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E. E. HILLIARD, Editor and Proprietor.

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Use these columns for results. An advertisement in this paper will reach a good class of people.

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NUMBER 23.

THE COMMONWEALTH.

"Excelsior" is Our Motto.

Thousands Have Kidney Trouble and Never Suspect it.

Frequency of Kidney Disease. Most people do not realize the alarming increase and remarkable prevalence of kidney disease. While kidney disorders are the most common diseases that prevail, they are almost the last recognized by patient and physician, who consult themselves with doubting the effects, while the original disease undermines the system.

There is constant in the knowledge so often expressed, that Dr. Kilmer's Swamp-Root, the great kidney remedy, cures every ailment in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage. It corrects inability to hold water and red liver pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you used a medicine you should have the best. Sold by druggists in fifty-cent and one-dollar sizes. You may have a sample bottle and a book that tells all about it, both sent free by mail. Address Dr. Kilmer & Co., Binghamton, N. Y. When writing mention this paper and don't make any mistake. But remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y.

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Prevents hair from falling out. Restores color to the hair. Makes the hair grow thick and glossy. Greatly improves the scalp. Sold by all druggists.

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I am prepared to serve my old customers and the public generally with the very best of fresh

Beef, Pork, Sausage, &c.
All orders filled promptly, and every customer's wants regarded.

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Stop That Cold
To check early colds or Grippe with "Preventics" means sure defeat for Pneumonia. To stop a cold with Preventics is safer than to let it run and be chilled to cure it afterwards. To be sure, Preventics will cure even a deeply seated cold, but taken early—at the sneezing stage—they break off the head of these early colds. That's surely better. That's why they are called Preventics. Preventics are little Candy Gold Cakes. No Quinine, no physic, nothing sickening. Nice for the children—and thoroughly safe too. If you feel chilly, if you sneeze, if you ache all over, think of Preventics. Promptness may also save half your usual sickness. And don't forget your child, if there is feverishness, night or day. Herein probably lies Preventics' greatest efficiency. Sold in boxes for the pocket, also in 50c boxes of 48 Preventics. Insist on your druggists giving you

Preventics
A. C. PETERSON.

THE EDITOR'S LEISURE HOURS.

Observations of Passing Events.

Boys In Vacation.
PEOPLE who live in the country have many blessings that the townspeople never know about, and they are free from many puzzling questions which weigh heavily with people in town. And one of these blessings is the wide-open fields which solve the question about what to do with boys in vacation. The country boy who goes to school or college for nine or ten months gets tired and worn down with his work as well as the town boy, if he does his duty well. And the country boy should have a few days after school closes in which to rest and catch up for lost sleep and the like; but when well rested there is no problem with father and mother about what to do with him. The many things about the farm that need his attention and help furnish him full and complete employment; but the parents of the boy in town have to worry all through vacation about how to keep the boys busy and out of mischief. In very truth it may be said that great is country life.

A PARENT in Manchester, Va., observing that his child was pretty well loaded with books to and from school, through curiosity or for other reasons, weighed the books the child had to carry and they weighed fifteen pounds. The matter was brought to public attention through a communication to the Richmond News-Leader, which made the following timely comment: "Isn't fifteen pounds of books rather a heavy dose for a growing boy or girl? Isn't it possible that in trying to meet the varying desires and diversified ambitions of parents the school authorities are overloading the minds, overtaxing the strength of children and dumping into their intellectual systems masses of matter which never will be digested or assimilated or made useful? The writer of the Manchester communication sends us a list of the books making up the fifteen pounds. It is a formidable one. Probably few grown and matured men and women with trained minds and fully developed bodies would care to tackle it for a six-month's course. Are we overfeeding? It is a complicated question, but one of tremendous importance."

Decrease in Accidents.
"It is an ill wind that blows nobody good," is an adage of long standing, and the Scientific American, while not quoting the adage, draws conclusions that remind us of it. There has been considerable decrease in the number of railroad accidents recently. Quoting from the Accident Bulletin of the Interstate Commerce Commission, the Scientific American says that during the last three months of 1907 out of a total number of 220 persons killed only 21 were passengers, as against 119 passengers killed in the preceding three months and 180 killed during the corresponding quarter of 1906. The Scientific American thinks that while there has been improvement in the manner and system of handling passenger trains, the laying off of more than three hundred thousand freight cars by reason of the panic, had much to do with the decrease in railroad accidents. So many freight cars being thrown off the roads lessened the congestion, and with the laying off of the freight cars came the discharge of many employes, and of course the more efficient were retained in service, while the less efficient were dismissed. All these things put together have caused the gratifying result of a great decrease in the number of railroad accidents, and so we can draw some consolation from the panic, if it really has been a factor in this decrease in the loss of human life. There is the further deduction to be made, that if railroad travel is so much safer with fewer freight cars and they manned by the more efficient employes, the railroad authorities ought to see to it that a sufficient number of cars, both in freight and passenger service, is kept in use, and that they are manned by competent and trustworthy crews. It is indeed gratifying to hear less of railroad disasters, and it is to be hoped that the present conditions will remain, and will even be improved.

Habit of Doing Something.
PASSING along the street some days ago we observed several bunches of men sitting together quietly letting time slip by like the flowing stream, hastening on to do its appointed work in supplying the world with water. But we thought how different it was with the time of those persons, as it flowed away, from the flowing stream. The stream of water has its appointed work, and by a law of nature does it, never stopping, never ceasing, but flowing up and carried back to the clouds, falls in raindrops and flows on back to the ocean again, to do the same work over and over as long as the world shall stand. But the stream of time which we allow to flow by as we idly pay no heed to its passing never comes back, but its opportunities are lost forever. There is a vast deal of time lost by some who cannot utilize it; but a far vaster deal is lost by those who could utilize it. Time is lost through habit, just as time and money are saved through habit. Every person is destined to be controlled by some habit, whether he wills it or not; but most people assent to the habits which control them. Nothing tells more effectually in one's life than the habit of saving time by doing something, unless it is the habit of losing time by doing nothing. Many a man has become fairly well educated and more than ordinarily useful through the habit of saving time and devoting a short while daily to reading and to study, while many with equal opportunity and equal capacity have lived and died ignorant simply because they fell into the habit of losing time instead of saving it. Many a man who began life in poverty has made a fairly good living and has left an estate to his family because he cultivated the habit of saving time and devoting it to useful employment, while many others with equal and perhaps superior physical strength and mental capacity have lived and died poor by failing to cultivate the habit of employing their time to good advantage. Time is a valuable capital and asset which few people properly estimate. Young men and young women, boys and girls, can do nothing better than to cultivate the wise habit of saving time by being constantly engaged in something worth while. To be sure, we do not mean to say that people should never "take breath" and relax at all; but as most people know pretty well how to do this, there is no need of any particular suggestion for it. Time saving is a most important habit for all, because as we learn to save the time and wisely employ it, we are the more useful and helpful in the world, both to ourselves and to others.

One application of ManZan Pile Remedy, for all forms of piles, relieves pain, soothes, reduces inflammation, soreness and itching. Price 50c. Guaranteed to give satisfaction. Sold by E. T. Whitehead Co.

Sick Headache and Biliousness relieved at once with Rings Little Liver Pills. A rosy complexion and clear eyes result from their use. Do not to give satisfaction. Sold by E. T. Whitehead Co.

DeWitt's Little Early Risers, the famous little liver pills, are sold by E. T. Whitehead Co.

Destroyers of Boys.

(The American Boy.)
To tell you that cigarette smoking is bad for you would be foolish. In the first place, that's preaching, and I don't believe in preaching. In the second place, every boy knows that the cigarette is bad for him. I don't care to tell you what you already know. I want to tell you things that you don't know. So I am going to explain, as well as I can in a few words, why the cigarette is bad for you—how its use makes a boy thin, pale, weak, and sickly—why it helps to bring on consumption.

In the first place, I am not going to tell you any "crank" stories about the drugged cigarette and all that. The fact is that cigarettes are not often drugged, and if they were, it couldn't be a worse drug than the drug in the tobacco itself—the nicotine.

That's not the point. Cigarette smoking is bad because it strikes at the very root of the life—the breathing. The more you breathe, the more you live. The bigger, the more active the lungs, the stronger, healthier, more active, and beautiful is the person. To stop the breathing is to stop the life; to reduce the breathing capacity is to reduce the life.

Everybody knows this: "No, thanks. No cigarettes. I have cut them out. I am in training, you know," is a frequent remark among college men. If the cigarettes are bad for the man in training, why is it not just as bad for the man not in training? It is—and worst. Why?

Well, in the first place let me tell you that the lungs cover an immense surface—a surface equal to the area of a floor of a large room; that this surface is wrinkled up, for the lungs are contained in a small space. Through this surface the blood pours out its poisons, and at the same time takes in the oxygen, which is the greatest essential of life.

Now, when you smoke a cigarette or breathe the air of smoky room, the smoke enters directly into the lungs. Smoke is in reality nothing but a very fine charcoal dust; and when you inhale it this dust settles on the delicate membrane, covering the surface of the lungs. This deposit clogs up the surface of the lungs, and prevents both the escape of poison from the blood and the entrance of the oxygen of the air into the blood.

Thus the cigarette smoker is at once starved and poisoned—starved for air and poisoned by the own breath. Is it any wonder that he gets pale and thin and weak mentally and physically? Is any wonder that he is a "consumptive boy"? It is any wonder that if he smokes to excess he dies.

Among the bitter class of men and young men cigarette smoking is dying out. It isn't "good form," it certainly isn't good health. It is silly and unclean, and the habit will, with absolute certainty, injure the health and shorten the life of him who is addicted to it.

Things That Make Worry Impossible.
(Success Magazine.)
Good robust health is a great enemy of worry. A good digestion, clear conscience, and sound sleep kill a lot of worry.

Worry is but one phase of fear, and always thrives best in abnormal conditions. It cannot get much of a hold on a man with a superb physique, a man who lives a clean, sane life. It thrives on the weak—those of vitality.

It is not a very difficult thing to make worry impossible. Many people make it impossible for most kinds of disease to get hold on them because they have such strong disease-resisting force. Disease always attacks us at our weak point.

The great desideratum is to keep one's physical, mental, and moral standards so high that disease germs cannot gain a footing in our brain. Our resisting power ought to be so great that it would be impossible for our enemies to gain an entrance into the brain and body.

To keep ourselves perfectly free from our worry enemies, everything we do must be sanely. No matter how honest we may be or how hard we may try to get on, if we are not sane in our eating, in our exercise, in our thinking, in our sleeping and living generally, we leave the door open to all sorts of trouble. There are a thousand enemies trying to find a door open by which they can gain entrance into our system and attack us at our vulnerable point.

"I suffered habitually from constipation. Doan's Regulents relieved and strengthened the bowels, so that they have been regular ever since."—A. E. Davis, grocer, Sulphur Springs, Tex.

HOW TO BUILD AND USE SPLIT-LOG DRAG.

Office of Public Roads of the U. S. Department of Agriculture Issues a Bulletin on this Very Simple Road Building Device.

One of the latest publications issued by the Office of Public Roads of the United States Department of Agriculture treats the split-log drag, an implement which numerous experiments have conclusively shown to be the greatest possible boon to keep earth roads smooth and passable. Because of its simplicity, its efficiency and its cheapness, both in construction and operation, it is destined to come more and more into general use. With the drag properly built and its use well understood, the maintenance of earth roads becomes a simple and inexpensive matter.

At the present time there are approximately 2,000,000 miles of earth roads in the United States. Some of the most important of these roads will eventually be improved with stone, gravel, and other materials. Many others which are equally important cannot be so improved on account of lack of funds or suitable materials, while still others will not require such treatment because of the light traffic to which they are subjected. For these reasons the majority of our roads must be maintained as earth roads for many years to come. This must be done by inexpensive methods and the split-log drag will be a powerful aid if economy is the criterion demanded.

In construction of this implement, care should be taken to make it so light that one man can lift it with ease, a light drag responding more readily to various methods of hitching than a heavy one, as well as to the shifting of the position of the operator. The best material for a split-log drag is a dry red cedar log, though red elm and walnut are excellent, and box elder, soft maple, or even willow are superior to oak, ash, or hickory. The log should be between 7 and 10 feet long and from 10 to 12 inches in diameter at the butt end. It should be split carefully as near the center as possible, and the heaviest the best stake chosen for the front. In the front slab 4 inches from the end which is to drag in the middle of the road bore a 2-inch hole which is to receive a cross stake. At a distance of 22 inches from the other end of the front slab, locate the center for another cross stake. The hole for the middle stake will be on a line connecting and halfway between the two. Then place the back slab in position and from the end which is to drag in the middle of the road measure 20 inches for the center of one cross stake and 6 inches from the other end locate the center of the opposite stake. The hole for the center stake should be located halfway between the two. All these holes should be carefully bored perpendicular or at right angles to the face of the split log.

If these directions are followed it will be found that when the holes of the front and back slabs are brought opposite each other, one end of the back slab will be 16 inches nearer the center of the roadway than the front one. That gives us what is known as "set back." The stakes, which are 30 inches long, will hold the slabs this distance apart. When the stakes have been firmly wedged into their sockets, a brace about 2 inches thick and 4 inches wide may be placed diagonally to them at the ditch end of the drag. A cleated board is placed between the slabs and across the stakes for the driver to stand on.

By many it is deemed best to place a strip of iron along the lower face of the front slab for a cutting flange and to prevent the drag from wearing. The drag may be fastened to the doubletree by means of a trace chain. The chain should be wrapped around the left-hand or rear stake and passed over the front slab. Raising the chain at this end of the slab permits the earth to drift past the face of the drag. The other end of the chain should be passed through a hole in the opposite end of the front slab and held by a pin passed through a link.

For ordinary purposes, the hitch should be so made that the unloaded drag will follow the team at an angle of about 45 degree. The team should be driven with one horse on either side of the right-hand wheel track or rut the full length of the portion to be dragged, and made to

return in the same manner over the other half of the roadway. Such treatment will move the earth towards the center of the roadway and raise it gradually above the surrounding level.

The best results have been obtained by dragging roads once each way after each heavy rain. In some cases, however, one dragging every three or four weeks has been found sufficient to keep a road in good condition.

When the soil is moist but not sticky the drag does its best work. As the soil in a field will bake if ploughed wet, so the road will bake if the drag is used on it when it is wet. If the roadway is full of holes or badly rutted, the drag should be used once when the ground is soft and slushy. This is particularly applicable before a cold spell in winter, when it is possible to prepare the surface that it will freeze smooth.

Not infrequently conditions are met which may be overcome by a slight change in the manner of hitching. Shortening the chain tends to lift the front slab and make the cutting slight, while a longer hitch causes the front to sink more deeply into the earth and act on the principle of a plow.

If a furrow of earth is to be moved, the doubletree should be attached close to a ditch end of the drag, and the driver should stand with one foot on the extreme forward end of the front slab.

Conditions are so varied in different localities, however, that it is quite impossible to lay down specific rules. Certain sections of a roadway will require more attention than others, because of steep grades, wet weather springs, soil conditions, exposure to sun and wind, washes, etc. There is one condition, however, in which special attention should be given. Clay roads under persistent draggings frequently become too high in the center. This may be corrected by dragging the earth towards the center of the road twice, and away from it once.

There is no question as to the economy of this road-making implement, either in first cost or in operation. In six counties in Kansas in 1903 the cost of maintaining ordinary earth roads, without the aid of the split-log drag, averaged \$42 50 a mile. These figures were furnished by Professor W. C. Hoad, of the University of Kansas, who secured them from official records of the counties.

Some figures furnished by F. P. Sanborn and R. H. Aishton, General Manager of the Chicago and Northwestern Railroad, have revealed the wonders of this simple device. Mr. Mr. Sanborn said "the least expense per mile per annum for split-log dragging was \$1.50, the greatest a little over \$6. I have lived along this road all my life and never in 40 years have I seen it freer from dust and mud, despite the fact that during the season we have experienced the extremes of weather conditions."

The testimony of Mr. Aishton, is equally strong. Learning that a township in Iowa had been making an investigation of the split-log drag and had been experimenting with it for a year on 28 miles of highway, he sent an agent to secure information. It was reported that although the town board had paid the cost of making the drags and of hiring men to operate them, the total expense for one year averaged but \$2.40 a mile, and the roads were reported to have been "like a race track" the greater portion of the year.

Be Natural.
(Show Hill Standard-Laconia.)
Heaven help the man who imagines he can dodge his enemies by trying to please everybody! If such an individual ever succeeds pass him over this way that we may have one lock at his mortal remains ere he vanishes away for surely this earth cannot be his abiding place. Now we do not infer that one should be going through this world trying to find beans to knock and thump his head against, disputing every man's opinion, fighting and elbowing and crowding all who differ from him. That, again is another extreme. Other people have their opinions, so have you. Don't fall into the error of supposing they will respect you more for turning your coat every day, to match the color of theirs. Wear your own clothes in spite of wind and weather, storms and sunshine. It costs the irresolute ten times the trouble to wind, and shuffle, and twist than it does honest manly independence to stand.

Operation for piles will not be necessary if you use Man Zan Pile Remedy. Put up ready to use. Guaranteed. Price 50c. Try it. Sold by E. T. Whitehead Co.

MOVING PICTURES.

Originated in the Spinning of a Cob by Sir John Herschel.

(Selected.)
Sir John Herschel after dinner in 1826 asked his friend, Charles Babbage, how he would show both sides of a shilling at once. Babbage replied by taking a shilling from his pocket and holding it to a mirror. This did not satisfy Sir John, who set the shilling spinning upon the dinner table, at the same time pointing out that if the eye is placed on a level with the rotating coin both sides can be seen at once. Babbage was so struck by the experiment that the next day he described it to a friend, Dr. Wilson, who immediately made a working model. On one side of a disk was drawn a bird, on the other side an empty birdcage. When the card was revolved on a silk thread the bird appeared to be in the cage. This model showed the persistence of vision upon which all moving pictures depend for their effect. The eye retains the image of the object seen for a fraction of a second after the object has been removed. This model was called the thaumatrope. Next came the zoetrope, or wheel of life. A cylinder was perforated with a series of slots, and within the cylinder was placed a band of drawings of dancing men. On the apparatus being slowly rotated the figures seen through the slots appeared to be in motion. The first systematic photographs taken at regular intervals of men and animals were made by Muirbridge in 1877.

A man who is in perfect health, so he can do an honest day's work when necessary, has much for which he should be thankful. Mr. L. C. Rodgers of Borden, Pa., writes that he was not only unable to work, but he couldn't stoop over to tie his own shoes. Six bottles of Foley's Kidney Cure made a new man of him. He says, "Success to Foley's Kidney Cure." E. T. Whitehead Co.

Said the President to the Attorney General: "It's a wise man that knows when to cut his own Mellen."—Baltimore Sun.

If you will make inquiry it will be a revelation to you how many succumb to kidney or bladder troubles in one form or another. If the patient is not beyond medical aid, Foley's Kidney Cure will cure. It never disappoints. Sold by E. T. Whitehead Co.

Congress is said to have talked men and done little—an ideal situation, according to the interests.—Kansas City Journal.

Stomach troubles are very common in the summer time and you should not only be very careful about what you eat just now, but more than that, you should be careful not to allow your stomach to become disordered, and when the stomach goes wrong take Kodol. This is the best known preparation that is offered to the people to-day for dyspepsia or indigestion or any stomach trouble. Kodol digests all foods. It is pleasant to take. It is sold here by E. T. Whitehead Co.

It is getting so in Kentucky that even the man who attends to his own business must leave the State.—Dallas News.

To stop any pain, anywhere in 20 minutes, simply take just one of Dr. Shoop's Pink Pain Tablets. Pain means congestion—blood pressure—that is all. Dr. Shoop's Headache or Pink Pain Tablets will quickly coax blood pressure away from pain centers. After that, pain is gone. Headache, Neuralgia, painful periods with women, etc., get instant help. 50 Tablets, 25c. Sold by A. C. Peterson.

It might be well to punish dynamiters by blowing them to bits with their own dreadful explosive.—Providence Journal.

Weak women should try Dr. Shoop's Night Cure. These soothing, healing, antiseptic suppositories go direct to the seat of these weaknesses. My "Book No. 4 For Women" contains many valuable hints to women, and it is free. Ask Dr. Shoop, Racine, Wis., to mail it. Ask the Doctor in strictest confidence, any questions you wish answered. Dr. Shoop's Night Cure is sold by A. C. Peterson.

Irrigation is enlarging the oases of the Sahara desert.

Nature has provided the stomach with certain natural fluids known as the digestive juices, and it is through these juices that the food we eat is acted upon in such a way as to produce the rich, red blood that flows through the veins of our body and thereby makes us strong, healthy and robust, and it is the weakening of these digestive juices that destroys health. It is our own fault if we destroy our own health, and yet it is so easy for any one to put the stomach out of order. When you need to take something take it promptly, but take something you know is reliable—something like Kodol For Dyspepsia and Indigestion. Kodol is pleasant to take, it is reliable and is guaranteed to give relief. It is sold by E. T. Whitehead Co.