

THE COMMONWEALTH.

E. E. HILLIARD, Editor and Proprietor.

"EXCELSIOR" IS OUR MOTTO.

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NO. 31.

THE EDITORS' LEISURE HOURS.

Points and Paragraphs of Things Present, Past and Future.

Information has been sent out from State Superintendent Toon that there are in the State 5,422 white public school districts, and 2,422 colored districts. To some people who have never yet known what the South has been doing for a quarter of a century towards the education of the colored race, these figures might be interesting.

The subject of free rural delivery is claiming the attention of people in many parts of the State. Senator Pritchard has written to the Raleigh Post that the delay in establishing routes in many parts of the State where he has recommended them, is due to a lack of proper maps and other information. He suggests, therefore, that where a free rural delivery is desired a proper petition should be accompanied by a map of the proposed route.

THE COMMONWEALTH thinks well of rural free delivery and would like to see it tried in Halifax county.

It seems that our asylums at Raleigh and Morganton are full. Many of these patients are idiots and inebriates. These, the Governor says, must give place to the indigent insane which shall be cared for at the charge of the state. It was the original intention of the founders of these institutions to care for the insane especially. In the present congested condition all but these must go.

It is hard for us to find out and realize how things go on the field of battle in the far off Philippines. The following correspondence to the Morning Post from Rutherfordton concerning a North Carolinian's experience out there will be of interest:

"George W. Rollins, who has just returned from the Philippines, is the most disgusted soldier yet. He says the boys are regular slaves and that the officers of the regiments have no mercy for the men. He says he would have never enlisted. He was in seven engagements and talks very interestingly of his two years in service. During his service he was detailed as a clerk for six months on the general court martial, and his tales of how officers treated the privates and non-commissioned officers without punishment is horrible. Mr. Rollins is the bright young son of the late Rev. G. W. Rollins of Forest City. Before entering the army he was for some time a student of Wake Forest College. He says the natives in the Philippines are lost when it comes to shooting; that the soldiers in the rear are in much more danger than those on the firing line. All the natives shoot too high."

Nothing more important has come before the people of any part of the State than the danger that threatens Mecklenburg county from the possible spread of the contagion of glanders, which is raging among the horses and mules in York county, S. C. It borders on Mecklenburg county, and the people there have asked protection against the disease. In South Carolina mules and horses have already been killed and barns have been burned as a means of stopping it.

Glanders is a terrible disease amongst horses and may be communicated to people. A horse that has once had the disease is never rid of it again, although he may be able to do general work for years. It effects the nasal mucous membrane which becomes highly inflamed. A horse which has had the disease is ever afterwards a source of danger to one who feeds or uses him, for he never can be radically cured of it.

The Columbian Cyclopaedia in a discussion of the disease says: "A slight quantity of the nasal discharge coming in contact with any of the mucous membranes or with an abraded portion of the skin, is very sure to communicate the disease to man or to any of the equine race."

CANTONIA.
The Kind You Can Always Depend Upon.



CHAINLESS BICYCLES.

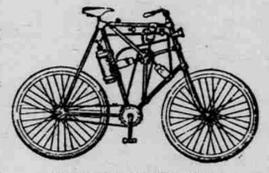
Careful Observers of the Trade Say That They Are Steadily Coming Into More General Use.

With each succeeding season the bevel gear chainless type of wheel has found its popularity increasing, until it is rapidly approaching a point where it will divide honors with the chain wheel. There is little question but that were the price of both types the same the chainless would come into universal use within a single season. The cost of manufacture, however, owing to the greater care and expensive machinery employed in cutting the gears, necessitates a higher price being put upon the chainless than upon the chain wheel, and in consequence it holds its position today as the product de luxe of the bicycle industry. The difference in price, however, is by no means a formidable one, and when the superior features of the type are considered it is well worth paying. Cleanliness, of course, is one of the great desiderata, as is the lack of necessity, in drop frame designs, for complicated dress guards. Within the past two years adjustment and accuracy in gear cutting has been brought so near the mark of perfection that backlash has been reduced to the minimum, and the highest application of power with the least effort, is assured. So substantial are the gears themselves that the chances for breakage are most remote, and the attendant results of a sprocket jumping chain are, of course, without the pale of possibility. The writer knows of no instance in which the rider of a chainless wheel has gone back to a chain mount, but is familiar with countless instances in which chain wheel riders have forever abandoned their mounts for a bevel gear wheel.—Cycling Gazette.

NOVEL MOTOR BICYCLE.

New York Man Invents a Propelling Device That Can Be Attached to Any Wheel Frame.

Dickerson's motor bicycle is a radical departure from all previous types, as the inventor attaches three motor cylinders to any standard bicycle frame, clamping one cylinder to each of the three main frame tubes, all in the same vertical frame, and connects their piston rods to a common crank shaft and driving sprocket, supported pivotally in the center of the frame on a spider whose arms clamp respectively to the head, the main top tube and the lower bar of the frame. A chain from this sprocket drives a small sprocket on the left side of the bottom bracket.



NEW MOTOR BICYCLE

Acetylene gas or hydro-carbon provides the motive power and can be carried in a suitable tank disposed to best advantage, as on the seat mast, as shown. The arrangement shown is merely diagrammatic and the various parts may be of any suitable construction. The inventor also uses the frame of the bicycle for storing the gaseous fuel. By his construction, the engine is so supported that it projects equally on both sides of the bicycle frame, thus not only securing an even balance, but bringing all the strains in the central plane of the frame, so that there is no tendency to twist or distort it, and a lighter frame can therefore be used than would otherwise be practicable.—Cycling Gazette.

HIGH GEARS FOR WOMEN.

Veteran Rider Says They Are Responsible for the Tired Feeling Experienced by Lady Riders.

Too much emphasis cannot be laid on the fact that many women have been discouraged from riding by the use of a gear too high for them. "Low gears for women" is a sign that a veteran century "plugger" says should be in the window of every cycle shop. He added:

"Not a day passes that in talking about wheeling I do not hear some woman remark that she doesn't ride because she gets tired, and when I ask her what gear she rides she tells me 80 or 77, or something like that; sometimes 84 or 88. That tells the secret. Women walk with a shorter step than men. They have shorter legs and less muscle, yet they have been led along until half of them are riding high gears. It's a shame. They should have a low gear that will give them a short, quick and easy stroke. In the early '90's, 56, 58 and 63 gears were thought high enough for women. Now they use from 70 to 90. I think 66 to 68 is what they should use, even considering that wheels run better."

Pick Your Road Carefully.
A careful rider need not necessarily be a slow rider. Even an unbridled scorcher who picks his road damages his wheel less than the plodder who pays no attention to where he goes.

The wise young man begins early in life to lay up a nest of his savings.

INGENUITY WASTED.

An Extraordinary Electrical Genius Who Applied Himself to Trivial Inventions.

Recently there died in Belgium a man, Johannes Schilven, who, had his energies been only diverted into their proper sphere, would have been hailed as a genius of very high order. As it is, his fame has been narrowed to only the few who happened to live in his vicinity, says the Cincinnati Enquirer.

The man's home was a gloomy house, surrounded by grounds that had once been well kept. Solitude was all that cared for—solitude so that he could work out the strange ideas that filled his brain. To obtain peace he would indulge in all manner of the strangest whims.

For instance, he was a wonderfully skilled electrician. The neighborhood was infested with half-starved cats, which naturally found a happy hunting ground in the uncared-for garden of the recluse. For these cats he manufactured some exceedingly life-like models of mice, which he placed upon a miniature railway line in his garden, causing them to move like tiny trains, each mouse being charged with a strong electric current. The "mouse railway" was placed in the grass, the mice appearing and disappearing at intervals. Such a bait proved irresistible to the cats. They pounced on the mice and were instantaneously electrocuted by the harmless-looking "prey." Death was silent and speedy. Their interment the recluse saw to personally with a fishhook.

But the extraordinary man's genius did not allow him to rest at cat-killing. His home was a perfect wizard's palace of surprises. A man from the neighborhood once forced his way up to the front door and knocked boldly at the door. The effect was electrifying and painful. The door flew open as though by magic. The next instant and the temerity of the stranger was rewarded by the discharge of a bucket of water full in his face. The action of knocking had set in motion some concealed mechanism which opened the door and threw the bucket of water, the door then slamming uncomplacingly, as though to add insult to injury.

On one occasion a gang of thieves, led thither by the stories of the country people, determined to make a burglarious descent upon the house of mystery. They waited for a dark night, and then made their assault upon the back of the house. Here, to their surprise, they found a window wide open, and having easy access from without.

A silence, as of the grave, reigned on every hand. One of the thieves climbed in through the window. In a moment a babel seemed to ensue. Bells were rung, fireworks went off, flashes of lightning. This is all according to the description of one of the robbers—darted hither and thither, and the terrified men took to their heels and ran. That was the one and only attempt to enter the house burglariously. Of course, the explanation of the phenomena is perfectly simple. The recluse had merely elaborated the ordinary burglar alarm. He had left the window open as a lure to the unwary.

And so this strange man lived on from year to year. He was rarely seen by any one, and no one was ever invited to see him. Who he was and what he was no one seemed to know. He left nothing in the house to prove his identity—not a scrap of writing—nothing but his poor furniture and his ingenious devices and models.

It was ascertained that he drew a small sum of money annually from a Brussels firm, who did not even know his name. The money was to be paid to him anonymously. A small sum of money was found in the house, and this was never claimed. The annuity died with the recluse.

So much for the life history, or all that is known of it, of a man who was possessed of extraordinary gifts, and yet who benefited nobody by them. The house where he lived has just been pulled down, and the grounds laid out afresh. To-day there is no trace of the man who made mice that killed cats.

Giants' Kettles in Minnesota.

In the Interster park, near Taylor's falls, Minnesota, has been discovered a singular group of "giants' kettles," or pot-holes, covering an area of two or three acres and ranging in diameter from less than a foot to 25 feet, and in depth from one foot to 84 feet. They have been bored in exceedingly hard rock, and in many cases they are like wells in shape, the ratio of width to depth varying from one to five up to one to seven. Mr. Warren Upham ascribes their origin to "torreses" falling through glacial "moulins" at the time when the northern territory of the United States was buried under ice. As with similar pot-holes elsewhere, rounded boulders are occasionally found at the bottom of the cavities.—Youth's Companion.

An Improved Marriage Service.

The Norwegians have decided to introduce a new ritual for the marriage service. The new woman strongly objects to the existing wording, which is galling to her feelings of independence and equality, and literally places her in a position of servitude to her lord and master. The new ritual is to be used side by side with the old, each case being decided upon its merits as to which form of "love, honor and obey" wording is to be employed.—Stockholm Evenska Dagblad.

Easy Remedied.

Editor—Your narrative is too bald. Author—Very well. I will introduce some hair-raising incidents.—Tit-Bits.

I Have One Sure Remedy For You. It is called "Tit-Bits." It is the only one of its kind.

MIDAIR CYCLING FEAT.

Charles Murphy to Cross East River Bridge Over a Narrow Pathway Two Feet Wide.

Charles Murphy, who is known among professional cyclists as "Mile-a-minute" Murphy, is planning a new bicycle feat which will make his former efforts, including his famous ride of a mile behind a flying train in 0:57 4-5, seem tame.

He will ride a bicycle from New York to Brooklyn over a narrow pathway two feet wide, strung on slender, swaying wires between the piers of the new East river bridge. On this unsteady pathway, high in the air, the venturesome rider will make a flying trip. Murphy will make the passage as soon as the wires for the pathway have been placed; that



DARING CYCLING FEAT.

is, if the authorities do not interfere, and it does not seem likely that they will.

Speaking of the plan, Murphy recently said: "It may seem a foolhardy thing to attempt, but for my own part I shall not stop to think of the way, the height or the danger. I did nothing of the sort when following the train, and I came through all right enough and without injury."

"My work for the last few years on a home trainer of the roller sort enables me to steer a wheel without minding the sway of the wires. On that high-strung bridge, though it sways fearfully, I feel that I will be able to ride just as steadily as I did back of the train. I will not be nervous, for that would probably mean certain death. My nerves never trouble me on such a ride. I have them under perfect self-control at all times."

"I admit that this ride will tax me a great deal, but I am eager to make it, and I am confident that it will go through without a single jar or break."

AUTOMOBILE GLASSES.

Kinds Used to Protect the Driver's Eyes and Face When Going at a High Speed.

To the various sorts of glasses designed for drivers' use have now been added automobile glasses, especially designed for the use of the automobile driver. These are not worn in the city, where, with the restrictions on the speed of automobiles, they are not needed; but they are worn in the country, where the automobilist unshackles the machine and lets it go at 40 or 50 miles an hour, more or less. Going at that speed his eyes need protection, and this is afforded by the automobile glasses.

These glasses are spectacles fitted with very large shell-shaped or convex lenses, the size and the shape giving a large field of vision. Attached to the frame is a mask that projects high enough above the glasses to cover the forehead of the wearer, up under the peak of the cap, and that extends below the glasses and out at the sides along the spectacle bows, sufficiently to cover the entire face, front and sides.

For winter wear, when some warmth in it would be desirable, the mask is made of suede leather, lined with silk; for summer use these glasses are made with the mask of unlined silk, either of the gray, sude color or of black.

Automobile glasses are a French notion, and originally all those sold here were imported from France. Now they are made here. Lots of them are sold. They cost, according to the material the mask is made of, from \$2.50 to \$5 a pair.—N. Y. Sun.

Automobile Man Talks Back.

It is now urged by an automobilist that those who drive about the country and complain that their horses are frightened by the motor cars have themselves in very large measure to thank for their horses' fright. None of them is so far removed from the home of a motor car that he could not send his horses over to have a feed of corn beside it and so grow accustomed to the strange thing; and no owner of a motor car is so churlish that he would not give permission for horses to go to his stables and receive this lesson. It is suggested that if horse-owners had but the energy to see that this was done once or twice their horses would soon grow used to the motors. In the French towns the horses have already learned to take no notice of them.

Hurry Destroys Pleasure.

On a bicycle tour one should not be hurried. An average run of 50 miles daily will be found enough for pleasure; more can sometimes be made, but the extra time may be better spent in getting off and rolling in the grass once in awhile, in a swim in some inviting pool or in making detours from the route to inspect an interesting historical point or to enjoy a beautiful view.

Send Your Name With Confidence. Only Genuine Goods Guaranteed. Write to: E. E. Hilliard, Editor, 100 N. W. 10th St., St. Paul, Minn.

Curious Relics.

Sampson Democrat: Mr. E. T. Chesnut, of Six Runs, called at the Democrat office last week and exhibited some relics that might be called antiquities. They were in the forms of nails and tax receipts. The nails were from an old house that Mr. Chesnut's father, the late N. P. Chesnut, owned and which was lately torn down and rebuilt for a tenant. They were the old fashioned hand made nails and were a hundred years old if they are a day. The tax receipts dated as far back as 1787, the taxes being calculated in English money. The Sheriff of Sampson county in those old days were John Fort, O. Gregory and J. W. Butler. There must have been great scarcity of paper as one of the receipts was less than three inches long and not an inch wide.

Did It Ever Occur to you that a little Perry Davis' Pain-Killer on the end of the finger applied once or twice to a mosquito bite would counteract the poison and speedily reduce the swelling? Pain-Killer will also cure bites and stings of other poisonous insects as well as reptiles. See directions as to the use upon wrappers on each bottle. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. Price 25c. and 50c.

Prof. Crittenden Married?

Wake Forest, N. C., July 24.—A marriage interesting deeply our entire community and a wide circle of friends elsewhere was celebrated here yesterday morning at ten o'clock. The contracting parties were Miss Ethel Taylor, daughter of President C. E. Taylor, and Prof. C. C. Crittenden, of the Chair of Pedagogy, in Wake Forest College. The ceremony was performed by the bride's father in the presence of many friends at "The Elms", at home of the bride. Prof. Crittenden was accompanied by his brother. The party left on the train for Virginia Beach, whence they will go for a visit to the Virginia home of the groom's father in Nottaway county.

A SURE PREVENTIVE.

It is better to prevent consumption than to afterwards be looking for a cure. Many cases become incurable simply because so long neglected. When you catch cold, when you begin to cough make haste to use Mexican Eyrup. It may save your life, for it has proven a quick and never failing cure for sore and irritated lungs, tickling in the throat, etc., resulting from a cold accidentally taken. It is only 25 cents a bottle, and is sold at drug stores.

THIS IS RIGHT.

There is one good about the Mother's Worm Syrup, and that is, it will never do anyone a bit of harm, should it fall to do him good. It is a good idea to try this remedy if you feel bad and don't exactly know what ails you. There may be a tape worm a hundred feet long that is causing your loss of health. If so a 25 cents bottle of Mother's Worm Syrup will kill and remove it from your body.

A RELIABLE FAMILY PILL.

A Mexican Root Pill taken when you begin to feel bilious, or when your bowels fail to move as they should, ward off a long spell of illness. Get a 25 cent box.

PAIN MAKES LIFE A BURDEN.

It is wrong to let those you love suffer pain or to be in pain yourself, when Gooch's Quick Relief only costs 25 cents a bottle. Best cure for cramps and colic.

A MODERN MIRACLE.

Gooch's Sanaparilla enters into and changes the composition of the blood lacking sufficient red corpuscles to make it pure. Then the pure blood, circulating with healthful activity, permeates every fibre of flesh and restores better strength and better feeling to every part, completely curing sores and pain.

PILE-CURE CURES PILES.

Money refunded if it ever fails. Anti-Ague cures Chills and Fever.

Had \$30,000 Insurance.

Raleigh Times: Capt. H. L. Lavour, of Durham, while riding his bicycle along Cleveland street, fell dead. He was an expert carpenter, and is said to have carried \$30,000 life insurance. At one time he owned an orange grove in Florida, and had been well to do. He was about 66 years old, and was a native of France. He has one daughter, who is attending school in Georgia.

BLOWN TO ATOMS.

The old idea that the body sometimes needs a powerful, drastic, purgative pill has been exploded; for Dr. King's New Life Pills, which are perfectly harmless, gently stimulate liver and bowels to expel poisonous matter, cleanse the system and absolutely cure Constipation and Sick Headache. Only 25c. For sale by E. T. Whitehead & Co.

CASTORIA.

The Kind You Can Always Depend Upon.

Send Your Name With Confidence. Only Genuine Goods Guaranteed. Write to: E. E. Hilliard, Editor, 100 N. W. 10th St., St. Paul, Minn.

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YOU WILL ADVERTISE YOUR Business.

SEND YOUR ADVERTISEMENT IN NOW.

Kodol Dyspepsia Cure

Digests what you eat. It artificially digests the food and aids Nature in strengthening and reconstructing the exhausted digestive organs. It is the latest discovered digestant and tonic. No other preparation can approach it in efficiency. It instantly relieves and permanently cures Dyspepsia, Indigestion, Heartburn, Flatulence, Sour Stomach, Nausea, Sick Headache, Gastralgia Cramps and all other results of imperfect digestion. Price 50c. Large size contains 24 times as much as small size. Sold at all drug stores. Prepared by E. C. DEWITT & CO., Chicago.

WANTED—True Workers and women to travel and advertise for old established house of solid financial standing. Salary \$780 a year and expenses, all payable in cash. No canvassing required. Give references and enclose self-addressed stamped envelope. Address, Manager, 355 Carlton Building, Chicago.

WILMINGTON & WELDON R. R. AND BRANCHES. AND ATLANTIC COAST LINE RAILROAD COMPANY OF SOUTH CAROLINA. CONDENSED SCHEDULE.

TRAINS GOING SOUTH.		No. 10.		No. 11.		No. 12.	
DATED	Time	Time	Time	Time	Time	Time	Time
Jan. 13, 1901.							
Leave Weldon	11:50	8:00	11:50	8:00	11:50	8:00	11:50
Arrive Tarboro	12:21	6:00	12:21	6:00	12:21	6:00	12:21
Leave Tarboro	12:21	6:00	12:21	6:00	12:21	6:00	12:21
Arrive Weldon	1:50	10:02	1:50	10:02	1:50	10:02	1:50
Leave Weldon	2:51	11:18	2:51	11:18	2:51	11:18	2:51
Arrive Weldon	7:25	2:40	7:25	2:40	7:25	2:40	7:25
Arrive Weldon	7:50	3:10	7:50	3:10	7:50	3:10	7:50
Arrive Weldon	8:30	3:50	8:30	3:50	8:30	3:50	8:30
Arrive Weldon	9:10	4:30	9:10	4:30	9:10	4:30	9:10

TRAINS GOING NORTH.		No. 10.		No. 11.		No. 12.	
DATED	Time	Time	Time	Time	Time	Time	Time
Jan. 13, 1901.							
Leave Weldon	11:50	8:00	11:50	8:00	11:50	8:00	11:50
Arrive Tarboro	12:21	6:00	12:21	6:00	12:21	6:00	12:21
Leave Tarboro	12:21	6:00	12:21	6:00	12:21	6:00	12:21
Arrive Weldon	1:50	10:02	1:50	10:02	1:50	10:02	1:50
Leave Weldon	2:51	11:18	2:51	11:18	2:51	11:18	2:51
Arrive Weldon	7:25	2:40	7:25	2:40	7:25	2:40	7:25
Arrive Weldon	7:50	3:10	7:50	3:10	7:50	3:10	7:50
Arrive Weldon	8:30	3:50	8:30	3:50	8:30	3:50	8:30
Arrive Weldon	9:10	4:30	9:10	4:30	9:10	4:30	9:10

Wilmington and Weldon Railroad, York 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 3:05 p. m., arrives Fayetteville 4:20 p. m., leaves Fayetteville 4:20 p. m., arrives 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 9:30 a. m., Hope Mills 10:55 a. m., arrives Fayetteville 11:10 a. m., returning leaves Fayetteville 4:45 p. m., Hope Mills 5:55 p. m., Red Springs 6:35 p. m., Maxton 6:15 p. m., arrives Bennettsville 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 Bowmore 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., Hall's 4:17 p. m., arrives Scotland Neck at 5:08 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m., returning leaves Kinston 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 Parlane 9:10 a. m. and 4:00 p. m., returning leave Parlane 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 9:00 a. m., arrives Tarboro 10:40 a. m., 11:40 a. m.

Train on Midland, N. C. Branch leaves Goldsboro daily, except Sunday, 5:00 a. m., arriving Smithfield 6:10 a. m., returning leaves Smithfield 7:50 a. m.; arrives at Goldsboro 8:25 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 12:10 a. m