

Reporter and Post.

A PAPER FOR THE PEOPLE
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THIS PAPER may be found on Street cars,
Advertising Buses (No. 8), where advertising
commercials may be made for it in NEW YORK.

WHY OUR IRON ORE IS NOT
WORKED.

We are asked, why our iron ore is not being worked, if we have magnetic ore of the quantity and of the quality that has been represented. Lack of capital, absence of enterprise and till last week want of transportation are the causes, for the completion of the C. F. & Y. V. Railroad to Walnut Cove has brought transportation to our banks within ten miles. The cost of grading the branch road from Walrus Cove to Danbury has been estimated at \$46,000 towards which amount the State has appropriated \$25,000, so that but \$21,000 would have to be raised to have the road graded. The president of the C. F. & Y. V. Railroad has said that the company would furnish the cross ties, iron and bridge the road, so that we cannot longer complain of a want of transportation.

It is asked why the corporation known as the Moratock Iron and Manufacturing Co., that worked the ore during the war did not succeed? This company was formed of a few individuals, mostly citizens of Virginia, for the purpose of securing exemption from military duty as much as for engaging in making iron.

They put up improvements including a furnace which though a good piece of masonry was defective in plan. They made it seem a short blast the product of which was pigs of solid and smooth. A considerable quantity of these pigs was hauled to Hairston's ford twelve miles distant, for shipment on flat boats to Danville and thence by the R. & D. Railroad to Richmond. Meantime the company were busy getting up ore and burning charcoal for a fuller blast, of which they had a considerable quantity when Gen. Stoneman came through this county on his raid and relieved the company of their stock numbering about forty horses and mules. The company then suspended operations. Some of their employees used the coal and many tons of ore besides pig iron that were on hand in making bar iron in the bloomery forge and sold the product all over this section of the State.

We have so often referred to the quality of the ore that we deem it superfluous to revert to the subject. As to its quantity we here give the experience of one who superintended the Rogers mine for eighteen months and considers the supply inexhaustible. He says that the ores of this county which had been mined at a number of banks has such a high percentage of iron that more than one party found it profitable to wagon the ore from the mines to Frost's, Kiser's, Pepper's, Moody's and other bloomeries who sold the bar iron at five cents, and tire iron at six cents per pound. A set of tires made from such hammered iron was considered to out wear two sets of ordinary rolled iron. A full history of "Iron Making in Stokes County" was published some years ago by Dr. Wm. Sharwood, which is referred to by Mr. Swank in his "Manufacture of Iron in All Ages."

The ore in this county does not occur in beds or pockets but in continuous veins. No vein so far as can be ascertained has ever cut out. Cross or regular veins can be shown at more than one hundred places, several of which measure from five to ten feet, over an area of five miles square.

Many of Yale's Professors are well off in this world's goods.—Wilmington Star.

A few words in regard to the circumstances of a few of this writer's acquaintances among the faculty of Harvard University. The late Charles Beck, professor of Latin, was estimated to be worth one-hundred thousand dollars. Then there is Horsford sometime professor of chemistry in the Lawrence Scientific School of that institution, who is reported to have amassed a very large fortune through his "baking powder," and Alexander Agassiz, curator of the Museum of Natural History of the same institution, who has had a very princely income for a score of years from his interest in the celebrated Calumet-Heckla copper mine. He has given no less than \$236,000 to that institution between 1871 and 1880, besides making numerous gifts and subscriptions to other departments of Harvard University.

THE LAST WORK OF A NATIVE WRITER.

Christain Reid, (Miss Fanny Fisher) has lately given to the public a new novel entitled "Miss Churchill." The bibliography of this authoress now contains the following titles: — Valerie Aylmer, Morton House, Abel Lee, Elbow-Tide, Nina's Atavement, and some other Stories, A Daughter of Bohemia, Bonny Kate, The Land of the Sky, After Many Days, Hearts and Hands, A Gentle Belle, A Question of Honor, A Summer Day, Heart of Steel, Miss Churchill.

We have not read "Miss Churchill" but it seems from the tenor of a few notices of the novel extracts from which we give below, that to the minds of these critics the fair writer has departed from the beaten track of her early models which were happy in incident plot, scenery, and freshness and ease of style, and in their stead she has relied unduly on character and relations."

"The formality of the conversation gives the book the air of being a serious attempt on the part of the author to get out of a wretched style into another, and to make much of character and relations in place of incident and plot." — Atlantic Monthly.

"We remember some very pretty and promising fictions from this author, several years ago, and we trust she will in the near future recur to her early models and discard 'studies' of 'peculiar but not remarkable' heroines, like Miss Churchill." — Philadelphia American.

The Gurnmanton Times copies our recent article, on "Winston as seen from the distance," and makes the following remarks:

"The idea that Winston should look to her own immediate surroundings, and not reach out beyond the limits of her trade is a correct one. From what source has Winston secured her trade? Has it been from Wilkesboro, or the extreme limits of the Western boundaries of the State? All who are acquainted with the Winston trade, know that it is from the surrounding counties only. Admitting this to be true, what is the best plan for the Winston people to adopt to aid in building roads which will make her a station on a through route, or to build short branch roads running into those sections from which she has heretofore gotten her trade? This is a question of vital importance to the business interests of Winston, which if not discussed and measures adopted to retain the trade she now has, the result will be that, if not all of her wagon trade will be absorbed by other competitive points, which are reaching in every direction for trade. The trade heretofore given Winston from Stokes county is of great magnitude, a greater quantity of leaf tobacco has been sold in Winston than any other county in the State, hence, it is important that Winston make an effort to retain that trade, and how is she to do that, by building a road through Stokes county by way of Germanton to Danbury; such a route would penetrate the finest grain and tobacco section of the county, and being a more direct way would perhaps cost less money than any other route through the county of Stokes.

We throw out these suggestions to our neighbor city, and if she is desirous of a road through our county, a plan can be adopted which would result in great benefit, both to Winston and to the section through such a road would run.

CURRENT COMMENT.

Sir Edward Thornton, the representative of the English bondholders, arrived in New York Sunday. When asked by a reporter whether the English bondholders would be contented to accept the terms proposed by the Riddellberger bill he replied: "No. I do not think any of the foreign bondholders will accept this proposition, and I am certain that none have accepted it thus far. It contemplated the payment of three per cent. interest for twenty years and four per cent. afterward. The fact is, though, that the refusal to accept the coupons in payment of taxes after the agreement of 1871, and the failure to pay any interest at all destroyed the value of the bonds, and necessarily the foreign credit of the state. I am not prepared to predict what the result of my mission will be, and, of course, the length of my stay will depend largely upon the success negotiations meet with."

We have been so often asked, "What did the late State Legislature do?" that we have determined to give the caption of the acts of general interest passed by that body at its late session in the next issue of the REPORTER.

Some of the Philadelphia papers say the business outlook in that city is more promising this spring than any time since the war.

WHAT AILS THE NATION?

We agree with the Raleigh Chronicle, that the State Penitentiary is a nuisance to good people and burdensome to tax payers. The whipping post is far better than a penitentiary, where thieves and scoundrels are fed and fattened.—Charlotte Democrat.

The public roads of the State will be worked by taxation in less than ten years we believe. That is the only just way to work the roads. Let a "wheel tax" be levied for the purpose of working the roads, we say. We shall elaborate this subject in the future.—Wilson Advance.

In the Country Gentlemen, Dr. Sturtevant of Mass., shows that on his own farm, saying nothing about the interest on the land, his corn crop for the past five years has averaged seventeen cents in cost per bushel of shelled corn. What does it cost per bushel here in North Carolina? Who will answer? If it is possible to raise corn at seventeen cents in Mass., why could not we do it in our state? Will some one answer this also?—N. C. Farmer.

The Louisiana Lottery is now scattering its attractive circulars all throughout this State. The money they heretofore paid North Carolina newspapers enables them to patronize the mails extensively.—The Statesville Landmark has determined to make a decided stand against the law prohibiting lottery advertising, and will, if necessary, test the case in the highest court of the land. It is said that other parties will join in the defense of invasion of the "freedom of the press."—Goldsboro Messenger.

One of the most intelligent farmers in Caswell county writes as follows: "Say what they will we will be in no better condition until we learn to live on our home supplies, go into grass and clover, and let these be the money crop. A man can tend 7,000 tobacco hills to the hand and make just as much corn, wheat, oats and hay as if he made no tobacco. If I ever spent one dollar for the support of my family out of my tobacco money, I didn't have sense enough to discover it. Until after the war I sold corn, meat, wheat, oats, fodder and hay more than enough to pay my family expenses, and what I receive for my tobacco crop was clear money. When I used them it was in connection with home made manures, which should always be done.—Charlotte Star.

The Rhode Islanders are about erecting a splendid monument to Gen. Burnside to cost \$10,000. The equestrian statue will be in bronze and twenty-five feet high. Launt Thompson is the sculptor. We copy this to ask when will North Carolina erect at the capital of the State a statue or a group of statues to its most distinguished soldiers in the late war? We once suggested a monument to all of North Carolina's dead, with a group of its half dozen or more most eminent soldiers. It is not creditable to our people that they have so very little appreciation of their greatest men. Pender, Pettigrew, Ramseur, Daniel, and others surely deserve commemoration. If the women of North Carolina would only take this matter in hand it would be an accomplished fact in a few years.—Wilmington Star.

At present our fishing interest is our most important and remunerative industry, and we were told this morning by Geo. W. Cobb, an astute observer and banker of this town, that the fishing business brought and distributed more money among us than all our agricultural products. The oyster business will exceed in profit any kind of fishing, because it will be of longer continuance, and the price is more stable.

The only objection we have to oyster culture is that its tendency is to make us a race of gourmands and voluptuaries. There is no question, and the idea is not original with us, having heard it expressed forty years ago, that the only reason that Norfolk has not been what God and nature intended it to be, the commercial emporium of the country, is its proximity to Lynn Haven bay. Now that they have exhausted the supply of oysters from there, she is girding her lions like a giant to run his course.—Elizabeth City Economist.

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BENNETT BROS.,

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accomplishes for everybody exactly what is claimed for it. One of the reasons for the great popularity of this Liniment is its great adaptability.

Everybody needs such a medicine.

The Lumberman needs it in case of accident.

The Housewife needs it for general family use.

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The Miner needs it in case of emergency.

The Pioneer needs it—can't get along without it.

The Farmer needs it in his house, his stable, and his stock yard.

The Teamster and man on the Bentway needs it in liberal supply affection and salve.

The Stagecoach driver needs it—will save him thousands of dollars and a world of trouble.

The Railroad man needs it and will need it so long as his life is a round of accidents and dangers.

The Backwoodsman needs it. There is nothing like it as an antidote for the dangers to life, limb and property that are to be met in the woods.

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