

THE COMMONWEALTH.

E. E. HILLIARD, Editor and Proprietor.

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President's Speech at The Fair.

Official Copy of the Speech of Mr. Roosevelt Delivered in Raleigh on the 19th.

I am glad here at the capital of North Carolina to have a chance to greet so many of the sons and daughters of your great State. North Carolina's part in our history has ever been high and honorable. It was in North Carolina that the Mecklenburg Declaration of Independence foreshadowed the course taken in a few short months by the representatives of the thirteen colonies assembled in Philadelphia. North Carolina can rightfully say that she pointed us the way which led to the formation of the new Nation. In the Revolution she did many memorable deeds; and the battle of King's Mountain marked the turning point of the Revolutionary war in the South. But I congratulate you not only upon your past, but upon your present. I congratulate you upon the great industrial activity which, to mention but one thing, has placed this State second only to one other in the number of its textile factories. You are showing in practical fashion your realization of the truth that there must be a foundation of material well-being in order that any community may make real and rapid progress. And I am happy to say that you are in addition showing in practical fashion your understanding of the great truth that this material well-being, though necessary as a foundation, can only be the foundation, and that upon it must be raised the superstructure of a higher life, if the Commonwealth is to stand as it should stand. More and more you are giving care and attention to education; and education means the promotion not only of industry, but of that good citizenship which rests upon individual rights and upon the recognition by each individual that he has duties as well as rights--in other words, of that good citizenship which rests upon moral integrity and intellectual freedom. The man must be decent in his home life, his private life, of course; but this is not by itself enough. The man who fails to be honest and brave both in his political franchise and in his private business contributes to political and social anarchy. Self-government is not an easy thing. Only those communities are fit for it in which the average individual practices the virtue of self-command, of self-restraint, of wise disinterestedness combined with wise self-interest; where the individual possesses common sense, honesty and courage.

And now I want to say a word to you on a special subject in which all the country is concerned, but in which North Carolina has a special concern. The preservation of the forests is vital to the welfare of every country. China and the Mediterranean countries offer examples of the terrible effect of deforestation upon the physical geography, and therefore ultimately upon the national well-being, of the nations. One of the most obvious duties which our generation owes to the generations that are to come after us is to preserve the existing forests. The prime difference between civilized and uncivilized peoples is that in civilized peoples each generation works not only for its own well-being, but for the well-being of the generations yet unborn, and if we permit the natural resources of this land to be destroyed so that we hand over our children a heritage diminished in value we thereby prove our unwisdom to stand in the forefront of civilized peoples. One of the greatest of these heritages is our forest wealth. It is the upper attitudes of the forested mountains that are most valuable to the Nation as a whole, especially because of their effects upon the water supply. Neither State nor Nation can afford to turn these mountains over to the unrestrained greed of those who would exploit them at the expense of the future. We cannot afford to wait longer before assuming control, in the interest of the public, of these forests; for if we do wait, the vested interests of private parties in them may become so strongly entrenched that it may be a most serious as well as a most expensive task to oust them. If the Eastern States are wise, then from the Bay of Fundy to the Gulf we will see, within the next few years a policy set on foot similar to that so fortunately carried out in the high Sierras of the West by the National Government. All the higher Appalachians should be reserved, either by the States or by the Nation. I much prefer that they should be put under National control, but it is a mere truism to say that they will not be reserved either by the States or by the Nation unless you people of the South show a strong interest therein.

Such reserves would be a paying investment, not only in protection to many interests, but in dollars and cents to the Government. The importance to the Southern people of protecting the Southern mountain forests is obvious. These forests are the best defense against the floods which, in the recent past, have, during a single twelvemonth, destroyed property officially valued at nearly twice what it would cost to buy the Southern Appalachian Reserve. The maintenance of your Southern water powers is not less important than the prevention of floods, because if they are injured your manufacturing interests will suffer with them. The perpetuation of your forests, which have done so much for the South, should be one of the first objects of your public men. The two Senators from North Carolina have taken an honorable part in this movement. But I do not think that the people of North Carolina, or of any other Southern State, have quite grasped the importance of this movement to the commercial development and prosperity of the South.

The position of honor in your parade to-day is held by the Confederate veterans. They by their deeds reflect credit upon their descendants and upon all Americans, both because they did their duty in war and because they did their duty in peace. Now if the young men, their sons, will not only prove that they possess the same power of fealty to an ideal, but will also show the efficiency in the ranks of industrial life that their fathers, the Confederate veterans, showed that they possessed in the ranks of war, the industrial future of this great and typically American Commonwealth is assured.

The extraordinary development of industrialism during the last half century has been due to several causes, but above all to the revolution in the methods of transportation and communication; that is, to steam and to electricity, to the railroad and the telegraph.

When this Government was founded commerce was carried on by essentially the same instruments that had been in use not only among civilized, but among barbarian nations, ever since history dawned; that is, by

wheeled vehicles drawn by animals, by pack trains, and by sailing ships and rowboats. On land this meant that commerce went in slow, cumbersome, and expensive fashion over highways open to all. Normally these highways could not compete with water transportation, if such was feasible between the connecting points.

All this has been changed by the development of the railroads. Save on the ocean or on lakes so large as to be practically inland seas, transport by water has wholly lost its old position of superiority over transport by land, while instead of the old highways open to every one on the same terms, but of a very limited usefulness, we have new highways--railroads--which are owned by private corporations, and which are practically of unlimited, instead of limited, usefulness. The old law and old customs which were adequate and proper to meet the old conditions need radical readjustment in order to meet these new conditions. The cardinal features in these changed conditions are, first, the fact that the new highway, is, from the commercial standpoint, of infinitely greater importance in our industrial life than was the old highway, the wagon road; and, second, that this new highway, the railway, is in the hands of private owners, whereas the old highway, the wagonroad, was in the hands of the State. The management of the new highway, the railroad, or rather of the intricate web of railroad lines which cover the country, is a task infinitely more difficult, more delicate and more important than the primitively easy task of acquiring or keeping in order the old highway; so that there is properly no analogy whatever between the two cases. I do not believe in government ownership of anything which can with propriety be left in private hands, and in particular I should most strenuously object to government ownership of railroads. But I believe with equal firmness that it is out of the question for the Government not to exercise a supervisory and regulatory right over the railroads; for it is vital to the well-being of the public that they should be managed in a spirit of fairness and justice toward all the public. Actual experience has shown that it is not possible to leave the railroads uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind, and puts a premium upon unscrupulous and ruthless cunning in railroad management; for there are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors, and they thereby force other big shippers and railroad men who would like to do decently into similar acts of wrong and injustice, under penalty of being left behind in the race for success. Government supervision is needed quite as much in the interest of the big shipper and of the railroad men who want to do right as in the interest of the small shipper and the consumer.

Experience has shown that the present laws are defective and need amendment. The effort to prohibit all restraint of competition, whether reasonable or unreasonable, is unwise. What we need is to have some administrative body with ample power to forbid combination that is hurtful to the public, and to prevent favoritism to one individual at the expense of another. In other words, we want an administrative body with the power to secure fair and just treatment as among all shippers who use the railroads--and all shippers have a right to use them. We must not leave the enforcement of such a law merely to the Department of Justice; it is out of the question for the law department of the Government to do what should be purely administrative work. The Department of Justice is to stand behind and co-operate with the administrative body, but the administrative body itself must be given the power to do the work and then held to a strict accountability for the exercise of that power. The delays of the law are proverbial, and what we need in this matter is reasonable quickness of action.

The abuses of which we have a genuine right to complain take many shapes. Rebates are not now often given openly. But they can be given just as affectively in covert form; and private cars, terminal tracks and the like must be brought under the control of the commission or administrative body, which is to exercise supervision by the Government. But in my judgment the most important thing to do is to give to this administrative body power to make its findings effective, and this can be done only by giving it power, when complaint is made of a given rate as being unjust or unreasonable, if it finds the complaint proper, then itself to fix a maximum rate which it regards just and reasonable, this rate to go into effect practically at once, that is within a reasonable time, and to stay in effect, unless reversed by the courts. I earnestly hope that we shall see a law giving this power passed by Congress. Moreover, I hope that by law power will be conferred upon representatives of the Government capable of performing the duty of public accountants carefully to examine into the books of the railroads, when so ordered by the Interstate Commerce Commission, which should itself have power to prescribe what books, and what books only, should be kept by railroads. If there is in the minds of the Commission any suspicion that a certain railroad is in any shape or way giving rebates or behaving improperly, I wish the Commission to have power as a matter of right, not as a matter of favor, to make a full and exhaustive investigation of the receipts and expenditures of the railroad, so that any violation or evasion of the law may be detected. This is not a revolutionary proposal on my part, for I only wish the same power given in reference to railroads that is now exercised as a matter of course by the national bank examiners as regards national banks. My object in giving these additional powers to the administrative body representing the Government--the Interstate Commerce Commission, or whatever it may be--is primarily to secure a real and not a sham control to the Government representatives. The American people abhor a sham, and with this abhorrence I cordially sympathize. Nothing is more injurious from every standpoint than a law which is merely sound and fury, merely pretense, and not capable of working out tangible results. I hope to see all the power that I think it ought to have granted to the Government; but I would far rather see only some of it granted, but really granted, than see a pretense of granting all, in some shape that really amounts to nothing.

It must be understood, as a matter of course, that if this power is granted it is to be exercised with wisdom and caution and self-restraint. The Interstate Commerce Commission or other Government official who failed to protect a railroad that was in the right against any clamor, no matter how violent, on the part of the public, would be guilty of as gross a wrong as if he corruptly rendered an improper service to the railroad at the expense of the public. When I say a square deal I mean a square deal; exactly as much a square deal for the rich man as for the poor man; but no more. Let each stand on his merits, receive what is due him, and be judged according to his deserts. To more he is not entitled, and less he shall not have.

WONDERS OF SINGLE ACRE

What May Be Produced on a Bit of Land Containing 160 Square Rods.

You who think that it must be 60 acres or nothing, will be surprised to know that unless you are farming for the markets and need pasture and stables and grass land, you can almost live on the crop that an acre will yield you, writes Charles M. Skinner in Good Housekeeping. It will require work and care and knowledge, for you cannot spend your time at tennis and expect the weeds to stay out of your lettuce, or the smut to affect your neighbor's corn and not yours, or the caterpillars to keep off from your pea vines, or things to stay green after a month of drouth. Now here, on this common acre--for it is ordinary, being near the sea and hummocked with rock, the ledges cropping into sight just outside the fence--the farmer raises no end of beans, peas, onions and like matters, and strawberries to eat, to give away and to sell. He has patriarchal apple trees that yield bushels of fruit. His tomatoes supply his own family, various friends rejoice in them no less, while a few pecks of them go to town. His wife puts up so many squirts and vegetables in jars that she has to give them to relatives, and she seldom visits her son in the city without carrying a basket of fruit to him. There are bits of lawn and beds of posies and curtains of vine and--what do you suppose? After the acre has been worked to this degree, there is room for chickens at least a hundred of them, with their runway extending the length of the place.

GOOD ROADS.

They Need Not Necessarily Be Constructed of Stone--A Present Danger.

While good roads are of the utmost importance to the farmers themselves, good roads do not necessarily spell hard roads, as many hard road advocates seem to imagine, says the Prairie Farmer. A movement to better our highways does not necessarily mean that they are all to be surfaced with stone, but there are indications that a strict watch will be necessary to prevent legislative bodies from putting such a construction on the movement when enacting laws in regard thereto. Many of our roads can be greatly improved over their present condition by underdrainage and better grading. These are the first essentials where a hard surface is finally to be provided. Proper underdrainage is of the most vital importance during a rainy season. No road can remain good at such times without it. In many cases the work of grading up that is done during the summer is very largely, and sometimes entirely, annulled during the following spring months because of a lack of underdrainage. Roads often become impassable during the spring months that would remain in fairly good condition if proper drainage were provided. We can see no objection to federal aid for road improvement along these lines, or why it is not just as proper and important for the government to give assistance in rendering an impassable road passable and in rendering an already fairly good road superior.

A GOOD SACK HOLDER.

How a Bit of Lumber and a Few Nails May Be Made to Provide a Great Convenience.

At threshing time and when cleaning the grain for seedling there is often much trouble in not having a handy sack holder convenient for use and an extra boy or man is required to hold them. Instead, says the Farm and Home, a good sack holder that has the advantage of portability can be made from a one-inch plank 15 inches wide and three feet six inches long and one piece 15 inches wide and two feet long. Nail these together at right angles and securely brace as shown in the cut. Build a hopper with hooks around bottom to hold sack. Place wedge-shaped piece at top of long plank and firmly screw on the hopper. This will be found very convenient for use anywhere.

Injury by Mice and Rabbits.

Valuable suggestions for treatment of trees which have been girdled by mice or rabbits are made by the Iowa experiment station. The growing layer which lies just beneath the bark will grow over if it is kept moist by banking up with soil two or three inches above the girdled portion. The soil should be firmly tamped about the stem and not allowed to dry and crack open. Another, but more expensive method, is to wrap the wound with a broad strip of cloth coated with grafting wax. Such wounds should not be allowed to dry out, and where not too severe the tree may be saved.--Farm and Home.

Fertilizer for Plants.

Ammonia is an excellent fertilizer. Add one tablespoonful to about three quarts of water and thoroughly water the plants with this once a week for a period of about six weeks. You will notice a marked change in growth and color as well as in the bloom. The time for starting the hotbed will soon be here. The market gardener has his mind on it now. Every home garden should have a hotbed and a cold frame, or some other means for starting early plants, unless they can be purchased near at hand.

ROLEY'S HONEY-TAR

Some men accidentally go to sleep in church," said Uncle Eben, "an' a whole lot sin't got even dat excuse for not payin' tention to de pastor's teachin's."--Washington Star.

Backache is never known to those persons who take an occasional dose of Pinesols. The value of the resin obtained from the Pine tree has long been recognized in the treatment of diseases of the bladder and kidneys. One dose of Pinesols will give relief, and one bottle will cure. Sold by E. T. Whitehead & Co., Scotland Neck, N. C.

Good advice to women.

If you want a beautiful complexion, clear skin, bright eyes, red lips, good health, take Hollister's Rocky Mountain Tea. There is nothing like it. 35 cents. Tea or Tablets. E. T. Whitehead & Co., Scotland Neck, N. C. Brown, Halifax.

A library of books may be saved from molding by sprinkling a few drops of oil of lavender about it.

FULL OF TRAGIC MEANING

are these lines from J. H. Simmons, of Casey, Ia. Think what might have resulted from his terrible cough if he had not taken the medicine about which he writes: "I had a fearful cough that disturbed my night's rest. I tried that which nothing would relieve it, until I took Dr. King's New Discovery for Consumption, Coughs and Colds, which completely cured me." Golds, which completely cured me." Instantly relieves and permanently cures all throat and lung diseases; prevents grip and pneumonia. At E. T. Whitehead & Co. druggists; guaranteed.

NEW CURE FOR CANCER.

All surface cancers are now known to be curable, by Bucklen's Arnica Salve. Jas. Walters, of Duffield, Va., writes: "I had a cancer on my hip for years, that seemed incurable, till Bucklen's Arnica Salve healed it, and now it is perfectly well." Guaranteed cure for cuts and burns. 25c at E. T. Whitehead & Co's drug store.

Before her marriage a woman thinks all men are alike, but a few months after she is firmly convinced that at least one is worse.--Chicago News.

The original is always the best--imitations are cheap. Bee's Laxative Honey and Tar is the original Laxative Cough Syrup. It is different from all others--It is better than all others, because it cures all coughs and colds and leaves the system stronger than before. The letter B in red is on every package. Sold by E. T. Whitehead & Co., Scotland Neck, Leggett's drug store.

PLANS TO GET RICH

are often frustrated by sudden breakdown, due to dyspepsia or constipation. Brace up and take Dr. King's New Life Pills. They take out the materials which are clogging your energies, and give you a new start. Cure headache and dizziness too. At E. T. Whitehead & Co's drug store; 25c, guaranteed.

Redd--"What's this I hear about Tonneau?" Greene--"He's been getting married." "Did he do well?" "Sure! He married the repair man's daughter."--Yonkers Statesman.

ASK YOUR DEALER FOR ALLEN'S FOOT-EASE.

A powder for the feet. It cures Swollen, Sore, Hot, Callous, Aching, Sweating Feet, Corns and Bunions. At all druggists and shoe stores, 25c.

Day & Hedges,

Livery Buggies
Harness
Whips
Robes

Tarboro, North Carolina.

It is a pleasure to take Dr. Dade's Little Liver Pills and enjoy their tonic effect upon the liver. Sold by E. T. Whitehead & Co., Scotland Neck, and Leggett's drug store, Hobgood.

FOLEY'S HONEY-TAR



CORRECT DRESS

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All old-time cough syrups were designed to treat throat, lung and bronchial affections without due regard for the stomach and bowels, hence most of them produce constipation. Bee's, the original Laxative Honey and Tar is the original Laxative Cough Syrup. Look for the letter B in red on every package. Sold by E. T. Whitehead & Co., Scotland Neck, Leggett's drug store, Hobgood.

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A Easy Medicine for Every People's Bristles Golden Health and Renewed Vigor. A specific for Constipation, Indigestion, Liver and Kidney Troubles, Pimples, Jaundice, Impure Blood, Bad Breath, Stomach Disorders, Biliousness and Backache. It's Rocky Mountain Tea in tablet form, 25 cents a box. Remedies made by HOLLISTER DRUG COMPANY, St. Louis, Mo. GOLDEN NUGGETS FOR SALLOW PEOPLE

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