

THE COMMONWEALTH.

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ADVERTISING is to BUSINESS WHAT STEAM IS TO Machinery, THAT GREAT PROPELLING POWER. THAT CLASS OF READERS THAT YOU Wish your Advertisement TO REACH is the class who read this paper.

WINE OF CARDUI. M. ELREE'S Wine of Cardui. has demonstrated ten thousand times that it is almost infallible FOR WOMAN'S PECULIAR WEAKNESSES.

THE EDITOR'S LEISURE HOURS. Points and Paragraphs of Things Present, Past and Future.

The political campaign in North Carolina promises to be lively this year. The Republicans will be glad to fuse with what Populists they can.

Perhaps the crop-prospect has not been poorer in Eastern North Carolina since 1889. The heavy rains have been very injurious to the corn and cotton crop.

The resignation of Dr. W. H. Whitsett, president of the Southern Theological Baptist Seminary, is a wise step.

The surrender of Santiago carried joy to many thousands of hearts both in the United States and in Spain.

It is said that fortune knocks at least once at every man's door. The greater part of humanity either are not at home or fail effectually to answer the call.

A number of educated young men who had taken a college course were in conversation a few days ago, and reached the conclusion that the young men who live in the towns are much less interested in the subject of education than the young men in the country.

Persons troubled with diarrhoea will be interested in the experience of Mr. W. M. Bush, clerk of Hotel Dorrance, Providence, R. I.

INTERNATIONAL ARBITRATION.

COMMENTS ON WAR AND ITS RESULTS. Present-Day Thoughts.

BY G. GROSVENOR DAVE. (Copyrighted by Dave & Tabor.)

It is well for us who feel that we are right in favoring international arbitration, to remember that it is bound to encounter stubborn opposition.

In order to be properly patient with opposition we must remember that the world has passed through a number of stages of development; and that there always lap over into the later some who belong to the earlier ones.

In relation to war these dwellers in past ages use all sorts of specious arguments to conceal their lack of progress.

These opponents of ours also say that war has always been and therefore always will be. This is an inconclusive argument.

Another most common and shallow argument in favor of war is that it clears off surplus population and thus eases up some of the competition of life.

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conjure away the burden of meeting such an expenditure. It is a very real one that effects even the smallest of us.

In brief, arbitration and civilization are alike in meaning, "the greatest good for the greatest number."

While grief is fresh yet over the loss of "the most loved woman in America," every incident in her public life will have special interest.

The friends of Miss Willard sat with no little apprehension through the reading, but she remained as calm and self-possessed as if no storm was brewing.

When the time came for her address, and she was introduced by the pastor of the church with quiet dignity she stepped to the platform, in a voice clear and musical, with a distinctness and power far surpassing that of the professional elocutionist who had preceded her.

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REBEL NAVY'S DIVING BOAT.

Four Brave Crews in Gray Who Perished in a Torpedo Craft.

UNIQUE DESTROYER AT MOBILE.

Philadelphia Record. "During three days," said N. B. Sadler, of Washington, D. C., an erstwhile soldier in the Confederate army, who was visiting in Philadelphia a few days ago, "when our people are wrought to the highest pitch of war, the story that I am going to tell you may not be amiss as illustrating the indomitable courage and utter recklessness of fear during the late conflict between the States."

"In 1864 the fleet of Admiral Farragut was blockading Mobile, while a heavy land and naval attack was directed against Charleston. During our long defensive war a great deal of ingenuity had been expended by the Confederates upon torpedoes and torpedo boats.

The most remarkable of these boats was constructed at Mobile by Messrs. Hundley & McClintock. It was launched in 1864, and nothing which has ever gone down into the sea was more wonderfully contrived to wreak vengeance and destruction upon friend and foe.

"She was built of boiler iron and was air-tight when ready for her dive. Her extreme length was about thirty feet, with five or six feet beam, and about six feet in depth of hold. In general contour she resembled a cigar; sharp at both ends. She was propelled by a screw, the shaft of which ran horizontally along her length, almost from stem to stern, and was turned by the manual force of eight men, seated on either side.

The only hatchway was circular, about two feet in diameter, with a low combing around it, which was placed well forward, and, when desired could be closed by an iron cap, working on hinges, and made air-tight. In the forward part of this cap was inserted a clear glass bull's-eye, through which the pilot could see. She was provided with water-tight compartments, provided with filling or emptying of which she would sink or rise; and to enable her to rise instantly her ballasting of railroad bars was placed on her bottom outside of her hull, and by means of keys accessible to her crew, could be detached in a moment, so that she could rise quickly to the surface.

Besides her rudder, which was of the usual form, this vessel was equipped with side paddles or fins, which, like those of a fish, served to guide her up or down, with reference to the surface of the ship.

To prepare her for action a floating torpedo was secured to her stern by a line more than 100 feet long, and her crew having embarked, the water tanks were filled until she was in equilibrium and almost submerged. The hatchway was closed, the men revolved the shaft, and the captain or pilot standing under the hatch steered the boat, regulating at the same time by the action of lateral fins the depths to which she would move.

UNDER WATER FOR TWO HOURS. "The greatest speed did not exceed four knots. She would remain submerged for half an hour or an hour without any great inconvenience to her crew; and on occasions had been known to remain under water two hours without actual injury to them through no means were provided for procuring fresh air, and from the moment that the hatch was closed, the men thus fastened in their lying tomb, inhaled and exhaled continuously the atmosphere which was enclosed within.

THEY VOLUNTEERED TO DIE. "General Beauregard changed the arrangement of the torpedo by fastening it to the bow. Its front was terminated by a sharp and barbed lance-head, so that when the boat was driven end on against a ship's side the lance-head would be forced deep into the timbers, below the water line, and would fasten the torpedo boat, would break off and explode the torpedo by means of a lanyard.

set for their expedition the last preparation had been made. "The torpedo boat was lying alongside the steamer, from which the crew had embarked. She was submerged until the combing of the hatch alone was visible above the water. Her commander, Payne, was standing in the act of ordering her to cast off, when the swell of a passing steamer rolled over her and sank her with her eight men in several fathoms of water. Lieutenant Payne sprang out of the hatchway as the boat sank from under him, and he alone was left alive.

"In the course of a few days she was raised and again was made ready for service. Again Payne volunteered, and eight men with him. The embarkation for their second attempt was made from Fort Sumpter, and as before, all having been made ready, Payne, standing at his post in the hatchway, ordered the hawser to be cast off when the boat careened and sank instantly. Payne sprang out of the hatchway and two of the men followed him, but the other six went down in the boat and perished.

CREW AFTER CREW LOST. "Again the boat was raised and made ready for action, and her owner, Captain Hundley of Mobile, took her for an experimental trip into the Stone River. After going through her usual revolutions she dove into the deep water and for hours and for days the return of poor Hundley and his crew was watched for and looked for in vain.

"After many weeks' search she was found inclining at an angle of forty-four degrees. Her nozzle was driven deep into the soft mud at the bottom. The crew of nine dead men were standing, sitting, lying about her in her hold asphyxiated. Hundley was standing at his post, a candle in one hand; while the other hand had grown stiff with death in his vain efforts to unclasp the hatch. Others of the crew had been working at the keys at the ballast; but the inclination and which the boat had gone down jammed the keys so that the men could not cast off the heavy weight that sealed their doom. Their death had been hard and lingering.

"Again the vessel was made ready for action, and volunteers being called for, Lieutenant Dixon, of the Twenty-first Alabama Volunteers, a native of Abolie, and eight men, volunteered to take her against the enemy.

DOWN WITH THE HOUSTONIC. "The new and powerful Union warship Houstonic was selected for the attack. On a drizzly, misty, rainy night the brave crew set out from Charleston in this terrible, nameless torpedo boat. We all know the fate of the Houstonic. Dixon guided the torpedo boat fairly against her. The explosion tore off the warship's sides so that she went down with nearly all her crew in a very few minutes.

"The torpedo boat also disappeared from view. Whether she went down with her enemy, or whether she drifted out to sea to bury her gallant dead, was not known until some time after the close of the war. Divers in submarine armor visited the wreck of the Houstonic, and there they found the little torpedo vessel lying by her huge victim, and within her were the bones of as devoted and daring men as ever went to the war."

An Old Legend. T. E. Richey, in Kentucky Star. There is an old legend of a man who sold his soul to the Devil. The conditions were: For a certain number of years this man was to have all his desires gratified by his Satanic majesty, at the expiration of which time his soul was to be forfeited.

When the time agreed upon had expired this man was unwilling to fulfill his part of the contract, and asked the Devil upon what terms he could be released. The reply was: "If you will curse your God I will release you." "No," said the man, "I cannot curse the Being whose nature is love. Give me something less fearfully wicked."

"Then kill your father," replied the Devil, "and you go free." "No," answered the man, "that is too horrible to think of. I will not commit so great a crime. Are there no other conditions?" "One more, replied the Devil, "you must get drunk." "That is a very easy thing to do," the man answered, "and I accept your proposition. I cannot kill my father but I will not curse my God, but I can get drunk, and when I become sober all will be well."

Accordingly he got drunk, and when in this condition chanced to meet his father, who upbraided him, which so excited the ire of the drunken and half-crazed man that he slew his father, cursed his God, then fell dead, and the Devil had him without fail. Only a legend this particular case. But how true to the facts regarding the liquor curse!

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NOTICE. North Carolina Superior Court Halifax County. S. M. Gary, Clerk. W. E. Staton & wife Olivia and M. F. Pierce vs. J. W. Womble and wife Mary C. Womble.

SALE OF LAND. By virtue of a Decree of the Superior Court of Halifax county rendered the 13th day of June, 1898, in the case of S. G. Daniel, administrator of Isom Banks against Sterling Banks and others, I shall sell to the highest bidder at the Court-house door in Halifax on Monday, the first day of August, 1898, that tract of land situated in Halifax county on which Isom Banks resided at the time of his death, containing sixty two acres, adjoining the lands of M. E. Newsom, James Glasgow, S. Johnson and others, said land is sold for assets to pay debts. Terms of sale one half cash, the balance in six months - bond with good security required of the purchaser for the deferred payment, and title to the land retained till all the purchase money is paid. Halifax, N. C. S. G. DANIEL, Administrator. June 30, 1898. 6-30-98.

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