

Coughing

"I was given up to die with quick consumption. I then began to use Ayer's Cherry Pectoral. I improved at once, and am now in perfect health."—Chas. E. Hartman, Gibbstown, N. Y.

It's too risky, playing with your cough. The first thing you know it will be down deep in your lungs and the play will be over. Begin early with Ayer's Cherry Pectoral and stop the cough.

Three sizes: 25c., 50c., \$1. All druggists. Consult your doctor. If he says take it, take it. If he says don't take it, don't take it. If he says leave it well alone, leave it well alone. We are willing. J. C. AYER CO., Lowell, Mass.

Kodol Dyspepsia Cure Digests what you eat.

This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspepsics have been cured after everything else failed. It is unequalled for the stomach. Children with weak stomachs thrive on it. First dose relieves. A diet unnecessary. Cures all stomach troubles. Prepared only by E. C. DeWitt & Co., Chicago. The \$1. bottle contains 2 1/2 times the 50c. size.

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For Coughs, Colds and Croup.

THE COMMONWEALTH.

E. E. HILLIARD, Editor and Proprietor.

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VOL. XVIII, New Series--Vol. 5.

SCOTLAND NECK, N. C., THURSDAY, AUGUST 7, 1902.

NO. 32

IF YOU ARE A HUSTLER

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Business.

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NORFOLK & CAROLINA P. R.

CONDENSED SCHEDULE.

Dated Jan. 19th, 1898.

Table with columns: No. of Trains, Stations, No. of Trains, No. of Trains. Lists routes between Norfolk, Virginia Point, Suffolk, Gates, Abbeville, and Tarboro.

Ar. Lv. Ar. Lv.

6:35 | 12:50 Rocky Mount | 1:55 | 6:17

P. M. P. M. P. M. P. M.

Daily. Daily except Sunday.

Trains No. 49 and 48 solid trains between Prince's Point and Wilmington. Train No. 49 connects at Rocky Mt. with the N. C. train for all points South and No. 78 train for all points North. G. M. SERPELL, J. R. KENLY, Gen'l Mgr. T. M. EMERSON, Gen'l Pass. Agent.

WILMINGTON & WELDON R. R.

AND BRANCHES, AND ATLANTIC COAST LINE RAILROAD COMPANY OF SOUTH CAROLINA.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

Table with columns: DATED, Stations, No. of Trains, No. of Trains. Lists routes between Weldon, Tarboro, Fayetteville, and Wilmington.

TRAINS GOING NORTH.

Table with columns: Stations, No. of Trains, No. of Trains. Lists routes between Fayetteville, Tarboro, and Wilmington.

Daily except Monday. Daily except Sunday.

Wilmington and Weldon Railroad, Yadkin Division Main Line--Train leaves Wilmington, 9:10 a. m., arrives Fayetteville 12:20 p. m., leaves Sanford 1:58 p. m., returns leaves Sanford 3:10 p. m., arrives Fayetteville 4:30 p. m., leaves Fayetteville 4:40 p. m., arrives Wilmington 7:30 p. m.

Wilmington and Weldon Railroad, Bennettsville Branch--Train leaves Bennettsville 8:10 a. m., Maxton 9:05 a. m., Red Springs 9:32 a. m., Hope Mills 10:55 a. m., arrives Fayetteville 11:40 a. m., returning leaves Fayetteville 5:00 p. m., Hope Mills 5:25 p. m., Red Springs 5:53 p. m., Maxton 6:16 p. m., arrives Bennettsville 7:25 p. m.

Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Downmore 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 3:15 p. m., Halifax 3:29 p. m., arrives Scotland Neck at 4:10 p. m., Greenville 5:47 p. m., Kingston 7:30 p. m., Greenville 8:30 a. m., arriving Halifax at 11:05 a. m., Weldon 11:20 a. m., daily except Sunday.

Trains on Wash. on Branch leave Washington 8:00 a. m. and 1:45 p. m., arrive Farme 8:55 a. m. and 3:10 p. m., returning leave Farme 9:15 a. m. and 5:22 p. m., arrive Washington 10:35 a. m. and 6:15 p. m., daily except Sunday.

Train leaves Tarboro, N. C., daily except Sunday 4:35 p. m., Sunday 4:35 p. m., arrives Plymouth 6:35 p. m., 6:30 p. m., returning, leaves Plymouth, daily except Sunday, 7:30 a. m., and Sunday 9:00 a. m., arrives Tarboro 9:55 a. m., 11:00 a. m.

Train on Midland N. C. Branch leaves Goldsboro daily, except Sunday, 6:00 a. m., arriving Smithfield 6:10 a. m., returning leaves Smithfield 7:40 a. m., arrives Goldsboro 8:25 a. m.

Trains on Nashville Branch leave Rocky Mount at 9:30 a. m., 4:00 p. m., arrive Nashville 10:20 a. m., 4:23 p. m., Spring Hope 11:00 a. m., 4:45 p. m., returning leave Spring Hope 11:20 a. m., 5:15 p. m., Nashville 11:35 a. m., 5:45 p. m., arrive at Rocky Mount 12:10 p. m., 6:20 p. m., daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday 8:30 a. m. and 4:15 p. m., returning leaves Clinton at 7:00 a. m. and 9:30 a. m.

Train No. 78 makes close connection at Weldon for 1 points North daily, all rail via Richmond.

H. M. EMERSON, Gen'l Pass. Agent.

THE EDITOR'S LEISURE HOURS.

Points and Paragraphs of Things Past, Present and Future.

Perhaps no branch of industry offers more to young men now than architecture. The young man who sets about acquiring an education which looks to a special preparation for a master in high class architecture can promise himself as much as if he should enter what have heretofore been called the learned professions. But young men who think of turning to such practical things often make the mistake of concluding that they do not need a thorough and finished education for such work. No matter what a young man proposes to do he needs an education. One does not know at what time or place an education will bear him out better than anything else.

To persons living in the rural districts far removed from the cities, or in small towns the automobile is nothing more than a curiosity to read about. It is not so with people who live in or near the cities where the thing is in use.

The use of the automobile is so on the increase it is becoming a sort of nuisance in many places. On the great highways near the cities those who drive spirited horses are in constant dread of the automobile.

It is as unsightly to a horse as a steam engine and it is getting to be a common thing for persons who meet them while driving to experience difficulty and danger in passing them.

And then occasionally one is run over by the automobile.

"A woman was heard to say not long ago," says a writer in The Outlook, "that the only way to enjoy an automobile ride was never to look behind. On several occasions she had looked behind and seen sights which made her very uncomfortable for half an hour."

The danger from these "machines" on highways is getting to be so marked that rigid regulations will doubtless soon govern their use.

The Summer School of the South at Knoxville, Tenn., has been a decided hit and a great success. It is said that 150 college professors, 75 school superintendents and nearly 2,000 teachers have been in attendance. There have been many pleasing observations concerning this great summer school, among them the following by a correspondent to The Outlook:

"We confess to a greater interest in the auditors than in the lecturers, instructing and uplifting as some of them are. In these hundreds of earnest teachers is the hope and promise of the South. They have set their faces toward the morning. And yet the best traditions of the old South are theirs by inheritance. One of the blessings of defeat and of the general impoverishment of the South is the sending forth from homes of refinement and culture and gentle breeding the women who are modeling the character of the next generation, whether it comes from such homes or not. It is a liberal education to be taught by some of these Southern women, whether one learns the things they profess to teach or not."

The same writer concludes his letter with the following beautiful and encouraging paragraph:

"We shall not soon forget the thrill of it all--this gathering of two thousand teachers in a Southern city, of the best blood of the South, having already utilized the best opportunities afforded in the South, eagerly grasping the privilege of remedying the defects of training which they felt, yet possessing rare discrimination and the ability to appreciate what the very best of the profession could give them, and then going to their little school houses in the towns and in the woods, to give out what they have learned and to stimulate, each her own neighborhood, to new educational enterprise."

A NECESSARY PRECAUTION.

Don't neglect a cold. It is worse than unpleasant. It is dangerous. By using One Minute Cough Cure you can cure it at once. Always inflammation, clears the head, soothes and strengthens the mucous membrane. Cures coughs, croup, throat and lung troubles. Absolutely safe. Acts immediately. Children like it.

THE REALITY OF GHOSTS.

Some Thoughts About Them.

AN IMAGE FOR ALL.

Written for The Commonwealth by a scientific friend.

It used to be in the time of the Ancient Greeks that the philosophers made a theory and then tried to base on it a whole system of education. In other words they made their theory and suited the phenomena to it. More careful study and common sense soon--after a period of twelve or fifteen hundred years--taught men the truer method. At the time of the Revival of Learning the Inductive method of study and real learning was introduced. Men no longer made theories; they studied phenomena and made their theories afterwards. It was very soon seen that this was the true method and Bacon of England who introduced it in its modern tendency, in a very few years had a large following all over the continent. At the present day it has come to be adopted in all the so-called exact sciences. But it was not until quite recently that it was applied to metaphysics.

For a long time there has been a tendency to use the Inductive method of study in metaphysics and several books have been written making an attempt to explain many abnormal psychological phenomena by amassing numerous so-called facts, classifying them, and then deducing a theory. But this method was not wholly applied, until Mr. Hudson produced his "The Last of Psychic Phenomena." In this the author has left the beaten paths of philosophy and tries something entirely new. The test that can be said of his book is that it is very plausible. Personally I am somewhat skeptical about his so-called facts. But for the moment let us assume that they really are facts and see how he proceeds to explain them or rather those that involve "ghosts."

First postulate is that there are in very truth such things as ghosts. Now the mind has two distinct powers--the subjective and the objective. The latter is that which is used in all the connections with the material world; the subjective is the true mind or rather the highest power of the mind; the power the mind will have, "when we have shuffled off this mortal coil." Acting in its capacity as subjective mind, the ego has most extraordinary powers. Not only has it the ability to remove mountains and cast them into the uttermost part of the sea, but it can actually make men--that is it can form an image which for a given length of time has the faculties of an intelligent human being. This image can be photographed even, and can exist anywhere for any length of time according to the will of the person who forms them.

At death if a person has a message he wants to deliver to the world but is kept from doing so by a sudden or violent death, he makes an image of himself and leaves it in the world to tell what he could not say in life. Though this image can be photographed and can talk very rationally, it refuses to answer any questions that have no direct bearing upon the subject of its mission. It is this kind of image that so often comes to give one a presentiment that a friend has died. It is this kind of image that walks in our dreams.

The author of this article is not fully prepared to confirm the absolute truth of Mr. Hudson's theory. To say the least it is very plausible and some of the wonderful things the spirit mediums do, necessitates us to try to find some explanation. But Mr. Hudson goes further: and says that not only spirit mediums and persons at the moment of death, but every body has this power. You can form an image of yourself and project it anywhere on the earth while you are in good health. Of this too I am somewhat skeptical. I do, however, know this much that you can influence another's dreams, or even make them dream of you and dream what you want them to. Moreover, I think that the vivid pictures we have of our friends in our dreams certainly seem to argue that the mind has some power of some sort by which it can make some tangible impression on the mind of another person at any distance from it. But there are needs of a great many more undoubted facts to substantiate the belief that an impression can be made so strong as to last for any length of time and that too when the mind has itself left this world.

\$35,000 for Melons.

A Laurinburg correspondent to the Charlotte Observer writes: "The water-melon and cantaloupe season is about over. In the neighborhood of \$35,000 have been brought to Scotland county this year from the sale of melons. Nine hundred and fifty acres were in watermelons and 150 in cantaloupes. The yield was fair and the fruit fine. Three hundred and thirty cars of watermelons, averaging about \$70, and 25 of cantaloupes, at \$100, were shipped away. The growers have made some money. They are satisfied."

THIS WILL INTEREST MOTHERS.

Mother Gray's Sweet Powders for Children, Cure Feverishness, Bad Stomach, Teething Disorders, Break up Colds, move and regulate the bowels and Destroy Worms. At all druggists. Sample mailed FREE. Address Allen S. Olmsted, Le Roy, New York.

REAL HEROES.

(Selected.) While we're giving our attention to the heroes of this earth And are boasting some to glory ev'ry day,

Let us not contract the idea that the men of greatest worth Are the men whose deeds consist of great display.

War produced some mighty heroes who have left a deep impress And are worshipped by the men of ev'ry clime;

But when talking of real heroes let us honestly confess They're the men who keep on hustling all the time.

Let us not annex the idea that a hero's born of war, For the greatest heroes never fought a fight;

And the men who did most fighting--as a rule you'll find they are Fellows who were very seldom in the right.

No, the very greatest heroes that the roll of history fills Never had their deeds of worth writ up in rhyme.

They're the heroes of the workshops, of the farms and of the mills--They're the heroes that keep hustling all the time.

You may talk of martial heroes till the foot of Gabriel's horn, And declaim about your warriors till you're hoarse;

But they're not the greatest heroes that into the world were born, For compared with some their work is very coarse.

The real heroes wear no tokens save the blisters on their hands; They're the toilers that abound in ev'ry clime.

They're the very bone and sinew of all times and of all lands--Are the men who keep on hustling all the time.

A National Need.

(Selected.) In an article on good roads, written shortly before his death for the New York News, the late Peter J. Otey, representative from Virginia, said:

"In my opinion the most important question before the American people today is that of good roads. Good roads, like all other good things, cost. Cheap articles are of inferior quality; hence our bad roads. If we are to have good roads, we must pay for them. To pay for them we must be taxed. Then, if taxed, how? By the federal or state government?"

"I am in favor of the whole system of roads in the country being placed under government construction, to be paid for out of the United States treasury, and, having introduced a bill looking to this end, I am overwhelmed with letters from all sections of the country approving it and inquiring about it. This bill provides for the direct appropriation of \$100,000,000 to be expended in the forty-five states and four territories of the United States in proportion to population. It should become a continuing appropriation till good roads become a network over the land."

"Will anybody tell me why the United States government should not construct good roads in the various states and territories? Is there any difference in thus applying public money and applying it to creeks, branches and rivers? Both are to expedite transportation, to help interstate and foreign commerce."

"The concentration of population and wealth in great cities would be largely overcome if the country districts should have their fair share of the appropriation of public money and the consequent improvement of the country roads that would follow."

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A Philosopher.

Greenlee Reflector. We heard one man remark that he belayed the crops in Pitt county were cut off 35 per cent. by the drought. Another added, "that is not as bad as 50 per cent," so there is something to be thankful for any day.

The Driver and The Driven.

Norfolk Virginian-Pilot. The world is largely made up of two classes, the driver and the driven. It is hardly necessary to say that the latter is much the more numerous.

And it is one of the most pitiable facts in human history that the driver is apt to make the lot of the driven unnecessarily harsh, either by thoughtlessness or purposely.

Stand on a street corner any day and you can see overloaded and overdriven horses go by, tugging patiently at their burdens often under the lash of a brutal driver who seems actually to take pleasure in inflicting pain upon the poor, straining beast.

But the horse has a society to prevent his cruel treatment and it has wonderfully ameliorated his condition. But there is no society for the prevention of cruelty to men. And men are driven as well as horses.

The season of the year is now at hand when the driver, whether of men or horses, should exercise that mercy which chiefly distinguishes men from brutes. The season of long hot days and short hot nights is upon us and for man and beast in the sweltering streets and stuffy buildings existence must be for nearly two months to come little more than a gasp for air, relieved by the occasional respite of a cool day.

We desire, then, to put in a plea for the driven. If you are the driver of a horse, be thoughtful of his comfort. Do not leave him standing for an hour in the pitiless sun when just across the street or just around the corner there is plenty of shade. Do not overload him when his heart and lungs are already overworked by the heat. And especially remember that horses grow thirsty as well as men and that the torture of thirst is perhaps the most horrible that can be inflicted.

And if you are a driver of men, make concessions. Do not deprive a man who happens to be your employee of three or four comfortable hours in the evening to save yourself ten minutes' time. Do not expect of nerves overstrained by the heat and bodied languid from the exhausting strain of torrid days and nights the same efficient service as in the cooler season.

Men are men and not machines. And in the long run it pays to be a kindly, thoughtful driver. It is more economical to the purse and it brings the peace of a quiet conscience that is the greatest boon of life. And after all the world will go on just the same whether one case of goods more or less is hauled at a load and whether one pound of bacon more or less or one yard of calico more or less is sold.

Why drive too hard, then, and why fret? Surely there are trials enough with the thermometer in the nostrils without adding to them needlessly.

IS THE HORSE A FOOL?

An Owensboro, (Ky.) correspondent of Harper's Weekly writes:

"I have spent much time of a long life in the observation of horses. I have reared them, broken them, trained and driven them in every form from the plow to the four-in-hand. The result of these years of study is summed up in one sentence: I believe the horse to be part maniac and part idiot. Every horse at some time in his life develops into a homicidal maniac. I believe any man who trusts himself or his family to the power of a horse, stronger than himself, to be lacking in common sense and wholly devoid of ordinary prudence. I have driven one common-place horse every other day for six years over the same road, and then had him to go crazy and try to kill himself and me because a leaf fluttered down in front of him. I have known scores of horses, apparently trust worthy, apparently creatures of routine, go wild and insane over equally regular and recurring phenomena. No amount of observation can tell when the brain will break out. One mare took two generations of children to school over the same quiet road, and then in her nineteenth year went crazy because a rooster crowed alongside the road. She killed two of the children. If anyone can tell me of one good reason why man should trust a horse I should be glad to know."

"Well," said Mr. Jones, addressing the ministers, but with a sidelong glance at the audience, "if I had such a mean, measly lot of people in my church, you know what I would do? I would get them up in a p.m. and send off and get a hound dog and set him on them, and say: 'Sic 'em, Tige; Sic 'em, Tige.'"

"Excuse me, Brother Jones," said the Methodist minister, "but that is just what we have done. We have gathered the people together. Now, 'Sic 'em, Sam; Sic 'em Sam.'"

"If Mr. Jones was not himself the balance of the evening, it was probable that he was thinking of the hound dog."

"Where shall I educate my daughter?"

Send her to . . .

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Scotland Neck, N. C.

June 17, 1902.

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