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## FREE PORTS BUILDERS OF COMMERCE

CONGRESS SHOULD GIVE THEM PREFERENCE IN APPROPRIATIONS.

By Peter Radford.

This nation is now entering upon an era of marine development. The wreckage of European commerce has drifted to our shores and the world war is making unprecedented demands for the products of farm and factory. In transportation facilities on land we lead the world but our port facilities are inadequate, and our flag is seldom seen in foreign ports. If our government would only divert the energy we have displayed in conquering the railroads to mastering the commerce of the sea, a foreign bottom would be unknown on the ocean's highways.

This article will be confined to a discussion of our ports for the products of the farm must pass over our wharfs before reaching the water. We have in this nation 51 ports, of which 41 are on the Atlantic and 10 are on the Pacific Coast. The Sixty-second Congress appropriated over \$51,000,000 for improving our Rivers and Harbors and private enterprise levies a toll of approximately \$50,000,000 annually in wharfage and charges for which no tangible service is rendered. The latter item should be lifted off the backs of the farmer of this nation and this can be done by Congress directing its appropriations to ports that are free where vessels can tie up to a wharf and discharge her cargo free of any fee or charge.

A free port is progress. It takes out the unnecessary link in the chain of transactions in commerce which has for centuries laid a heavy hand upon commerce. No movement is so heavily laden with results of will more widely and equally distribute its benefits as that of a free port and none can be more easily and effectively secured.

## THE VITAL PROBLEM OF AGRICULTURE

By Peter Radford.

There is no escaping the market problem and the highest development of agriculture will not be attained until it is solved, for a market is as necessary for the producer as land on which to grow his crop. Governmental and educational institutions have spent \$150,000,000 in the United States during the past ten years for improving soil production and improving seeds and plants, but very little attention and less money has been given to the marketing side of agriculture.

The problem is a monumental one and one which will never be solved until it gets within the grasp of a gigantic organization where master minds can concentrate the combined experience and wisdom of the age upon it. It is a problem which the farmers, merchants, bankers, editors and statesmen must unite in solving.

The Farmers' Union stands for all there is in farming from the most scientific methods of seed selection to the most systematic and profitable plans of marketing, but does not believe in promoting one to the neglect of the other. We consider the work of farm demonstrators valuable and we ask that governmental and commercial agencies seeking to help us, continue to give us their assistance and advice, but we believe that their influence should be extended to the marketing side of our farm problems also.

We cannot hope to develop manufacturing by over-production of the factory; it can be built up by mercantile enterprises by the merchants loading their shelves with surplus goods and no more can we develop agriculture by gutting the market with a surplus of products.

## WHY IS WOMAN RESTLESS?

DESTINY OF NATIONS DEPENDS UPON CONTENTED HOMES.

By W. D. Lewis.

President Texas Farmers' Union.

Why is woman dissatisfied? Why does she grow restless under the crown of womanhood? Why is she weary of the God-given jewel of motherhood? Is it not a sufficient political achievement for woman that future rulers nurse at her breast, laugh in her arms and kneel at her feet? Can ambition leap to more glorious heights than to sing lullabies to the world's greatest geniuses, chant melodies to master minds and rock the cradles of human destiny?

God pity our country when the hand-shake of the politician is more gratifying to woman's heart than the pat of children's feet.

Woman is Ruler Over All.

Why does woman chafe under restraint of sex? Why revile the hand of nature? Why discard the skirts that civilization has clung to since the beginning of time? Why has aspid this hallowed garment that has wiped the tears of sorrow from the face of childhood? In its sacred embrace every generation has hidden its face in shame; clinging to its motherly folds, tottering children have learned to play hide and seek from it youth learned to reverence and respect womanhood. Can man think of his mother without this consecrated garment?

Why this inordinate thirst for power? Is not woman all powerful? Man calls to enter this world without her consent he cannot remain in peace without her blessing and unless she sheds tears of regret over his departure, he has lived in vain. Why this longing for civic power when God has made her ruler over all? Why crave authority when man bows down and worships her? Man has given woman his heart, his name and his money. What more does she want?

Can man find it in his heart to look with pride upon the statement that his honorable mother-in-law was one of the most powerful political bosses in the country, that his distinguished grandmother was one of the ablest filibusters in the Senate or that his mother was a noted warrior and her name a terror to the enemy? Whether are we drifting and where will we land?

God Save Us From a Hen-Pecked Nation.

I follow the plow for a living and my views may have in them the smell of the soil; my hair is turning white under the frost of many winters and perhaps I am a little old-fashioned, but I believe there is more moral influence in the dress of woman than in all the statute books of the land. As an agency for morality, I would give my good old mother's home-made gown for all the suffragette's constitutions and by-laws in the world.

As a power for purifying society, I wouldn't give one prayer of my saintly mother for all the women's votes in Christendom. As an agency for good government, I wouldn't give the plea of a mother's heart for righteousness for all the oaths of office in the land.

There is more power in the smile of woman than in an act of congress. There are greater responsibilities for good government in her family of laughing children than in the cabinet of the president of the United States.

The destiny of this nation lies in the home and not in the legislative halls. The hearthstone and the family Bible will ever remain the source of our inspiration and the Acts of the Apostles will ever shine brighter than the acts of Congress.

This country is law-mad. Why add to a statute book, already greatly under its own weight, the hysterical cry of woman? If we never had a chance to vote again in a lifetime and did not pass another law in twenty-five years, we could survive the ordeal, but without home, civilization would wither and die.

God save these United States from becoming a hen-pecked nation; help us keep slaves out of Congress and forbid that women become step-fathers to government, is the prayer of the farmers of this country.

## DARIUS

The neigh of a horse made Darius King of Persia, the six contending powers for the throne agreeing among themselves that the one whose horse should neigh first should possess the kingdom. This ancient method of settling disputes among politicians could be revived and petty politicians could not molest and petty politics could not settle their disputes by the neigh of a horse, the bark of a dog or the bray of a donkey. It would be a great blessing and would give our citizens a better opportunity to pursue the vocations of industry free from political strife.

Let those who pick political plums by raising rows and who flash swords dripping in the blood of industry understand that they cannot turn the public forum into a political arena and by a clash of personal aspirations still the hammer and stop the plow and that their quarrels must be settled in the back alleys of civilization.

## OUR PUBLIC FORUM

I--Introductory

Through the Press Service of Agriculture and Commerce, the master minds of this nation will be invited to the public forum and asked to deliver a message to civilization. Men who achieve seldom talk, and men who talk seldom achieve. There is no such thing as a noisy thinker, and brevity is always a close companion to truth.

It will be a great privilege to stand by the side of men who can roll in place the cornerstone of industry; to associate with men who can look at the world and see to the bottom of it; to commune with men who can hear the roar of civilization a few centuries away.

Too often we listen to the rattle of our day that cries out against every man who is not a "Crusader." Manhood never has and probably never will produce a generation that appreciates the genius of its day. There never will be a crown without a cross, progress without a sacrifice or an achievement without a challenge.

This is an age of service, and that man is greatest who serves the largest number. The present generation has done more to improve the condition of mankind than any civilization since human motives began their upward flight. The Greeks gave human life inspiration, but while their orators were speaking with the tongues of angels, their farmers were plowing with forked sticks; while their philosophers were contemplating human thought from bondage, their traffic moved on two-wheeled carts driven, and oftentimes drawn, by slaves; while their artists were painting divine dreams on canvas, the streets of proud Athens were lighted by fire-brands dipped in tallow.

The genius of past ages sought to arouse the intellect and stir the soul but the master minds of today are seeking to serve. Civilization has assigned to America the greatest task of the greatest age, and the greatest men that ever trod the greatest planet are solving it. Their achievements have astounded the whole world and we challenge every age and nation to name men or products that can approach in creative genius or masterful skill in organization, the marvelous achievements of the tremendous men of the present day. Edison can power a nation and turn a light on multiplied millions of homes; Vail can take down the receiver and talk with fifty millions of people; McCormick's reaper can harvest the world's crop, and Fulton's steam engine moves the commerce of land and sea.

The greatest thing a human being can do is to serve his fellow men; Christ did it; Kings decree it, and wise men teach it. It is the glory of this practical age that Edison could find no higher calling than to become the janitor to civilization; Vail the messenger to mankind; McCormick the hired hand to agriculture, and Fulton the teamster to industry, and blessed is the age that has such masters for its servants.

## OUR PUBLIC FORUM

II--L. E. Johnson

On Two-Cent Passenger Rates

The farmers of this nation are vitally interested in railroad rates and equity between passenger and freight rates. As especially important to the man who follows the plow for the farmer travels very little but he is a heavy contributor to the freight revenues. Some of the states have a two-cent passenger rate and whatever loss is incurred is recovered through freight revenue. The justice of such a procedure was recently passed upon by the Supreme Court of West Virginia and the decision is so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road contained the case to briefly review the suit.

"Some ten years ago, passenger fares were fixed by the legislatures of a large number of states at two cents a mile. As a basis for such economic legislation, no examination was made of the cost of doing the business so regulated, nor was any attention given to the fact whether such a rate would yield to the railway companies an adequate or any net return upon the capital invested in conducting this class of business.

"Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. It sought relief from

the Legislature and the Commission.

"Managing a railroad is quite different from managing a government where the money is raised by taxation. When the expenditures, for good reasons or otherwise, increase, taxes can be equally increased. The railroads, while servants of the public, cannot raise money with such ease and facility. The railroads must keep their expenditures within their incomes because while they have some control over their expenditures they have almost no control over their incomes, their rates being fixed by public authorities.

"There is not a railway manager in the country today who is not fearful that under the pressure of increasing demands the transportation systems of the country will, in a few years, break down, unless the railroads are allowed to earn larger funds wherewith to build it up. There are vast sections of the country, especially in the West, where more railroads are needed and they cannot be built unless the railroads raise new capital.

"People invest money in order to make money, and they are skeptical as to whether they can make money by investing in concerns that are debt-ridden and unfairly managed. Railroad securities must be made more attractive to invite investments, and in order that they may be made more attractive, the roads must be allowed earnings that will enable them to meet the increased capital charges."

## OUR PUBLIC FORUM

III--Julius Kruttschnitt

On Financing Railroads

The farmers of this nation need to become better acquainted with the railroad men and their problems. It is only those who know that can give us information and the farmers of America should listen attentively to what the men who manage railroads properly have to say. Mr. Kruttschnitt, executive head of the Southern Pacific, has written an article dealing with the financing of railroads. He said in part:

"The financing of a railroad is a function which the people, through their servants, the Railroad Commissioners and the Legislators, have never attempted, but it is a most important problem, especially to sections of a State where new railroads are needed. The placing of securities has been left entirely with the promoter and owner of railroads.

"The immediate determination of what earnings the railroad shall be permitted to receive and what burdens it shall have put on it is in the hands of other servants of the public

## THE BATTLE OF THE TIRES

Agricultural and Commercial Press Service

It is interesting to watch the forces of civilization battling for supremacy. The struggle now going on between the rubber and the iron tire promises to be the liveliest contest of the Twentieth Century.

The struggle is a silent one and there are no war correspondents to write vivid descriptions of the conflict but the results are more far-reaching to present and future generations than the war of Europe.

The rubber tire has been maneuvering for point of attack for several years and has captured a few important positions in traffic, but it has now pitched a decisive battle with its iron competitor by hurling a million "jitneys" at the street railways and the battle is raging from ocean to ocean. Upon the result of the struggle depends the future of the rubber tire. If it is compelled to retreat, its doom is sealed, but if it wins the battle it will revolutionize the transportation methods of this nation.

If the rubber tire conquers the street traffic its next struggle is with the railroads of the country, and then the greatest battle between economic forces ever fought out on the face of this earth is on, for iron is the undisputed master in transportation, and is fortified behind billions of dollars, and millions of men.

Stephenson applied the steel tire to an iron rail in 1814, but it was 1869 before the golden spike was driven at Promontory Point, which bound the country together with bands of steel. It took the iron tire fifty-five years to creep from ocean to ocean, but the rubber tire while warm from the creative mind of the inventive genius sped across the continent like an arrow shot from the bow of Ulysses. The roadbed was already prepared and therein lies the power of the rubber tire over that of iron, for government builds and maintains the public highway.

But iron is a stubborn metal and it has mastered every wheel that turns; has fought battles with every element above and beneath the earth and has never tasted the morsel of defeat, and when rubber hurls its full force against this monarch of the Mineral Kingdom, it may rebound to the factory stunned beyond recovery.

The rubber tire first made its appearance on the bicycle, but it proved a frivolous servant and was dismissed for incompetency. It has always been too much inclined to revel in luxury to be taken seriously as a utility machine and its reputation is not one to inspire confidence in heavy traffic performance.

But to those who care to waft into dreamland, it is enchanting to note that there will be a marvelous difference between a rubber and an iron age. The rubber tire will scatter the cities throughout the valleys for with transportation at every man's door, why a city? It will traverse the continent with a network of Macadam highways as beautiful as the boulevard built by Napoleon. It will paralyze the law making bodies of this nation for how could the legislatures act without the railroads to operate on?

## FEDERAL INDUSTRIAL COMMISSION

By Peter Radford.

The recent investigation of the United States Commission of Industrial Relations brought together the extremes of society and has given the public an opportunity to view the representatives of distinct classes, side by side, and to study their views in parallel columns.

Capital and labor have always been glaring at each other over gulfs of misunderstanding and if the Federal Industrial Commission attempts to bridge the chasm, it will render the public a distinct service.

The farmer has been sitting on the fence watching capital and labor fight for many years and incidentally forgetting the shows of war and it is quite gratifying to find them talking with, instead of about, each other. When honest men smile and look into each other's souls, it always makes the world better and far more satisfactory to the farmer, who in the end, bears the burden of conflict, than resolutions, speeches or pamphlets containing charges and counter-charges.

The love for justice makes the whole world kin. Understanding is an art far more powerful than the mandates of government, for there is no authority quite so commanding as an honest conscience; there is no decree quite so binding as that of the Supreme Court of Common Sense and no shield so keep the peace quite so perfect as Understanding.

We suppose the time will never come when capital and labor will not be occasionally blinded by the lightning flashes of aversion or frightened by the thunder peals of discontent. But Understanding is a Prince of Peace that ever holds out the olive branch to men who want to do right. A man's income is always a sacred thing for in it are the hope, ambition and opportunity of himself, and family, but there is nothing in a human heart quite so divine as Justice and Understanding is its handmaiden.

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