

THE COMMONWEALTH

E. E. HILLIARD, Editor and Proprietor. "EXCELSIOR" IS OUR MOTTO. SUBSCRIPTION PRICE \$1.00. VOL. XVII. New Series--Vol. 4. SCOTLAND NECK, N. C., THURSDAY, JANUARY 3, 1901. NO. 1.

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BALD SPOTS. Without help, a bald spot never grows smaller. It keeps spreading, until at last your friends say, "How bald he is getting." Not easy to cure an old baldness, but easy to stop the first thinning, easy to check the first falling out. Used in time, baldness is made impossible with AYER'S Hair Vigor. It stops falling, promotes growth, and takes out all dandruff. It always restores color to faded or gray hair, all the dark, rich color of early life. You may depend upon it every time. It brings health to the hair.

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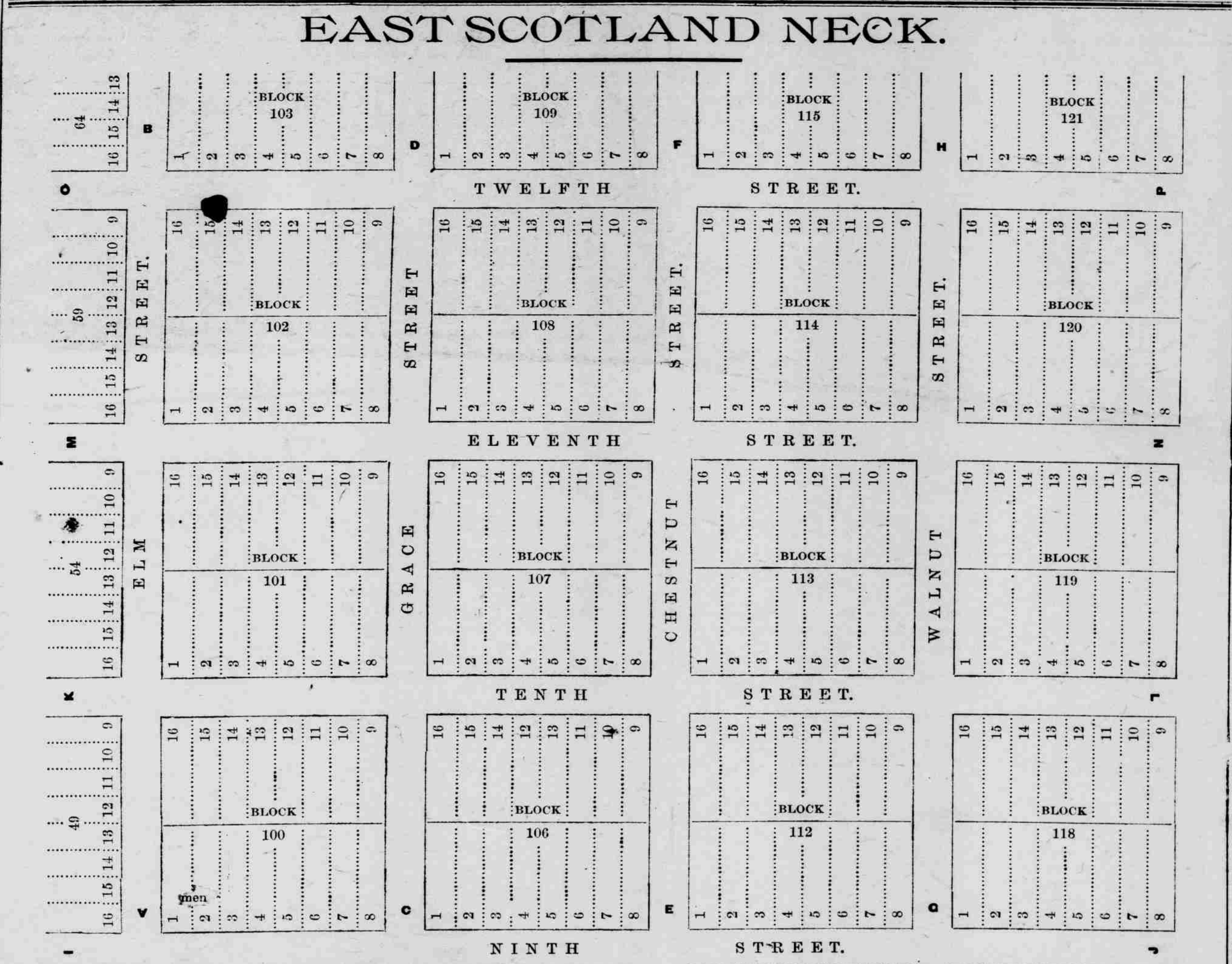
A. DUNN, ATTORNEY-AT-LAW, SCOTLAND NECK, N. C. Practices wherever his services are required.

EDWARD L. TRAVIS, Attorney and Counselor at Law, HALIFAX, N. C. Money loaned on Farm Lands. DR. F. H. ARTHUR, PHYSICIAN AND SURGEON. OFFICE IN HOTEL LAWRENCE. Scotland Neck, N. C.

NERVITA PILLS. Restore Vitality, Lost Vigor and Manhood. Cure Impotency, Night Emissions, Loss of Memory, all wasting diseases, all effects of self-abuse or excess of indulgence. A nerve tonic and blood purifier. Brings the pink glow to pale cheeks and restores the fire of youth. By mail \$1.00 per box, 6 boxes for \$5.00, with our bankable guarantee to cure or refund the money paid. Send for circular and copy of our bankable guarantee bond.

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FOR MALARIA. Use nothing but Macnair's Blood and Liver Pills. W. H. MACNAIR, Tarboro, N. C. or E. T. WHITEHEAD & Co., 22 ft. Scotland Neck N. C. TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.



The above is a map or plot of the land known as East Scotland Neck, which is bounded on the North by the extension of Twelfth Street of the Town of Scotland Neck (which extension is known as the Johnson Road), the same being marked on said map or plot "Twelfth Street," on the East by the lands of Mrs. N. Johnson, W. H. Bell and J. E. Hancock, on the South by the extension of Ninth Street of said Town (which extension is known as the New Road), the same being marked on said map or plot "Ninth Street," on the West by the eastern limits of said Town, or by Blocks 49, 54, 59 and 64, according to the map of said Town, which Blocks are shown in the above map and so numbered. Each of the Blocks in the above map, to-wit: Blocks 100, 101, 102, 106, 107, 108, 112, 113, 114, 118, 119 and 120, is 400 feet by 400 feet. Each of said Blocks contains 16 lots, each lot being 50 feet by 200 feet, and numbered from 1 to 16, as is shown by the above map. The Streets described in the above map as Elm Street (from A to B), Grace Street (from C to D), Chestnut Street (from E to F), Walnut Street (from G to H), run nearly North and South and parallel with Greenwood Street of said Town, and those described as Ninth Street (from I to J), being the extension of Ninth Street of said Town, Tenth Street (from K to L), being the extension of Tenth Street of said Town, Eleventh Street (from M to N), being extension of Eleventh Street of said Town, and Twelfth Street (from O to P), being extension of Twelfth Street of said Town, run nearly East and West, and each of said Streets is 60 feet wide. This November 1st, 1900.

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

The many homicides that have occurred in the State during this holiday season indicate that many people have lost the true idea of Christmas observance, if they ever had it. No doubt it the matter were looked into carefully, a majority of the crimes and casualties which have occurred in the State during this Christmas time have had their origin in the effects of intoxicating drinks. And yet men who are sensible about almost everything else somehow are foolish when you speak about restricting the privilege of the liquor drinker or the liquor dealer. A young man named Oscar Booz, of Pennsylvania, recently died, and before his death he gave information concerning certain forms of hazing which he suffered as a cadet at West Point Academy. He was taken from West Point unwell and his father charged that his death was due to the result of hazing. This called forth an investigation which has been in progress for some days. The investigation has brought out some developments that are more or less shocking. Cadets are often put to such tests of endurance that they faint, become hysterical and the like. While no doubt some of the charges have been overdrawn, there is reason to believe from the testimony of those who have given evidence, that the hazing there has sometimes approached, if not reached, the point of brutality. Frequently for various causes cadets are made to fight when they refuse to do certain things they are told to do. Hazing has about ceased at other institutions, and because West Point is a place for military training is no reason it should not cease there. Cure void in head. The One Day Cold Cure. Cold in head and sore throat cured by Kermet's Chocolate Laxative Quinine. As easy as taking and quick to cure cold in head and sore throat.

STATE NEWS. Happenings Noted in A Week. CULLED FROM EXCHANGES.

CAUGHT AT LAST. Stateville, N. C., Dec. 27.—After evading the officers for more than four years, M. M. Calloway, who was convicted in the Federal Court in 1896, for removing whiskey from a bonded warehouse and sentenced to a term of 18 months in the penitentiary, was today landed in Iredell jail by Capt. R. M. Warden, deputy marshal at Dallas, Tex., and Capt. E. F. Gates, assistant chief of police of Dallas. At the time Calloway was convicted, Mr. T. J. Allison was marshal for the western district of North Carolina, and was conveying Calloway, together with a number of prisoners, to the Albany penitentiary. To prevent their escape the prisoners were handcuffed and chained together. Mr. C. H. Armfield accompanied Marshall Allison and was assisting him in looking after the prisoners. Mr. Armfield had his little daughter with him and on their arrival at Greensboro Mr. Allison remarked to Mr. Armfield that he had better look after his daughter, that he himself would take care of the prisoners in getting off the train. Calloway, who is rather light of build and had a very small hand, had managed to slip the handcuffs off before their arrival at Greensboro, and while Mr. Allison, who was coming out with the rest as though he was still handcuffed, got off on the opposite side and at once proceeded to move and has been on the move a great deal since. At sunrise the next morning after his escape Calloway was within 20 miles of his home in Watauga county. Knowing that the officers would naturally suppose him to be in his old neighborhood, he concluded to go West, and thither he went. His father had moved to Texas some years before and settled near Chisholm, in Rockwell county, and it was to this neighborhood that Calloway betook himself. In the meantime Mr. Allison had been on the alert and by writing numerous letters, one of which was to the postmaster at Chisholm, he located Calloway in Texas. He had also secured permission from Attorney General Harmon, to whom he had promptly reported the escape, and assumed any liability therefore that might be imposed upon him to go to Texas and capture the fugitive, but his duties here prevented his going. A warrant was then issued to the officers in Texas and the same was placed in the hands of Capt. Warden, on the 22nd of September, 1896, and he proceeded to the execution of the same, but not until after the bird had taken its flight. Calloway had been advised by the postmaster at Chisholm that the officers were after him. On being asked to-day how he first ascertained that the Texas officers were wanting him he said: "Well, the postmaster at Chisholm is a good friend of mine." Capt. Warden also got permission from the Attorney General to pursue the fugitive and take him anywhere he might be found and accordingly followed him into Mexico and numerous other points. Being so closely pursued he came back and settled near Abbeville, Va., where he lived until some months ago and went back to Texas. Capt. Warden learning of this went for him again, but Calloway had "moved" again, this time to Oklahoma, and it was at Mountain View, Okla., that he finally trapped him on the 11th inst. Calloway is married and has two children. He says that for two or three years he had felt that the officers were not after him, and that he would not have endeavored to escape had it not been he was hounded down by Deputy Marshal Colvard. It was with much emotion that he expressed himself on this point. He says he wishes now that he had taken his medicine at the time and it would all been over. Sore and swollen joints, sharp, shooting pains, torturing muscles, no rest, no sleep. That means rheumatism. It is a stubborn disease to fight but Chamberlain's Pain Balm has conquered it thousands of times. It will do so whenever the opportunity is offered. Try it. One application relieves the pain. For sale by E. T. Whitehead & Co. Druggists.

Athletics and The Student's Health.

Baltimore Sun. The opinion grows that athletics may be overdone at colleges, if carried beyond the point of compelling each student to take adequate exercise. The financial reports of athletic committees of Columbia and Pennsylvania show great expenses, incurred with apparent recklessness, to the distress doubtless of the parents of not a few of the students. At the University of Pennsylvania the expenses incurred for athletic sports during the school year were \$112,000, against gross receipts of about \$100,000. The Columbia committee's statement is nearly as bad. The gross receipts from athletics were \$40,000, but expenses were \$50,000. The items of expenditure show that dissipation is promoted quite as much as muscle, the outgo for theatre tickets, cabs and dinners being lavish and excessive. These luxuries can hardly be deemed legitimate expenses of an athletic team. Nor are the students fitted by age or diet for the economical disbursement of sums ranging from \$50,000 to \$100,000. There are, it is true, members of the faculties on the managing committees, but they seem to turn everything over to the boys. Reform is evidently required in the interest of the students themselves, a majority of whom can ill afford the money thrown away yearly on "sport." Exercise in a gymnasium is well enough, but the teams, with their games rivalries, etc., if not properly regulated, distract attention from studies, to say nothing of losses of life on the football field and the "cane rushes," hazing, etc., which violent sport seems to promote. Iowa State Register. A bill is now being drawn for presentation at the next meeting of the Illinois legislature, provided that the maximum rate for the transportation of passengers in that State shall be two cents per mile, and it is stated that the lobbyists of the railroads in Indiana, Iowa and many other Western States besides Illinois will be busy from this time on in fighting the enactment of any such laws. The indications point to the passage of the bill by the Illinois Assembly. The country members, who are usually willing to vote for anything that will annoy a railroad, are almost unanimously in favor of the movement and there will be a spirited fight over the measure. A similar bill is being prepared for presentation in Indiana, such a measure having been passed by the last Indiana House only to be defeated in Senate. There seems to be a general movement and in addition to that the proposed legislation includes a mileage book measure that will regulate this form of transportation, while still another feature will be a measure to reduce the prices to be charged in sleeping cars. This last measure will require the sleeping car company to sell seat accommodations for a man not to exceed 35 cents for each 100 miles, and the passenger shall not be required to pay more than 50 cents for a single or \$1 for an upper berth for every 100 miles traveled. The railroads say that two-cent mileage is unreasonable in the extreme and that it will bankrupt some of the smaller roads. The reduction would cut down the passenger receipts one-third, and it is a matter to be carefully investigated before being decided upon. Cut this out and take it to E. T. Whitehead & Co's drug store and get a free sample of Chamberlain's Stomach and Liver Tablets, the best physic. They also cure disorders of the stomach, biliousness and headache.

TWO-CENT RAILROAD MILEAGE.

Wilmington and Weldon Railroad, Bennettville Branch—Train leaves Bennettville 8:05 a. m., Maxton 9:10 a. m., Red Springs 9:40 a. m., Hope Mills 10:32 a. m., arrives Fayetteville 10:55 a. m. Returning leaves Fayetteville 4:40 p. m., Hope Mills 4:55 p. m., Red Springs 5:25 p. m., Maxton 6:15 p. m., arrives Bennettville 7:15 p. m. Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Rowmore Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gulf with the Durham and Charlotte Railroad. Train on the Scotland Neck Branch Road leaves Weldon 3:55 p. m., Halifax 4:17 p. m., arrives Scotland Neck at 5:08 p. m., Greenville 6:57 p. m., Kingston 7:55 p. m. Returning leaves Kingston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m., daily except Sunday. Trains on Washington Branch leave Washington 8:10 a. m. and 2:30 p. m., arrive Farmdale 9:10 a. m. and 9:00 p. m., returning leave Farmdale 9:30 a. m. and 6:30 p. m., arrive Washington 11:00 a. m. and 7:30 p. m., daily except Sunday. Train leaves Tarboro, N. C., daily except Sunday 5:30 p. m., Sunday, 4:15 p. m., arrives Plymouth 7:40 p. m., 6:10 p. m., returning, leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:40 a. m., arrives Tarboro 10:10 a. m., 11:30 a. m. Train on Midland N. C. Branch leaves Goldsboro daily, except Sunday, 5:30 a. m., arriving Smithfield 6:45 a. m. Returning leaves Smithfield 7:55 a. m., arrives at Goldsboro 11:00 a. m. Trains on Nashville Branch leave Rocky Mount at 9:30 a. m., 3:40 p. m., arrive Nashville 10:20 a. m., 4:03 p. m., Spring Hope 11:00 a. m., 4:25 p. m., returning leave Spring Hope 11:20 a. m., 4:55 p. m., Nashville 11:45 a. m., 5:25 p. m., arrive at Rocky Mount 12:20 a. m., 6:00 p. m., daily except Sunday. Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11:40 a. m. and 4:25 p. m. Returning leaves Clinton at 6:45 a. m. and 2:50 a. m. Train No. 78 makes close connection at Weldon for all points North daily, all rail via Richmond. H. M. EMERSON, Gen'l Pass. Agent. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

indigestion dyspepsia biliousness

and the hundred and one similar ills caused by impure blood or inactive liver, quickly yield to the purifying and cleansing properties contained in Johnston's Sarsaparilla. It cures permanently by acting naturally on all organs of the body. As a blood-cleanser, flesh-builder, and health-restorer, it has no equal. Put us in Quart Bottles, and sold at \$1 each. "THE MICHIGAN DRUG COMPANY," Detroit, Mich. Take Laxatives for Liver Ills. 25c. For sale by E. T. Whitehead & Co. Scotland Neck, N. C. WILMINGTON & WELDON R. R. AND BRANCHES. AND ATLANTIC COAST LINE RAILROAD COMPANY OF SOUTH CAROLINA. CONDENSED SCHEDULE. TRAINS GOING SOUTH. DATED July 23, 1900. Leave Weldon at Rocky Mt. 11:20 a. m. Leave Tarboro 12:21 p. m. Lv. Rocky Mt. 1:05 p. m. Leave Wilson 1:40 p. m. Leave Selma 2:10 p. m. Lv. Fayetteville at Florence 2:30 p. m. Ar. Goldsboro 3:10 p. m. Lv. Goldsboro 3:40 p. m. Lv. Yorkville 4:10 p. m. Ar. Wilmington 4:45 p. m. TRAINS GOING NORTH. Lv. Florence 5:10 p. m. Lv. Fayetteville 5:40 p. m. Leave Selma 6:10 p. m. Ar. Goldsboro 6:40 p. m. Lv. Yorkville 7:10 p. m. Ar. Wilmington 7:45 p. m. Lv. Wilmington 8:15 p. m. Lv. Yorkville 8:45 p. m. Lv. Goldsboro 9:15 p. m. Lv. Fayetteville 9:45 p. m. Lv. Selma 10:15 p. m. Lv. Rocky Mt. 10:45 p. m. Ar. Weldon 11:15 p. m. Daily except Monday. Daily except Sunday. Wilmington and Weldon Railroad, Yorkville Division Main Line—Train leaves Wilmington 9:00 a. m., arrives Fayetteville 12:05 p. m., leaves Fayetteville 12:25 p. m., arrives Sanford 1:43 p. m. Returning leaves Sanford 2:30 p. m., arrives Fayetteville 3:41 p. m., leaves Fayetteville 3:46 p. m., arrives Wilmington 6:40 p. m. Wilmington and Weldon Railroad, Bennettville Branch—Train leaves Bennettville 8:05 a. m., Maxton 9:10 a. m., Red Springs 9:40 a. m., Hope Mills 10:32 a. m., arrives Fayetteville 10:55 a. m. Returning leaves Fayetteville 4:40 p. m., Hope Mills 4:55 p. m., Red Springs 5:25 p. m., Maxton 6:15 p. m., arrives Bennettville 7:15 p. m. Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Rowmore Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gulf with the Durham and Charlotte Railroad. Train on the Scotland Neck Branch Road leaves Weldon 3:55 p. m., Halifax 4:17 p. m., arrives Scotland Neck at 5:08 p. m., Greenville 6:57 p. m., Kingston 7:55 p. m. Returning leaves Kingston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m., daily except Sunday. Trains on Washington Branch leave Washington 8:10 a. m. and 2:30 p. m., arrive Farmdale 9:10 a. m. and 9:00 p. m., returning leave Farmdale 9:30 a. m. and 6:30 p. m., arrive Washington 11:00 a. m. and 7:30 p. m., daily except Sunday. Train leaves Tarboro, N. C., daily except Sunday 5:30 p. m., Sunday, 4:15 p. m., arrives Plymouth 7:40 p. m., 6:10 p. m., returning, leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:40 a. m., arrives Tarboro 10:10 a. m., 11:30 a. m. Train on Midland N. C. Branch leaves Goldsboro daily, except Sunday, 5:30 a. m., arriving Smithfield 6:45 a. m. Returning leaves Smithfield 7:55 a. m., arrives at Goldsboro 11:00 a. m. Trains on Nashville Branch leave Rocky Mount at 9:30 a. m., 3:40 p. m., arrive Nashville 10:20 a. m., 4:03 p. m., Spring Hope 11:00 a. m., 4:25 p. m., returning leave Spring Hope 11:20 a. m., 4:55 p. m., Nashville 11:45 a. m., 5:25 p. m., arrive at Rocky Mount 12:20 a. m., 6:00 p. m., daily except Sunday. Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11:40 a. m. and 4:25 p. m. Returning leaves Clinton at 6:45 a. m. and 2:50 a. m. Train No. 78 makes close connection at Weldon for all points North daily, all rail via Richmond. H. M. EMERSON, Gen'l Pass. Agent. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.