

# The ROANOKE NEWS

VOL. XXII.

WELDON, N. C., THURSDAY, FEBRUARY 4, 1892.

NO. 44

## CHIPS OF MOSS AGATE.

THE GROUND COVERED WITH THEM IN A PETRIFIED FOREST IN ARIZONA.

From the Atlantic and Pacific railroad is not hard to reach one of the greatest natural curiosities—the petrified forest of Arizona. Much the nearest point is the little station of Billings, but there are the faintest accommodations for the traveler. About a mile South of that point one may see a low, dark ridge, marked by a single cottonwood tree.

Walking thither (over a valley so alive with jack rabbits that there is some excuse for the cowboy declaration "that you can walk clear across on their backs") one soon reaches the northern edge of the forest which covers hundreds of square miles. Unless you are more hardened to wonderful sights than I am you will find fancy yourself in some enchanted spot. You seem to stand on the glass of a gigantic kaleidoscope, over whose sparkling surface the sun breaks in infinite rainbows. You are ankle deep in such chips as I'll warrant you never saw on any other wood pile.

What do you think of chips from trees that are red moss agate and amethyst and smoky topaz and agate of every hue? Such are the marvelous splinters that cover the ground for miles here, around the huge prostrate trunks—some of them five feet through from which time's patient ax has worn them. I broke a specimen from the heart of a tree three years ago which had around the stem a remarkable array of large and exquisite crystals; for on one side of the specimen—which is not so large as my hand—is a beautiful mass of crystals of royal purple amethyst and on the other an equally beautiful array of smoky topaz crystals.

One can get, also, magnificent cross sections of a whole trunk so thin as to be portable and showing every vein and year ring and even the bark. There is not a chip in all those miles which is not worthy a place, just as it is, in the roughest cabinet, and when polished I know no other rock so splendid. It is one of the hardest stones in the world and takes and keeps an incomparable polish.—St. Nicholas.

## CHEAP COMPLETE FERTILIZER

L. B. BATTLE, N. C. EXPERIMENT STATION RALEIGH.

A mixture of acid phosphate, cotton seed meal, and kainit will make a complete fertilizer, and of moderate cost, if used in the following proportions to form ton.

1,200 pounds of Acid Phosphate.  
600 pounds Cotton Seed Meal.  
200 pounds Kainit.

The acid phosphate should run at least 2 per cent. available phosphoric acid, the kainit should contain 12 per cent. of potash and the meal should contain 8 to 10 per cent. of ammonia. This mixture will yield 8 per cent. of phosphoric acid, 1.78 per cent. of potash and 2.08 per cent. ammonia, which is but little over than the average commercial fertilizer selling for \$25 and \$20 per ton.

The ingredients and the mixing of the above formula should cost not more than \$16 per ton, and possibly less, if the ingredients are carefully purchased. You may have to mash up some lumps of the kainit, but both acid phosphate and meal are always in fine condition for mixing. By mixing with hoes on a smooth floor the whole may be rapidly and easily mixed.

P. P. P. makes positive cures of all stages of Rheumatism, Syphilis, Blood Poison, Scrofula, Old Sores, Eczema, Malaria and Female Complaints, P. P. P. is a powerful tonic, and an excellent appetizer, building up the system rapidly.

For Old Sores, Skin Eruptions, Pimples, Ulcers and Syphilis, use only P. P. P., and get well and enjoy the blessing only to be derived from the use of P. P. P. (Prickly Ash, Poke Root and Potassium).

For sale at W. M. Cohen's drugstore, Weldon, N. C.

## BEAUTIFUL PALATKA.

THE SOFT SPRING BREEZES AND THE LAND OF THE ORANGE AND THE PINE.

The oranges, the roses, the gardens in Palatka are in their glory. Perpetual spring is Palatka's climate. Guests are crowding in from colder regions—every sleeper brings its burden of health and pleasure-seekers. The sport either for those who delight in angling or duck-shooting is at its best. Palatka is the very acme of Florida resorts. From January 1st to 15th is the only real cold weather ever experienced here, and that period is tempered by genial sunshine. From then on the flowers bloom as in our May time, and nature puts on those gorgeous colors that have named this glorious country Florida.

A stroll through Palatka's streets, under the big palmetto-trees, the orange-trees laden with yellow fruit, the roses climbing in full bloom over the fences, the sweet, white jessamine filling the air with its grateful fragrance, is a dream of paradise. White-capped nurses wheel their infant charges, dressed in spring attire, over the asphalt walks, and the frolicsome misses, in gauzy mull and laces, promenade regardless of the fact that January's chilling blasts are blowing in the frozen North.

The dock at Palatka is laden with oranges, and such oranges!

"Why don't we get this kind in Atlanta?" I asked of a dealer.

"Because you won't pay enough for them. We ship our fancy goods to Northern markets, and this quality brings five dollars per hundred. Oranges are graded down as low as fifty cents per hundred. There is as much difference in our oranges as there is in your peaches, and the prices range according to quality."

Green corn on the cob, new English peas, young onions and lettuce are in the Florida gardens now, and the mocking birds are singing among the roses while the gripe and the icy blizzards rage in the cold North country.—Atlanta Journal.

## FOSTER'S FORECAST.

WEATHER CHANGES TO OCCUR NEXT WEEK IN THIS VICINITY.

The next storm wave following these will be due to reach the California coast about January 31, cross the Western mountains by the close of February 1, the great Central valleys from the 2d to 4th, and the Eastern States about the 5th.

This will be one of the fiercest storms of the winter west of the Mississippi river, especially on February 2 and 3d. It will affect the whole country between St. Louis and Denver and from Mexico to Minnesota. A snow storm, a blizzard, gales and drifting snows may be expected. The cold wave will enter the Upper Missouri Valley about the 31, and its effects will be felt far into the Southern States, causing cold weather, as it moves eastward, all over the country from Colorado to Maine. This cold wave will probably reach Florida about the 4th or 5th.

After passing east of the Mississippi both the storm center and the cold wave will lose force. The cold, however, will be quite severe in the reign of the upper lakes about the 4th or 5th, but not so cold in the Northeastern States.

Weather changes will probably occur at and within 100 miles of Louisville as indicated below, within twenty-four hours, before or after, sunset of the days mentioned.

You can never tell what a slight cold may lead to; it is best, therefore, to give to give yourself the benefit of the doubt, and cure it as soon as possible with Ayer's Cherry Pectoral. A day's delay, sometimes an hour's delay, may result in serious consequences.

John, try the Patent Sole Shoe. They are the best I ever saw.

## THE DAY OF YOUNG MEN.

THEY ARE AT THE FRONT IN LARGER NUMBERS NOW THAN EVER BEFORE.

The young man who hesitates to accept or assume stations of responsibility and trust because of his youthfulness, and waits for the dignifying and solidifying influence of maturer years to fit him for the position, is not a close student of the lives of men who have impressed their names on their country's history. While older men shake their heads and remark in half-complaining tones that boys know more than their fathers these days, yet from no source does the ambitious, determined young man receive more cordial encouragement and support than from those same men who declare they are being sheared for the boys. It is not that youth knows more than age. But when a youth, buoyant with hope and confidence, his vision undimmed by the doubts and prejudices engendered by long acquaintance with the world, his ambition not withered by years of dreary struggle for subsistence, his heart full of love for humanity, and his soul vibrant with the grand possibilities of life—when such a youth, fresh from study and with intellect well stored, can mount at once to the point reached by his father through years of bitter experience, and from the vantage ground begin the battle of life, he is the better equipped of the two, just as a "dwarf perched upon the shoulders of a giant can see further than the giant."

Those youths who think young men have not a fair chance, and those older men who think young men not able to fill important stations, may each learn a lesson from the record of the past.

Henry Clay was in the Senate of the United States, contrary to the Constitution, at twenty-one. Webster was in a college at fifteen, gave evidence of his great future before he was twenty-five and at thirty he was the peer of the ablest man in Congress. Charles James Fox was in Parliament at nineteen. Martin Luther had become largely distinguished at twenty-four and at thirty-six had reached the topmost round of his world wide fame. Peel was in Parliament at twenty-one. Napoleon at twenty-five commanded the army of Italy. At forty he was not only one of the most illustrious Generals of the time, but one of the great lawgivers of the world. At forty six he saw Waterloo. Washington was a colonel in the army at twenty-two, President at thirty-seven. Judge Story was in Harvard at fifteen, in Congress at twenty-nine and Judge of the Supreme Court of the United States at thirty-two. Gladstone was in Parliament at twenty-two, and at twenty-four was First Lord of the Treasury. William Pitt entered college at fourteen, was Chancellor of the Exchequer at twenty-two, Prime Minister at twenty-four, and when thirty-five was the most powerful uncrowned head in Europe. Byron wrote "English Bards and Scotch Reviewers" at twenty-one and published "Childe Harold" at twenty-four. Alexander Stephens went to the Legislature at twenty-four and Congress at thirty-one. Henry Grady refused a nomination to Congress at thirty-two and made his New England speech, which gave him National reputation, at thirty-six.

These instances are only cited to remind older men that the world has ever been ready to give distinction to young men who command it by their abilities and to show young men of brains and pluck that nobody is trying to keep them back. At no time in the world's history has ability been disregarded because coupled with youth, and never were there more doors open to young men than to day.—Augusta (Ga.) Chronicle.

Shakespeare will please excuse us if we modify him thus: "Thrice is he clad who hath his system strengthened with Ayer's Sarsaparilla, and he but naked, though arrayed in furs, whose blood is poor with disease corrupted. An incomparable medicine!"

We brag, because the Patent Sole Shoe is the only one made that excludes water, dust and dirt.

## A FIEND.

JOHN BOYD SAYS HE CAUSED THE HORRIBLE ACCIDENT IN NORTH CAROLINA ON THE RICHMOND & DANVILLE RAILROAD.

Twenty lives were lost in a wreck on the Western railroad of North Carolina near Statesville, early last fall. The wrecker is now in jail in Charlotte. The prisoner's name is John Boyd, and Detective Tom Haney trailed him to his hiding place. Immediately after the terrible wreck occurred the Richmond & Danville company offered a reward of \$10,000 for the arrest of the wreckers. Seven weeks ago Haney met a negro tenant hand, who gave him a clue to the story.

Haney decided to investigate it. When three weeks ago it seemed sure that he was upon the right track, Superintendent McBoe, of the Central, who knew the country about Statesville thoroughly, joined him. Two weeks ago Haney ascertained that a man in Statesville had a package which Boyd had left with him. Two days later the detective knew that the contents of the package were \$1,600 in bills, several watches and other jewelry. Then the custodian of the package was taken into the secret and Boyd, with whom he held frequent conversations, was more closely watched than ever by Haney, courted by his "banker."

Boyd had every confidence in the man who held the stuff, and one night when questioned told how he came to have it. That story was a full confession of the wrecking work by which so many lives were lost. In his confession Boyd described the tools he had used, and told what he had done with them. There was a crowbar, a monkey-wrench and a spike lifter. Each Boyd had hidden securely, but in his conversation with his Statesville friend he described their exact hiding place. Haney searched for the implements. He found the crowbar just where Boyd said he had secreted it, and it was the implement in every detail Boyd had described. Then a half mile distant, at the point Boyd had indicated, the spike lifter was taken from a clump of bushes. Haney induced the Statesville man to arrange for another meeting with Boyd.

That meeting had three witnesses, and Boyd described minutely how he had secured the tools, and how he pulled the spikes, moved the rails, and ditched the train. As he finished the recital, Haney walked in and arrested him. The package was surrendered to the detective, and in it was a watch which had been lost by a man killed in the wreck, and was easily identified. At first Boyd made a vigorous objection, but finally gave in, and to Haney and those with him repeated the story. Boyd was brought here and put in jail. He told how he robbed the dead, and says that others assisted him.

Signs of Spring.—If you read these maxims and take some note of each small thing, you may come to be a prophet and foretell the gladness of spring. When trees begin to blossom and the violets to bloom; when the bullfrogs in the meadow warble boom-ah-boom-ah-boom; when ducks are flying northward and bright butterflies are out, and robins go house-keeping in the broken waterspout; when grasshoppers are hopping, and black bats come out at night, and venture in your bed room attracted by the light; when birds fly down the chimney, and bees walk in the door, and beetles hold conventions in the center of the floor; when the mud is over your shoes—when you cross the new plowed land—you may count on it as certain that sweet spring is near at hand.

Dyspepsia and Liver Complaint.

Is it not worth the small price of 75c. to free yourself of every symptom of these distressing complaints, if you think so call at our store and get a bottle of Shiloh's Vitalizer, every bottle has a printed guarantee on it, use according and if does you no good it will cost you nothing. Sold by W. M. Cohen.

LADIES  
Needing a tonic, or children who want build-up, get Shiloh's Vitalizer.  
BROWN'S SWEET BITTERS.  
It is pleasant to take, cures Malaria, Indigestion, Biliousness and Liver Complaints.

## THE SEABOARD AIR LINE.

A SYSTEM COVERING OVER 900 MILES.

The entrance into Atlanta of the new Georgia, Carolina and Northern railroad which will be accomplished in a few weeks, is an event the moment of which is not yet fully appreciated.

### THE G. C. & N.'S HISTORY.

The history of the construction of the Georgia, Carolina and Northern road is by no means an uninteresting one.

About 1886 a few citizens of Chester, Greenwood, Abbeville and one or two smaller South Carolina towns, decided to connect their several townships by a railroad. They applied for a charter for the Chester, Greenwood and Abbeville railroad, and it was granted.

About \$5,000 was raised and the survey made. About this time General Hoke made an examination into the situation and suggested to the Seaboard Air Line the advisability of purchasing this charter and extending the road to connect with the system in one direction and Atlanta in the other.

The charter was purchased, the name of the road changed to the Georgia, Carolina and Northern and separate charters obtained in Georgia and North Carolina.

It was then decided that Atlanta should be one terminus of the road, and Monroe, North Carolina, where it connects with the Seaboard Air Line system, the other.

### THE ROAD'S CONSTRUCTION.

The road has been about completed. The grading has been completed to the city limits of Atlanta, and the track laid to within a few miles of that point.

The road when completed will have cost about \$6,000,000. It is admirably constructed, is built of sixty pound steel rails, all the bridges are iron, and the bed has been most carefully and thoroughly prepared.

The bridges of the road are especially fine ones. The one over Oconee river at Athens is a superb structure. The largest iron bridges are over the Catawba, the Saluda, the Broad, the Tiger, the Enoree, the Savannah and Oconee rivers.

### ITS ATLANTA DEPOTS.

The purchase of a large tract of property fronting on Hunter street and on the railroad tracks this side of Oakland cemetery by the Georgia, Carolina and Northern road is already a matter of general information among the Atlantians. The road will build its yards and freight depot there, and a temporary passenger depot.

THE GREAT SYSTEM OF WHICH ATLANTA WILL BE THE TERMINUS.

And now I come to the Seaboard Air Line system which has leased the Georgia, Carolina and Northern for a term of ninety-nine years and which also also owns a controlling interest of its stock.

The Georgia, Carolina and Northern is the link which makes Atlanta a terminus of this great system. It is being turned over to the Seaboard Air Line as fast as completed.

### COMPOSITION OF THE SYSTEM.

The Seaboard Air Line system comprises the following roads:

The Seaboard and Roanoke, extending from Portsmouth, Va. to Weldon, N. C., a distance of eighty miles.

The Raleigh and Gaston, from Weldon to Raleigh in North Carolina, a distance of ninety-seven miles.

The Raleigh and Augusta Air Line from Raleigh to Hamlet in North Carolina, a distance of one hundred and seven miles.

The Carolina Central, from Rutherfordton to Wilmington in North Carolina, 267 miles, connecting the Raleigh and Augusta Air Line with the Georgia, Carolina and Northern from Hamlet to Monroe, a distance of 53 miles.

The Georgia, Carolina and Northern from Monroe to Atlanta, two hundred and sixty-eight miles.

The Roanoke and Tar River from Berkley, Virginia, to Lewiston, North Carolina, 35 miles.

The Louisburg branch, ten miles, and the Pittsboro branch twelve miles, all in North Carolina.

The Durham and Northern, forty-two miles from Henderson to Durham, a branch penetrating to the very heart of the great North Carolina tobacco region, and enticing all that class of freight north.

These are the land routes of the system, covering as I have said, 928 miles.

### TWO STEAMSHIP LINES.

Besides this superb system of land routes the Seaboard Air Line owns and controls two magnificent lines of steamships.

One is the Bay line, running up Chesapeake Bay from Portsmouth to Baltimore—the other the Old Dominion line between Portsmouth and New York.

### ATLANTA TO NEW YORK.

It can now be seen what a fine line of both freight and passenger transportation this system will be able to furnish from Atlanta to New York.

Just let me explain.

When the G. C. & N. is in proper condition, through trains will be put on between Atlanta and Portsmouth Virginia.

One will be to take the Old Dominion steamship direct for New York, arriving there for breakfast the next morning.

Another will be to take a short water trip over the Bay line from Portsmouth just across the bay to Cape Charles Maryland. There connection is made with the famous N. Y. P. & N., popularly called the "Nippon N.," for Philadelphia and New York.

The through line will be as follows: Atlanta to Monroe over the Georgia, Carolina and Northern, Monroe to Hamlet over the Carolina Central, Hamlet to Raleigh, over the Raleigh and Augusta Air Line, Raleigh to Weldon over the Raleigh and Gaston, Weldon to Portsmouth over the Seaboard and Roanoke.

### CHANGE TO STEAMER.

At Portsmouth there will be two delightful routes at the option of the passenger.

### AN ALL LAND ROUTE.

By changing at Weldon, North Carolina, from the Seaboard Air Line to the Coast Line, a quick all land route is secured to Washington, Philadelphia, Baltimore, Wilmington and New York.

### THE FREIGHT BUSINESS.

Already the Seaboard Air Line system is shipping freight from New York to Athens, Elberton and upper Georgia points.

Freight will be brought through to Atlanta upon the completion of the G. C. & N. in about seventy hours, much quicker time than is now made.

### TURKISH WOMEN.

THEIR COSTUMES PARIAN, BUT THEIR MANNERS ORIENTAL.

The modern woman of Turkey, according to the accounts of Osman Bey, is far removed from the singing, dancing prisoner of the hareem, sipping aromatic cashew and smoking perfumed cigars while she gossips, as the western fancy dreams her. Among the higher classes on the contrary, she dresses according to Parisian models, speaks French or English, if not both languages, makes calls, leaves cards and has her "at home" days, plays tennis and has "5 o'clock tea," and furnishes her house according to luxurious New York or Parisian idols, sometimes even to the extent of sacrificing a Brussels carpet.

The Ottoman metropolis (of schools and seminaries for young men) and the Turkish girl is expected just as much about natural sciences as the average American, and a great deal more of fine needle and general housekeeping than the dressmaker in her philosophy.

The Turkish girl, despite her advanced age, must still cover her pretty face, and it is contrary to the sacred rules of Nammehran for the Turkish lover to take his sweetheart to the theatre without her mamma, but in spite of veils and the rules of the dread Nammehran, the love that languis at all barriers finds a way to unite true lovers in Turkey as here.—Bradford Bucksaw.