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been lifting up the discouraged, giving rest to the overworked, and bringing refreshing sleep to the depressed. No other Sarsaparilla

approaches it. In age and in cures, "Ayer's" is "the leader of them all." It was old before other sarsapariilas were born. \$1.99 a bettle. All druggists. Ayer's Pills aid the ac-

tion of Ayer's Sarsaparilla. They cure bilious-25 cts. a box. I have used Ayer's medicines for ore than 40 years and have saidcere than 40 years and have saidcent the very start that you made
the best medicines in the world. I
as sure your Sarsaparilla saved my
fe when I first took it 40 years ago.
am now past 70 and am never
ithout your medicines."

FRANK THOMAS, P. M.,

Jan. 24, 1899.

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HE COMMONWEALTH.

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NO. 20

SCOTLAND NECK, N. C., THURSDAY, MAY 16, 1901.

THE EDITORS'S LEISURE HOURS. WHEN THE Points and Paragraphs of Things

"Push, pluck and perseverance" is a good motto for any one. It always eins out in the end if one will put it

Fresent, Past and Future.

VOL. XVII. New Series--- Vol. 5.

ehind some worthy enterprise. Not many years ago a lad named Mills was a peanut vender on railroads running out of Chicago. He is yet a youth, but employs 600 men. He is manager of the company that makes slot machines which supply salled peanuts as we have seen drop candy or chewing gum. You drop a penny in he slot and get a bandful of salted peauts. Recently a freight train loaded entirely with peanuts left Norfotk for ie warehouses of the man who con-

This is a great age and this is great country. Whoever has inventive genius or the genius of hard labor can do something and the age is so appreciative that any man who deserves it can and does receive consideration and recognition.

rols the peanut slot machines.

We remember that some years ago we heard Rev. C. A Jenkins, of Goldsboro, in a speech on Foreign Missions, say that he thought Chinese who come will make successful missionaries for

Mr. Jenkins' remarks are recalled by the Nortolk Landmark :

China and tell his people of the Chris dent Arthur, for example, and the chef tian religion. There are some 800 finds him not difficult to please. evangelization."

country through the South to the far West and back to Washington has been marked by becoming courtesy ali around except at El Paso, Texas.

Rev. W. M. Leftwich, of that city, t is said, was the boyhood friend of President McKinley. The President spent Sunday there and went to hear Mr. Leftwich preach. The preacher chose as the theme of his discourse "Trusts and the Present Social Con-

litions Existing in the United States." He handled the subject with vigor and emphasis, declaring against the principles of the Republican party, not by that name, but in unmistakable

Perhaps every word the preacheF sail was true, and perhaps every sentence was worthy to be written down and printed in a book and sent broadcast all over the land for the enlightenment of the people; but we agree with the Charlotte News that he chose the wrong place and time to say it. Speaking of the President and the incident

the News says: "He has been the guest of that porion of the country through which he has travelled, and has been treated with that deference due his distinguished nation and his unharmed return. Not position, regardless of what his polit only would an accident be a national

cal views are or may be. "It must have been unpleasant for him to be compelled to sit and listen to the severe criticisms of the policies possible would never recover from of his party, when he evidently expect-ed to enjoy the rest of the Sabbath and se nothing but Macnair's Blood hear the Word of God from the heart MR. M'KINLEY'S TRAVELING PICKET LINE.

and lips of his old boyhood friend. "We are sorry the display of bad taste, of which Mr. Leftwich has evidently been guilty, should have occur- mum in the selection of cars for the

red in a Southern city." uggists refund the money it it fails whatever the fulminic preacher's de- Axles, wheels, springs, journals, brakes, cure. E. W. Grove's signature is on nomination—we have not seen it stated couplings—in fact, all of the imporand do not know—there is little doubt tant factors in the make-up of a train that his most level-headed parishioners -are carefully examined and tested were ashamed of his display of bad

MANY PRECAUTIONS.

As Safe as the White House. Henry Litchfield West in The Saturday Evening

President McKinley's trip West will be the longest journey undertaken by him since his election to his high office. For more than a month a railroad train will be his moving home, and the citizens of the Republic will read with daily interest the story of his triumphal progress. This extended trip will be from Washington to California. The President will travel at least 10,000 miles. He will be seen and heard by hundreds of thousands of people, but only a few-a very fewwill enjoy the privilege of being his fellow-passengers. And even these few will know but little of the details of running the President's train or of the precautions necessary to avoid mishap. These details are the more interesting because in this country the railroad officials cannot paralyze the business of their roads, closing all the stations and withdrawing all the trains, as was done in England whenever the Queen traveled. They must assure absolute safety to the President without incqnveniencing the traveling public.

It goes without saying, in these days of competition and advertising, that to America and become Christians the President does not lack for oppor- tion car just behind the engine. They night? Is it strange that he leaves somed with the trappings of death the Christian religion in their home roads. In fact, the rivalry for his fayor glancing at their watches, and are al. of the White House for the apparently state of uncertainty the country editor begins as soon as his proposed tour is hinted at in the newspapers. When the route has been selected, the private the tollowing which is clipped from car of the president of the road is placed at the disposal of the President "A Chinese Sunday-school was or- of the United States. These private ganized at the Union Mission Sunday cars are generally very plain as to the alternoon with ten of the Norfolk col- outside, being painted the standard disposed person should displace a rail Chicago Evening Post. present. This new color of the road and distinguished by departure at the Mission was at the re- an meonspicuous number, but within dent?" quest of the Chinese themselves, for they are planned for every comfort and religious instruction, and they gave lurnished with every convenience. the names of fifty-five who would prob. The chef of the car always accompanies ably attend next Sunday. Five of it, for the President's meals are served those present yesterday could read privately, no matter how well appoint- less than five minutes. Just before we English, and they sang the popular ed the accompanying dining car may Christian hymns with much interest and be. The larder is filled by the chet, enthusiasm. The entire party sang a who is given carte blanche, and the hymn in Chinese. Quite a number of President rarely troubles himself about them attended the service at the Mis- the menu. Mr. McKinley asks only sion at night, and one of them remark- plain, well-cooked food. He has not bridge, or opened a switch, the engine ed that he would like to go home to the epicurean tastes of the late Presi-

Chinese in the colony here, and Sup- The important position which the erintendent Ashley, of the Mission, chef occupies was well illustrated by hopes to do a large work among them. two incidents on the trip of the Presi-He says he is in need of teachers for dent to the Nashville Exposition. On the Sunday-school-which will meet the way South the chef cooked a mess regularly on Sunday afternoons-and of trout with such perfect skill that he he would like to have the assistance of was summoned to the Executive's those who feel an interest in Chinese presence for deserved commendation. When the message was conveyed to the chef, the arswer was as unexpected President McKinley's tour across the as it was firm. "If the President wants me," he said, surveying his little kinghere." And there, it might be added, the chef remained.

The other incident occurred at moving of the train at ten o'clock Sunday night to a suburb about eight miles from the city. Everybody was on board except the chef. That independent and iudispensable gentleman appeared at the station at two o'clock in the morning, according to the origicoach waiting for him. He rode in solitary dignity out to the suburb and was then transferred to the President's

car. "It is the first time I ever knew of a special train being run for a cook,' said the superintendent of the road with disgust in his voice, as he gave orders to have the engine and coach sent back to the city.

In the preparation for a Presidential trip the one overwhelming, overshadowing consideration is the safe conyeyance of the President to his desticalamity, but the road guilty of the negligence which made the mishap

First of all, the percentage of possibility of accident is reduced-to a mini-President's train. New coaches, which And THE COMMONWEALTH adds that have just left the shop, are preferred.

CASTORIA The Kind You Have Always Bong

side of the cab sits a man less grimy, to get back to the usual routine. Neither the engineer nor the road fore- happen that you cannot foresee?" The the long line of steel rails that stretches master of transportation of the road. away into the distance, but they are

with you."

their division is reached.

seem to know no one except the con- switches and his lamps." ductors and other railway employees, slip into some vacant seat in a sleeping sleeps peacefully while the steaming, power, not mindful that with gails of car or sit and smoke in the combina- hissing locomotive plunges on into the his heels the devil rides doubt, capar tunity to accept the courtesy of rail- chat with each other, occasionally without hesitation the certain security through the soul of man. While in ways alert. They are the division more dangerous train? Certainly not, yields his province, and at the drun superintendents, masters of transporta- when he knows of the precautions tap falls in line and keeps step to the positions.

> "Suppose," I remarked to one of these officials when we were together on a President's train, "that some evil" for the purpose of killing the Presi-

"Any attempt to wreck this train, with design upon the life of the President," was the emphatic reply, "would have to be carried into execution in lett the last station an engine, with two men in the cab, slipped out upon the main track and is now just ahead of the President's train. If anybody has displaced a rail, or set fire to a ahead will feel the blow. It is our picket line. Between the passing of that engine over the track and the coming of the President's train there is not time enough for any one to displace a rail."

"The track is clear; of course?" "The track is not only clear at the present time, but it has been for the past twelve hours. Not a wheel of a freight train has turned all day." "Afraid of collisions?"

"Ob, no," was the smiling answer. "We can guard against collisions. We cannot, however, prevent the breaking dom of pots and pans, "he can find me down of some old freight car. It would be just our luck, if freight were moving, to have a car jump from the rails, or an axle break, or something Chattanooga. The train was to start else happen to blockade the track and at two o'clock on Monday morning, delay this train. We could not afford the President desiring to avoid Sunday to have the President kept waiting in travel, but the night was so unbearably the woods four or five hours. The hot that the President sanctioned the safest way is the best way, and so at present all our freight trains are on

> PRECAUTIONS EXTRAORDINARY ALCNG THE LINE.

The pilot engine ahead is on the lookout for danger. Three miles benal schedule time. Imagine his sur- hind the President's train is another prise when he found an engine and engine, following steadily so as to be what he is trying to do.

No Muss

before being allowed to depart with available in case of any mishap. This their precious human freight. The is another detail of precaution. It is engine selected is the best in the ser- easy enough, however, to arrange these vice and is run by the most reliable minor matters of right of way, a clear engineer in each division of the road, track and steady progress. The fun the man upon whom the company can comes when, after the President's train rely for the exercise of caution and of has pessed, the side-tracked trains have the best judgment in time of emergen- been all disarranged, trains are ordered Macon Telegraph cy. In no case, however, is he allowed to meet and pass at unaccustomed stato bear alone the responsibilities of his tions, and there is general confusion all put his sign manual in shoe-peg type important position. On the opposite along the road. It takes a day or two to ponderous double-measure utterance.

perhaps, and without overalls. He is "And yet," I remarked during a lull matter, nor does he find it necessary to the road foreman of the division, in the conversation, "something may jam into the midst of editorial weightman speaks to the other as the train answer comes from the strong-visaged affidavit of authorship, wisdom and rolls swiftly along. Their eyes are on man over in the corner. He is the good looks. In a business-like, practi-

thinking of the smooth-faced, dark- "something may happen, but after we bit numb at times from long picking eyed man who is in the rear car, smil- have reduced the chances of that some- at the letter boxes in the case), uning and conversing with his friends, thing' to a minimum, we can only ravels the kinks, feeds the bobbin and and in whom all the greatness of the trust in Providence. Why," he con-Republic is personified. They feel tinued, "this road is patrolled to-night himself as the author and finisher of their heavy responsibility, and they with the same thoroughness and care the whole fabric. Conscious, however give a sigh of relief when the end of that a police force patrols a city. There that he is an important factor, he does is a man at every bridge and tunnel, his part, and there the honor rests. "Thank God!" said one division and every switch has been examined He knows that he is not the Whole superintendent to another, in my hear- and tested. Comparatively speaking, Thing, and in this he is wise. But in ing, at Charlottesville, Va. "There's the train is running between a file of this wisdom there lurks the weakness the President and there's his train | men on each side of the track. You pointed out in the foregoing. In his Take them, and may good luck go are as safe here to-night as you would poverty (most country editors are poor) As the train glides beside rivers, tion which we pass-no matter what half-way suspects at times that the through valleys and over mountains, may be the time of night—the agent is new faces appear. Quiet men, who on duty, personally inspecting his iticians in high station and their dail

Is it any wonder that the President tion or men holding other responsible which have been taken to insure his organ grind. abrolute safety.

Rules of Health.

He is a man who has made a study

of rules of health. Whose rules of health?

trying to live up to them. What does he do? when he isn't doing anything bise ho weiging on their words. His mission worries because the rules are so con-

flicting. And is it undermining his healt? Sure, it would undermine anyone's

What are some of the rules? Well, here are two of them : "Eat only a light breakfast," and' "Breaktast should be the best meal of the day."

What are some others? "Run or walk two miles before break fast," and "Never attempt to do any thing on an empty stomach."

"Take a cold bath the first thing in the morning," and "Remember the shock to the system of suddenly encountering heat or cold is very injur-

Anything else? "Never dise a pillow," and "Th most refreshing sleep is had when the head is somewhat elevated." Is that all.

Oh dear, no. There are hundreds of these rules. For instance: "Do not get in the habit of sleeping in the daytime." and "Always take a short nap in the afternoon;" "Eat only at meal times," and 'Eat whenever you are hungry;" "Eat no meat," and "Il you would be strong eat plenty of fresh meat;" Get up at 5 o'clock every morning," and "Sleep until thoroughly rested, no matter how late it is."

I'm not surprised that he looks haggard and sick. Neither is anyone else who knows

Match

Starts the Meal

If You use @

Stove

HIS WORK-AND PATIENCE.

The country editor does not have to

Makes And Fashions Things.

iness a reprint of his crudite face as an

cal way be catches up the thread of life. "Oh, yes," he says with composure, and with fingers delt (although often a speeds the shuttle. He does not regard be in your own home. At every stall and in his circumscribed sphere, he Whole Thing is in the keeping of pol organs. This temptation comes to him at times, robs him of his own prope

The world's great minds have comfrom rural environments. Psychological gists have not yet unrayeled the whol of the mysterious relation betwee mind and matter, but experience teach es that the co existent slate is mutuall dependent; that a vigorous mind needs a healthy body, and that the two come nearest to perfection when grounded in soil nearest to nature's God. The Everybody's rules of health. That's farm and the lorest have been the nurthe trouble with him. He has been cery of American statestilen. The country editor has been the wise counselor and safe mentor of young minds Everything that he is told to do, and which later kept listening senates has not ended—his task has just begun, Leave Wilson Ar. Rocky Mt. unless the hothouse growth for striplings about the greater cities has become more virile and less tender and sampy—usually succulent bits for satan There is, as yet, he evidence of a change in this well-established rule.

There is an inviting field for statesmanship to-day, and the problems of the future will be no less serious. The country editor, with or without sop or taffy, will go on tilling the virgin soil where minds are made and fashione !.

The least in quantity and most in dugitty describes DeWitt's Little Early Risers, the famous phile for constipation and liver complaints. E. T. Whitehead & Co.

Lots of men are cranks, and yet you can't turn them down

DeWitt's Little Early Risers search the romotest parts of the bowels and remove the impurities speedily with no discomfort. They are lamous for their efficacy. Easy to take, never gripe. E. T. Whitehead & Co.

"Well, madam," said the doctor, Railroad. bustling in, "how is our patient this Train on the Scatland Neck Branch

"His mind seems to be perfectly clear this morning, doctor," replied the tired wancher. "He refuses to touch any of the medicine "-Chicogo Tribune.

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COND	ENSEL	BCI	EDUL	E	
TRAIN	s GC	ING	sou	тн.	
DATED Jan. 13, 1901.	No.23 Daily.	No. 35 Daily.	No. 103, daily ex Sunday	No. 41, Bally.	No. 49, Dally,
Leave Weldon Ar. Rocky Mt.	A. M. 11 50 1 00	8 58	P. M.	А. М.	P. 1
Leave Tarboro	12 21		6 00		
Lv. Rocky Mt. Leave Wilson Leave Selma Lv. Fayetteville Ar. Florence	1 % 1 50 2 55 4 80 7 35 P. M.	10 02 10 05 11 18 12 35 2 40 A, M.	6 37 7 10	5 15 5 57	12 2
Ar. Goldsboro Lv. Goldsboro Lv. Magnolia Ar. Wilmington			7 55 P. M.	G 46 7 51 9 20 A. M.	3 4 6 P. 1

TRAINS GOING NORTH.								
	No. 78. Dally.	No. 102, daily ex Sunday	No. 32, Daffy.	No. 40. Dally	No. 48. Daily,			
Lv. Florence Lv. Fayettoville Leave Solma Arrive Wilson	A. M 9 50 12 15 1 50 2 35		P. M. 7 85 9 41 18 85 12 17					
f.v. W' integton Lv. Magnolia Lv. Goldsboro		A. M.	7.00	1', M, 7 60 8 36 9 37	A. M. 9 35 11 10 12 24			
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+Daily except Monday. | Daily ex-

Wilmington and Weldon Rathroad, Yadkın Division Main Line-Train eaves Wilmington, 9 00 a. m. arrived Fayetteville 12 05 p. m., leaves Fayetteville 12 25 p. m., arrives Sanford 1 43 p. m. Returning leaves Sanford 3 05 p. m., arrives Fayetteville 4 20 p. m., eaves Fayetteville 4 20 p. m., arrives

Lv. Rocky Mt. Ar. Weldon

Wilmington 9 25 p. m. Wilmington and Weldon Railroad, Bennettsville Branch-Train leaves Bennettsville 8 05 a. m., Maxton 9 05 a. m., Red Springs 9 50 s. m., Hope Mills 16 56 s. m., arrives Fayetteville 11 10 a. m. Returning leaves Fayetteville 4 45 p. m., Hope Mills 5 55 p. m., Red Springs 5 35 p. m., Maxton 5 15 . m., arrives Bennettsville 7 15 p. m. Connections at Fayetteville with rain No. 78, at Maxton with the Caroina Central Railroad, at Red Springs with the Red Springs and Bowmers Rattroad, at Sanford with the Scaboard An Line and Southern Railway, st Gulf with the Durham and Charlotie

Road leaves Weldon 3:55 p in., Haliler 1:17 p. m., arrives Scotland Neck at 5:08 p. m., Greenville 6:57 p. m., Kineton 7:55 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:52 # m., arriving Halifax at 11:18 a. m., Weldon 11:83 a. m., daily except Sun-

Trains on Washington Branch leave Washington 8:10 a. m. and 2:20 p. m., arrive Parmele 9:10 a. m. and 1 0) p. m., returning leave Parmele 9 :35 ... in. and 6:30 p.m., arrive Washington 11:00 a.m. and 7:30 p.m., daily exept Sunday.

Train leaves Tarboro, N. C., daily except Sunday 5:30 p. m., Sunday, 1:15 p. m., arrives Plymouth 7:40 p. m., 6:10 p. m., Returning, leaves Plymouth daily except Sunday, 7:50 n. m. and Sunday 9:00 a. m., arrives Tarboro 10:10 a. m., 11:00 a. m.

Train on Midland N. C. Branch eaves Goldsboro daily, except Sunday. 5:00 a. m., arriving Smithfield 6:10 a. m. Returning leaves Smithfield 7:10 . m. ; strives at Goldshoro 8:25 a. n . Trains on Nashville Branch leave Rocky Mount at 9:30 a. m., 3:10 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., Nashyille 11:45 s. m., 5:25 p. m., arrive at Rocky Mount 12:10 a. m., 6:00 p. m., daily except

Train on Clinton Branch leaves Warsaw for Clinton dally, 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 A & 10g