

A THANK OFFERING

—WE HAVE IN STOCK—

10 Pieces of Carpet,

CONSISTING OF VELVET, BRUSSELS, WOOL AND COTTON.

ALSO

One roll of BRUSSELS STAIR CARPET, we propose to close out at cost.

Come now and buy a carpet and be thankful you got it at such a bargain.

D. V. Walker & Co.,

WINNSBORO, SOUTH CAROLINA.

were not only out of debt, but who paid no taxes. A people as useless and

"As idle as a painted ship Upon a painted ocean."

One-half the farms in Iowa are owned by persons who went in debt to obtain them, and even though a large share of the indebtedness now stands on the property, yet there is not one case in ten where the investment is a bad one, or where, under similar circumstances, the farmer would not do the same thing over again. Himself a grand example of the prosperity which debt creates, he should be the last man to shake his head and say nay, when the debt plan of building better roads is suggested. Financially, he has nothing at stake by reason of the adoption of that plan, and for his comfort, welfare, and happiness, he has very, very much to gain.

A man owns a city lot. His income above family expenses is \$500 a year. He proposes to erect a store on the lot, so that instead of its being an expense to him it will bring him in an income. He is prejudiced against going in debt. So he builds just as rapidly as his \$500 a year will permit, and in ten years he has a \$5,000 building to rent, which he leases for \$1,000 per year. Now, had he not been so prejudiced against going in debt, he could have borrowed \$5,000 at 7 per cent, put up his building in three months, and in ten years he would have made a net gain of \$6,000, and out of debt. His contribution to prejudice against going in debt is \$6,000. Might as well be contributed to the mud fiend.

This illustration, applied to building roads, shows the difference in results between going in debt for money to build roads and building them with the income derived from road taxes—only the man who put up the building had something to show at the end of ten years for the money invested, while the people who pay road taxes have little or nothing at the end of ten years, or at the end of any other period, to show for their money.

I do not advocate the issuing of bonds by the State, the proceeds to be used for building roads. I do not favor any plan which would permit the General Government to build roads in a State. I am in favor of allowing the people of a township the right to vote upon the question of borrowing money, not to exceed a certain per cent per year, to use in road building. I would have road improvement a township matter, based on local option. If the people of one township want to build a certain number of miles of good road, I would not permit the people of another township or the State legislature to prevent it. If a majority of the people of a township want good, permanent roads, at a cost within certain prescribed limits, I would not put it in the power of the minority to prevent it. I would build good roads with the taxes now paid. I would cover the State with a network of durable, permanent roads, which can be used every day in the week on which to haul a fall load, and I would do this without increasing the present road taxation one mill. With no greater levy than is now made, I would in ten years save by the use of good roads six or seven millions of dollars per year to the people of Iowa, and in twenty years save twelve or fifteen millions of dollars per year. Let it be understood that in the next twenty-five years \$1,000,000,000 would be added to the indebtedness of this country, the amount to be used in building permanent stone roads, and the nation would enter upon an era of prosperity such as no part of the world ever before experienced.

It might be a good plan for the State to contribute an hundred dollars or more to each mile of permanent road built. The State could by this contribution prescribe the kind of road that should be built to secure the State's assistance, and thus obtain a uniform system of road building throughout the State.

Debt has made America what it is. Its flourishing cities, its vast system of railroads, its multiplicity of industries, which give employment to millions of intelligent artisans, its Columbian Exposition, its wonderful agricultural wealth and prosperity, could only have been brought about by one man using another man's money and paying something for the use of it. I can not imagine a more dismal condition of things on this mundane sphere than the world out of debt. When Columbus discovered America he found this great continent occupied by a race of beings who

Hester's Cotton Statement.

New Orleans, Dec. 6.—Secretary Hester's weekly New Orleans cotton exchange statement issued to-day shows for the six days of December a decrease under last year of 3,000 and an increase over the same period year before last of 50,000.

For the 97 days of the season that have elapsed the aggregate is behind the same days of last year 38,000 and ahead of the same days year before last of 311,000.

The amount brought into sight during the past week has been 475,952 bales against 466,120 for the same seven days last year.

The movement since Sept. 1 shows receipts at all United States ports 3,727,098 against 3,619,907 last year. Overland across the Mississippi, Ohio and Potomac rivers to northern mills and Canada 417,134 against 532,345 last year; interior stocks in excess of those held at the close of the commercial year 479,193 against 605,514 last year; southern mill takings 550,000 against 452,568 last year.

Foreign exports for the week have been 291,799 against 268,306 last year.

The total takings of American mills, north and south and Canada thus far for the season have been 1,308,638 against 1,276,273 last year.

Stocks at the seaboard and the 29 leading southern interior centres have increased during the week 34,474 bales against an increase during the corresponding period last season of 36,016.

Including stocks left over at ports and interior towns from the last crop and the number of bales brought into sight thus far for the new crop the supply to date is 5,532,112 against 5,532,968 for the period last year.

The Pride of Heroes

Many soldiers in the last war wrote to say that for Scratches, Bruises, Cuts, Wounds, Corns, Sore Feet and Stiff Joints, Bucklen's Arnica Salve is the best in the world. Same for Burns, Scalds, Boils, Ulcers, Skin Eruptions and Piles. It cures or no pay. Only 25c at McMaster Co.'s drug store.

Edward's Coronation.

All the ancient ceremonies, it is said, will be observed at the coronation of King Edward. Among the Westminster Abbey ceremonies will be those of homage to the King and anointing him with oil. At the time of the coronation of Edward VI. those present at the ceremony were required to kiss the king's foot. Edward VII. may mollify that requirement and submit his hand to his subjects. The anointing with oil dates back to a very remote past. It is appointed that the anointing shall be on the hands, breast, shoulders and last of all on the head. The present king, it is said, will take the several dabs of oil after the ancient form. At the conclusion the king will partake of the holy communion, as all of his predecessors except James II. have done.—Columbia Record.

The Line Will Last.

"Mason and Dixon's line the famous old historic boundary of the South, is being resurveyed and will not be permitted to drop out of existence. The old stone markers, or posts, which marked the line are being reset in solid cement bases, and iron posts are being substituted in places where the old posts have disappeared." But the old line would be there, whether or not the marks remained. As Bob Taylor says, there will always be a dividing line across the bottom of this country, with cold bread on one side and hot biscuits on the other.—Richmond Times.

HATCHERBURG, ALA., June 30, 1875. Dr. C. J. MOFFETT—Dear Sir: I can assure you that your TEETHINA (Teething Powders) is indispensable to us, and in no single instance has it ever proved a failure. We have tried soothing medicines, and everything known to us and "old women," and your Teething Powders are pre-eminently a success and blessing to mothers and children. Yours truly, etc. J. M. DELACY.

GOING IN DEBT FOR GOOD ROADS.

Address delivered by Judge Thayer, of Clinton, before the Iowa Bankers' Association at their annual meeting in Council Bluffs, May 24, 1893.

It is an inside figure to put the amount this country annually contributes to the mud fiend at \$250,000,000, of which amount Iowa pays at least \$8,000,000. A total loss. Mud does not give back anything to anybody. There is nothing reciprocal about it. It is a loss complete, absolute, and irrecoverable even in part. A man loses a thousand dollars by his house being destroyed by fire, but somebody is benefited by that loss. In rebuilding, the sawmill, the sash and door manufacturer, the carpenter, the painter, and the plumber find a market for material and labor. If a bank discounts a note which proves worthless, the money, while a loss to the bank, goes about on its mission and is not a loss without somebody's gain. Mud knows neither friend nor foe. In the natural organization of matter mud may have a place, but that place is not in the road.

The whole country is aroused as never before over the subject of better roads. The necessity for such improvements is everywhere admitted. No one says nay. Public sentiment having become settled on this point the agitation of the question may now be directed to some feasible plan for obtaining money to make good roads. The road tax has been doing its work ever since civilization taught mankind how to use the shovel and the hoe. But the road tax has not made much headway in making permanent roads. It has made more mud, but few better roads. It is idle now to even seek to place the blame anywhere. It matters not who is at fault. The road tax is all right, and it is the equitable method of raising money for road purposes. A different plan of finance is what is wanted. Not more taxes. Not more money.

Put \$8,000,000 a year into improving the thoroughfares of Iowa, and in ten years there would not be a mile of legally laid out highway in the State but would be converted into a permanent stone road. But as it is idle to talk about taking the amount Iowa annually contributes to mud to build durable roads, some other means of raising and spending money must be resorted

to than are now common in any State in the West. But continue to spend the road money as it is now spent and in a thousand years the mud fiend will be patronized the same as to-day. His hunger then will be no less appeased than it is now. You simply can not make durable stone roads on an extensive scale with the annual expenditure of a 7 or 8-mill tax. You must find some other method or else give up in despair and go wallowing through the mud to the end.

My plan would be to borrow money on a long-time bond at a low rate of interest and use the taxes to pay the interest and principal. To do this a great many people will have to conquer their prejudices and listen to a kind of reason and argument that they turn from now with a solemn shake of the head and the exclamation, "No bonds if you please, and no debt for road building."

No debt! I admit there are mistakes made every day by cautious, prudent, experienced business men going in debt. But for that reason shall there be no more running in debt? The business of civilization is transacted on the credit system. The business of barbarism is transacted on the "no trust" plan. The 500,000,000 people who go in debt have food to eat, clothes to wear, and at night a place to lay their heads. The 500,000,000 who do not possess sufficient confidence in themselves to trust one another, never tasted flour or beef, go naked, and sleep out doors. Activity, prosperity, and thrift are the fruits of mutual dependence on one another, cemented with the legend, "I promise to pay." Stagnation, savagism, and ignorance are the fruits of transacting business on the theory that nobody is entitled to the confidence of anybody.

FIVE MORE LEFT.

Until this five is sold, you can take your pick of our entire stock of Stoves at NET COST.

We Have Five Wagons

left to be sold at cost.

2 One-Horse Wagons at	\$25.00
1 One-Horse Wagon at	\$27.50
1 Two-Horse Wagon at	43.00
1 Three-Horse Wagon at	47.00

Come quick and secure a bargain.

If you want a nice and useful Xmas present, buy one of our beautiful LAP ROBES. We have them at prices to suit the times.

Do not fail to see us before buying PAINT, as we can save you fully 25 per cent. Our Paints are guaranteed not to chalk, flake, blister or crack, and are more permanently durable than any paint on the market. If same does not do as above represented we shall furnish paint to repaint free of cost.

CAROLINA HARDWARE CO.

ROCK HILL BUGGIES

Long Distance Axles, Dust Proof Boxing. A complete line of Surreys, manufactured by The Brighton Carriage Co. Harness of all kinds. A nice lot of Saddle and Harness Horses and Mares, young Mules, &c.

Give me a chance and I will please both in price and quality.

D. A. Crawford.

Home-Mixed Fertilizers.

One of the claims which fertilizer manufacturers are making for the superiority of their goods over "home-mixed fertilizers" is that the former are "manufactured" says Director Charles D. Woods in bulletin 77 of the Maine experiment station. This should mean, if it means anything, that the goods are more evenly mixed and therefore more uniform. In some instances in which two or more samples of the same brand have been taken and analyzed, they have been found to differ from each other quite materially. The samples were taken with a great deal of care by experienced men from a large number of packages. It would not seem difficult to make "home mixed fertilizers" which should run as uniform as some of the brands reported upon.—American Agriculturist.

On Jellies
preserves and pickles, spread a thin coating of refined

PARAFFINE WAX

Will keep them absolutely moisture and acid proof. Paraffine Wax is also useful in a dozen other ways about the house. Full directions in each pound package. Sold everywhere.

STANDARD OIL CO.

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 dyspeptics have been cured after everything else failed. It prevents formation of gas on the stomach, relieving all distress after eating. Dieting unnecessary. Pleasant to take. It can't help but do you good.

Prepared only by E. C. DeWitt & Co., Chicago. The \$1. bottle contains 2 1/2 times the 50c. size.

HORSES AND MARES.

I have 10 or 12 real nice Horses that I will sell cheap or will trade them for thin mules. If you need a horse come to see me and I will let you have one that will give you satisfaction.

CATTLE.

I have four very fine Milch Cows that I will sell or trade them for dry cattle.

A. Williford.