

Leaving Colon, a couple of days'  
sail put us at Greytown, Nicaragua,  
the eastern terminus of the Nica-  
ragua Canal. The advantages claimed  
for this canal over its rival at  
Panama are, first, the greater ease of  
construction; second, its more north-  
ern position; and third, the cli-  
mate and prevailing winds are more  
favorable. The mechanical details  
are simpler and its position makes  
a material saving in distance between  
New York and San Francisco.

A great deal has been said about  
the harbor of Greytown being bet-  
ter than that of Colon or Panama. On  
visiting these places one fails to find  
it true. It is true, however, that  
Greytown has had a fine large har-  
bor, but the sea has built a ridge of  
sand which incloses the harbor, thus  
forming a large lagoon. A pier or  
break-water has been built, running  
out normal to the coast, and to the  
westward a channel or entrance to the lagoon has  
been dredged. The breakwater is  
now about one thousand feet long  
and is composed of creosoted piles.  
This, however, is only framework,  
temporary on account of the destruc-  
tive teredo, and is to be filled in with  
natural and artificial rock, part of  
which is already in place. To the  
eastward of the pier the shore line  
has made out about seven hundred  
feet. The channel to the westward  
does not get as much scouring out as  
was hoped for. The breakwater will  
probably have to be continually ex-  
tended, and constant dredging will  
be necessary to keep the entrance to  
the harbor in passable shape.

Work was commenced on the Nica-  
ragua route about five years ago,  
and the progress has been good.  
Necessary buildings have been built  
in the most economical style, stores  
for material established, machine  
shops started, dredges, tow boats,  
and barges bought and put to work,  
and a short line of railroad construc-  
ted.

On a hand car we took a run over  
the railroad, which is now nine miles  
long. One is struck with wonder  
while looking at this piece of work,  
and cannot help admiring the pluck  
and perseverance of the builders.  
The road runs parallel and close to  
the canal line. It runs through a  
swamp land, and when they started  
to build it, there was nothing but a  
dense forest of trees and under-  
growth, the ground being covered to  
a depth of four or five feet with stag-  
nant water, saturated with decayed  
vegetation. Men stood in this wa-  
ter up to their shoulders and labor-  
iously chopped and felled the trees.  
Many of these trees were of wood a-  
hard and unimpressionable as iron.  
A strip of swamp land was cleared  
to a width of about eighty feet and  
for a distance of six miles. The trees  
were trimmed and then formed into  
a cribwork along the line of the road  
and on this cribwork stringers, ties,  
and rails were laid. Sand from the  
dredges was dumped on this, packing  
down through and around the timber,  
thus forming an embankment.

Where the embankment sank  
down into the mire of the swamp,  
more timber and sand was added.  
Thus was made the road bed that  
many engineers said was impossible  
of construction. The cost was forty  
per cent, less per mile than the origi-  
nal estimate. This road is to be  
used in transmitting material, tools,  
equipments, etc., to different points  
along the line of the canal.

The two large dredges, the city of  
Paris and the city of New York,  
have started on the work of dredging  
and have out since January, 1891,  
a channel 1,500 feet long, 250 feet  
wide, and 20 feet deep. The track  
of the canal has been cleared of trees  
and underbrush for eleven miles.  
The manner in which one of these  
dredges eats into the earth is aston-  
ishing, and perhaps the reader can  
form an idea when I say that in each  
minute fourteen buckets full are  
scraped out, each bucket holding a  
cubic meter. Imagine a block of  
earth nearly as large as the room in  
which you are sitting being removed  
in a minute, and then imagine that  
operation being repeated every mo-  
ment of the day and night.

A telegraph line has been construct-

ed, so that there is communication  
all along the line of the canal,  
through to Brito, on the Pacific coast.

The total length of the canal route  
is 169.5 miles, of which 142 miles  
are free river and lake navigation.  
Lake Nicaragua, the highest level  
is 110 feet above tide water.

Estimates made by reliable dis-  
interested men and engineers put  
the cost of completing the Nicaragua  
Canal at \$100,000,000. The route  
has been very thoroughly surveyed  
and the above estimate is thus based  
on comparatively reliable data.

The present outlook for the com-  
pletion of the Nicaragua Canal is  
far better than for the Panama, but  
they both seem to be "hip, ed in the  
same way. It is simply a question  
as to which company can first get  
the necessary funds.

F. R. BRAINARD,  
U. S. NAVY.

## Lizard Skin Utilized

Lizard skin has for the past two  
seasons or so been a very popular  
material for card cases, purses,  
pocket books and such articles, and  
a large business has sprung up in  
meeting the demand for the raw  
material. Over 500,000 lizard  
skins were imported from the Mexi-  
can state of Tabasco alone last year,  
and the local government's estimate  
puts the number of lizards killed in  
that state during the same year at  
full 5,000,000. Many of the skins  
went to Europe, and large quantities  
are marketed in Mexico.

## A Test of Culture.

The New York Times.

A distinguished man remarked  
not long ago that there is no surer  
test of culture than the way in  
which one handles a book. "All  
those who have any experience of  
the deeper life," he said, "think  
of books almost as human beings.  
Even a book which is not worth  
much in itself is still treated by  
them with respect, since it wears  
the outward guise of what they  
have learned to consider their best  
friends. He went on to condemn  
the senseless and offensive man-  
ner in which choir singers often abuse  
their hymnbooks, bending them  
backward until the covers meet  
and holding them thus throughout  
an entire hymn. This vandalism  
is not, alas! confined to the class  
mentioned.

## Married Sixty-Five Years.

Chatham Record.

It is a very rare and remarkable  
occurrence for a man and his wife  
to celebrate the sixty-fifth anniver-  
sary of their marriage, and yet a  
couple in this county did that on  
last Tuesday. On the 28th day of  
February, 1828, Mr. William G.  
Harris was married to Miss Nancy  
A. Rives both of Chatham county,  
and on last Tuesday they were both  
alive to observe the 65th anniversary  
of their marriage. Just to think of  
it, sixty-five years of wedded life!  
What wonderful changes have taken  
place in those long years!

We much regret to learn that Mr.  
Harris is now in a very critical con-  
dition, although until a few months  
ago he enjoyed remarkably good  
health for one of his advanced age.  
He is one of Chatham's most re-  
spected citizens, and in 1860 was  
elected to the Senate from this coun-  
ty.

## Now Try This.

It will cost you nothing and will  
surely do you good, if you have  
a Cough, Cold or any trouble with  
Throat, Chest or Lungs. Dr. King's  
New Discovery for Consumption,  
Coughs and Colds is guaranteed to  
give relief, or money will be paid  
back. Sufferers from La Grippe  
found it just the thing and after its  
use had a speedy and perfect recov-  
ery. Try a sample bottle at our ex-  
pense and learn for yourself just  
how good a thing it is. First free  
at E. T. Whitehead & Co's Drug  
Store. Large size 50c. and \$1.00.

FITS.—All Fits stopped free by Dr.  
Kline's Great Nerve Restorer. No Fits  
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Treatise \$2.00 trial bottle free to fit  
cases. Send to Dr. Kline, 931 Arch St.  
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Hard, Soft or Calloused Lumps and  
Clemishes from horses: Blood Spavin,  
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## How's Your Liver?

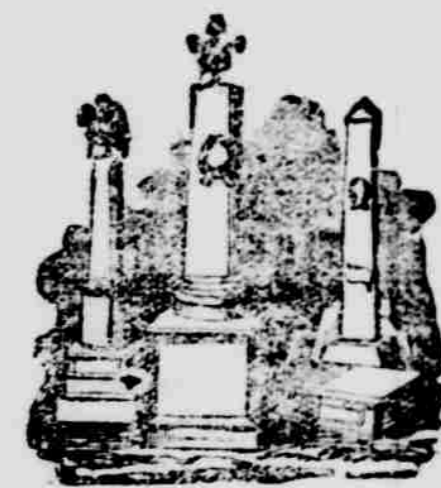
Is the Oriental salutation,  
knowing that good health  
cannot exist without a  
healthy Liver. When the  
Liver is torpid the Bow-  
els are sluggish and con-  
stipated, the food lies  
in the stomach undig-  
ested, poisoning the  
blood; frequent headache  
comes; a feeling of lassit-  
tude, despondency and  
nervousness indicate how  
the whole system is de-  
ranged. Simmons' Liver  
Regulator has been the  
means of restoring more  
people to health and  
happiness by giving them  
a healthy Liver than any  
agency known on earth.  
It acts with extraor-  
dinary power and efficacy.

See that you get the Genuine  
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with about 100  
trees just be-  
ginning to  
bear

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SWAMP AND HEMORRHOIDS,  
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scriptions.

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anteed. Prices low as the lowest.

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DEALERS IN

**Lime,**

**PLASTER,**

**CEMENT,**

Richmond, Va.

**J. H. LAWRENCE.**

DEALER IN

GRAIN, MILL-FEED, HAY,  
CLOVER AND GRASS  
SEEDS.

IMPROVED FARM IMPLEMENTS  
A SPECIALTY.

Agent for CLARK'S GET