The Lenoir Topic.

VOL. IX. LENOIR, N. C., WEDNESDAY, JUNE 4, 1884. NO. 37.

WHOLESALE ONLY !

—o—

WALLACE BROS.

General Merchandise Dealers,

STATESVILLE, N. C.

FULL STOCK

—FOR THE—

SPRING SEASON OF 1884

Now Ready.

Respectfully,

WALLACE BROS.

Statesville, N. C., March. 1, '84.

THE PIEDMONT WAGON.

—o—

WE HAVE established and now control the leading industry of Western North Carolina. We are entitled to the patronage of North Carolina and the South, for reasons; First, we are largely patronizing North Carolina products and labor. Every dollar we spend goes to help N. C, and the South.

2d. We make wagons as good as the best for all practical purposes

3d. Because we sell as cheap or cheaper than any other for good work.

4th. We make all sizes of both Thimble Skein and Iron Axles—will make the old-fashioned shop skein when desired

5th. We mean good faith and guarantee our work as below

THE SAID COMPANY do guarantee unto the buyer or to the user of any standard wagon as follows

FIRST—That the material used in its manufacture is good.

SECOND—That the workmanship is such as to be, for a first-class wagon. Any break of any part thereof, subject to the exception hereinafter mentioned, which shall be found to be the result of either a defective material or poor workmanship, will be made good by the said Company free of charge, soon as the defective part or parts so broken, shall be sent to the Company at Hickory, N. C., not later than thirty days after the break may occur. If the defective part or parts cannot be returned to the shops of said Company, then substantial evidence of the alleged defect must be sent to the shops of said Company, on receipt of which the Company will in good faith consider the terms of this guarantee. This guarantee becomes null and void, under either of the following conditions, if violated:

FIRST—If the wagon be loaded beyond its reasonable capacity.

SECOND—If the wagon be broken by a runaway team.

THIRD—If the wagon be used otherwise than with proper care for a good article which the owner ought not to abuse.

EXCEPTION.—The said Company does not guarantee Thimble Skeins or boxes. These are put on with great care, and are of approved manufacture, but are liable to break under such varying conditions, that they (the Company,) ought not in justice to be held responsible, unless there be evidence that the skein was broken when put in, which fact will be readily discovered by either skein or Guarantee than this is allowed.

The above ought to be convincing to all that the Piedmont Wagon is the wagon for all this Piedmont section.

PIEDMONT WAGON COMPANY,
HICKORY, NORTH CAROLINA.

a.16.

HARPER & BERNHARDT, Agents, Lenoir, N. C.

E. B. CLAYWELL, Agent, Morganton, N. C.

A Terror to all other Harrows

—IS THE—

WATSON OTARY HARROW !

This Harrow excels anything of the kind ever invented.

A thorough pulverizer and cultivator of the soil.

Perfection for eleven reasons, viz:

1st. It never chokes, but relieves itself every revolution. 2nd. It will harrow within one inch of a stump or stone and all the way round. 3d. No time nor labor is lost in turning and unchoking. 4th. Its teeth do double the work of any other harrow. 5th. It will harrow one fifth more land than the drag harrow in the same time. 6th. It is as easily managed as a plow. 7th. It runs steady, the teeth follow in the same track. 8th. In turning it turns on its rear wheels, lifts the harrow off the surface and evenly mixes it with the soil, never leaving it in bunches. 9th. It tears up stalks and weeds by the roots, shaking off the soil and leaving them smooth and even. 9th. It tears up stalks and weeds by the roots shaking off the soil and leaving them smooth and even. 10th. It breaks up roots and does not drag them into heaps to obstruct cultivation flat on the surface. 10th. It breaks up roots and does not drag them into heaps to obstruct cultivation 11th. It is the lightest draft harrow in existence, 25 per cent. less power being required than for the ordinary harrow. Having purchased the right to manufacture and sell the WATSON OTARY HARROW in the counties of Burke and Caldwell, I now offer it to the public at prices to suit the times. I will sell the casting for one horse harrow, 4 feet in diameter, $10.00. I will sell the casting for one horse harrow, 6 feet in diameter, $15.00; One-horse harrow, 4 feet in diameter, $10.00, and farm right, $5.00; 6 feet in diameter, $15.00; One-horse harrow, 4 feet in diameter, $10.00, and farm right, $7.00; Two-horse castings, bolts and farm right to make the harrow as follows: Two-horse castings, bolts and farm right, $7.00; One-horse do. $5. Terms, cash in advance. Address me at Hickory or at the Toll Bridge.

A. L. RAMSOUR

o4'82-1y.

FARMERS !

You are respectfully invited to call at Farmers' Warehouse and see the high prices I am getting for tobacco. Everybody is pleased. Note the following quotations:

Lugs, common, $4 to $6	Fillers, common to Good $18
" Good, $7 to $12	" Good, $7 to $10.
" Fine, $13 to $16.	" Fine, $13 to $14

Wrappers, common, $15 to $20; Good, $22 to 40; Fine to Fancy, $45 to $60.

FRANK A. CLINARD,

Proprietor FARMERS' WAREHOUSE, Hickory N. C.

F. LEE CLINE,
Attorney-at-Law,
HICKORY, N. C.

EDMUND JONES,
ATTORNEY AT LAW,
LENOIR, N. C.

CLENTON A. COLLEY. CARWIL C. NEWLAND.

CILLEY & NEWLAND,
ATTORNEYS AT LAW,
LENOIR, N. C.
PRACTICE IN ALL THE COURTS.

J. M. Spainhour,
(GRADUATE BALTIMORE DENTAL COLLEGE,)
Dentist,
LENOIR, N. C.

Uses no impure material for filling teeth. Work as low as good work can be done. Patients from a distance may avoid delay by informing him at what time they propose coming.

L. L. GREENE. L. D. LOWE T. L. LOWE

GREENE & LOWE,
ATTORNEYS & COUNSELLORS,
Offices at
BOONE, N. C. and ELK PARK, N. C.

Bryan's Hotel,
BOONE N. C.

This house still maintains its reputation as a first-class hotel. The proprietor most respectfully returns thanks to his friends and the public generally for past favors, and will assure them that he will continue to merit their patronage by serving up the very best the market affords. A trial is all I ask.

W. L. BRYAN, Proprietor.

The Pioneer Library,
LENOIR, N. C.

A circulating Library of standard miscellaneous books. Rich stores of useful knowledge and entertaining reading within the reach of all.

Terms of Membership: Life members, $25; for one year, $2; six months, $1.

All money received for membership or from donations is applied to the purchase of new books.

C. A. COLLEY, President.
G. W. F. HARPER, Treasurer.
J. M. SPAINHOUR, Secretary.

Coffey's Hotel,
Main street, BOONE.
T. J. COFFEY & BRO., Proprietors.

This first-class house has recently been refurnished with new and elegant furniture, besides the rooms are all convenient and comfortable. The fare cannot be surpassed in the State. Attentive and polite servants always in attendance. Good stables and hostlers. Give us a call when you are in Boone. Rates very moderate.

THE MOUNTAIN HOTEL.

JEFFERSON, N. C., MARTIN HARDIN, Prop.'r,

IS a brand-new house, newly furnished and offers every inducement to Lawyers, Drummers and the travelling public generally. Give him a call.

Caldwell Nurseries.

UNDERDOWN & BOLCH, PRO'S.

Encourage Home Enterprise.

Having increased our nurseries, we are now prepared to furnish fruit trees of the best qualities and proved by experiment to do well and flourish in this section of the country. Address

UNDERDOWN & BOLCH,
LENOIR, N. C.

ESTABLISHED IN 1856.

J. W. RAINEY & SON,
LENOIR, N. C.

House and Sign Painters, Paper Hangers and Glazers, Carriages and Buggies made and repaired on short notice, of the best material and in the best style of workmanship. Fine cabinet work done, old furniture cleansed and repaired, made to look as good as new. All kinds of fancy wood work mended, painted, varnished and brightened up.

TO THE PEOPLE OF THE ROAD!

Mr. Tyler Jones is pleased to inform the travelling public that, having bought out the Hickory Hill Restaurant, he is now fully prepared to feed the C. & L. R. R. in addition to the one from Lenoir to Icard.

DO YOU WISH TO BUY OR SELL TIMBER LANDS,

MINERAL LANDS, GRAIN FARMS, GRASS AND DAIRY FARM, TOBACCO OR FRUIT FARM IN WESTERN N. C.,

If you do address
HOUK & VON RINGHARZ,
COLLETTSVILLE, N. C., FOR DESCRIPTIVE CIRCULARS.

THE CHESTER AND LENOIR R. R.

A History of the Road From its first Incorporation to the date of its Completion—A Victory Gained by Indomitable Pluck over almost Insurmountable Difficulties.

Compiled for The Topic.

Referring to the letters in the *Piedmont Press* and *Western Democrat* we find the following:

"The grading of the Chester and Lenoir Narrow Gauge railroad was formally began Friday March 27 1874, at 2 o'clock p. m. on Harper and Beall's contract near Lenoir. Rev. Mr. Robey President Davenport Female College at the request of the contractors, invited Rev. Jesse Rankin, the oldest clergyman present, to invoke upon the undertaking about to begin the blessing of God. The orator of the day Capt. M. V. Moore then came forward and in a few remarks introduced the venerable Mr. James Harper who had been selected as the most appropriate person to "break ground," on the occasion, Mr. Harper then stepped on the line and threw the first earth from the cut on the fill. Rev. Mr. Rankin with a mattock, and Col. Green Moore with a shovel, assisted Mr. Harper, and the work was begun. The five clergymen present were Messrs. Rankin, Ivey, Bland, Robey and Beall; each trundled a wheelbarrow full of earth from the cut to the grade amid the cheers and laughter of their parishioners and pupils.

After these gentlemen had thrown dirt into the embankment, many of the ladies of the place come forward and plied the mattocks and shovels with zeal and delight.

Conspicuous among these ladies being Mrs. J. A. Oertell, the accomplished wife of the distinguished artist, and many of the young ladies of the schools here (Davenport, St. Euphemias, Kirkwood &c.) Then came the boys from Finley High, representing many States and many counties who plied the shovels with a vim.

Then there was a general rush of the citizens of the place, who evinced their delight in the enterprise thus happily inaugurated.

These incidents occurred ten years ago the 27th of March last, and now that the whistle of the engine is heard at the end of the track in Lenoir, it may be of interest to the readers, to review the history of the C. & L. R. R.

According to the charters granted by the states of North and South Carolina—the Carolina Narrow gauge company was consolid t d with the C. & L. N. G. Co., on the 14th of May 1873, at Hickory.

At this meeting of which G. W. F. Harper of Caldwell was appointed chairman and Dr. Davega of Chester, was elected president;

G. W. F. Harper of Caldwell; M. O. Sherrill of Catawba; D. Schenck of Lincoln; Dr. J. F. Symes of Gaston; I. D. Witherspoon and L. M. Grist of York; J. L. Ayers and C. C. Macoy of Chester were elected directors.

On the 3rd of April 1874 the final act was adopted authorizing the purchase and consolidation of the King's Mountain R. R. company, with the Chester & Lenoir company. This road had a broad gauge and ran from Chester to Yorkville a distance of 27 miles.

The Chester and Lenoir Co, paid $85,000 for it and got the iron, all the rolling stock and $8,004,90 in cash assets. Consolidation of the companys thus being effected the road now running from Chester to Lenoir via Yorkville, Dallas, Lincolnton, Newton and Hickory, a distance of 110 miles became and is now the Chester and Lenoir Narrow Gauge R. R.

Col. F Gardner began the surveys about the 15th of January, 1873 and completed the final surveys and location in November. The following are the estimates of the cost of the grading, bridges, trestles and masonry:

Yorville to Dallas, 23 miles,	$36,005.
Dallas to Lincolnton, 13 "	54,500.
Lincolnton to Newton, 14 "	88,413.
N'w't'n to the Catawba 13 "	18,695.
River to Lenoir, 16 "	46,107.
Bridge over Catawba River,	30,600.

The average cost of the entire line including grading, trestles, bridging, and masonry is $2650 per mile. The average cost between Yorkville and Dallas is only $1402 per mile. After the difficulties of consolidation had been overcome, the survey and location completed, and the company had over 20 miles of the road in running order the friends of the road hoped for an early completion to Lenoir, but just here obstruction began to be thrown in the way. York and Chester counties had each subscribed a hundred thousand dollars to the capital Stock. The commissioners of Caldwell county resolved to subscribe $60,000 on the 23d of August 1873 which was ratified by a small majority at an election held October 25th.

But a suit was brought to contest the validity of the York county bonds and was not decided until January 1874. The decision was in favor of the county. The subscription of the county was contested in the courts and decided against the R. R. Company. The counties of Lincoln and Catawba refused to subscribe.

There can be no doubt if the counties in our State had followed the example of those in South Carolina and had cheerfully united in the great work the road would have been completed years ago.

About half enough was raised by private subscription to finish the grading when an act was obtained to use convict labor. The grading was then done in Lincoln and Catawba.

In August 1878 the Caldwell contracting company was formed and with convict labor this company completed the grading from Lenoir to Hickory in May 1879 at a cost of $14,000. The piers of the bridge over the Catawba were also built with convict labor. They cost $4500. Nine hundred dollars were advanced by the Caldwell contracting company but still there was lacking $1600. Wm. Murdock, of Salisbury, the veteran pier builder, and Maj. Harper advanced three fourths of this sum, $2,700, and the ballance was made up by a few patriotic citizens.

All the grading, except between Newton and Hickory, was completed and the piers of the Catawba bridge build, but the means to purchase iron and crossties and lay track were still lacking.

After considering various propositions the stockholders agreed to lease the road to the Charlotte, Columbia & Augusta R. R. Co. This lease was made in September 1882 and required the completion of the road to Newton by July the first 1883 and to Lenoir by 22d of March 1881. This company began laying the track at Maiden seven miles below Newton on time. An arrangement was made with the W. N. C. R. R. to lay a third rail for their track to Hickory, which was finished some time in January 1881. Capt. Wadell, with a large force began at once to lay the track but notwithstanding the work was prosecuted in rain and snow and ice and mud it was found impossible to reach Lenoir according to the contract on the 22d of March. The stockholders met at Dallas March 23d and extended the time to June 1st.

The Catawba Bridge was finished Feb. 7th and the same day the first locomotive entered Caldwell.

Mr. Azor Shell who had the contract for building all the trestles between Hickory and Lenoir finished the lower creek trestle on Wednesday, 14th day of May, and on Saturday May the 17th the first train entered the corporate limits of Lenoir.

The rails are laid to the end of the track, the turn table is in place, and the first passenger train reached us about midnight on Saturday May 31.

And now it only remains to celebrate the great event by appropriate ceremonies on Thursday June the 5th.

All the citizens of Caldwell should rejoice in the completion of this road. It makes an era in our history—it brings us into easy communication with the outside world—it gives an outlet to capital and an outlet to our productions.

Pleasure seekers and health seekers can have access to the pure air and the grandeur and beauty of our mountain scenery.

Our schools and manufacturers, miners and farmers will all feel the impulse of a new life. While all should and may rejoice those who have sacrificed their time and labor and means to accomplish the great work have a right to look with peculiar pride and satisfaction on the consummation of their hopes and labors and sacrifices.

And now with this grand opening, if our town authorities, and authorities of our county will pursue an intelligent liberal and progressive course, and will take measures to advertise our resources, invite patronage to our schools, induce capital and capitalists, with intelligent and honest labor to make a home with us, and take all necessary measures to promote temperance and morality, our prosperity will go beyond the brightest dreams and Caldwell with her riches in field and forest, her flowing rivers and sparkling streams, and her green hills and grand mountains will be called the gem of North Carolina.

A LETTER FROM JUDGE GLOVER.

Never a Candidate—Does not Wish his Name Brought Before the Convention

News and Observer.

GREENSBORO, N. C., May 24.—Please give a place in your columns to the subjoined statement, which would have been publicly made weeks ago but for the importunity of personal friends. In view of the near approach of the Democratic state convention and for the information of friends in other parts of the State who have talked and written to me on the subject, and of other points which have favored my nomination for Governor, I feel it my duty to say that, while keenly sensible of the distinguished honor thus proposed to be conferred on me, and deeply grateful for and proud of the many kind and flattering words of commendation, yet, for reasons unnecessary to be mentioned here, and mainly of a private nature, it is my decided wish that my name be not presented to the convention as a candidate for the Gubernatorial nomination. I am not and never have been a candidate for such nomination, and have read with pain recent authorized statements in some papers about my "withdrawing" from such candidacy. My wish and position in this matter have always been as stated above.

With assurances of the highest appreciation of kindness and partiality of all friends who would have had it otherwise. I am, sincerely yours,

JOHN A. GLOVER.

Gen. Hood's Children.

Two young lady passengers who arrived at New York Saturday in the steamship Elder brought with them the remembrance of a family tragedy of great interest now some years old. They are twin sisters, Annabel and Ethel daughters of the late Gen. J. B. Hood, famous as a Commander. Gen Hood was the father of nine children, including three pairs of twins, when his wife and he in quick succession succumbed to yellow fever in New Orleans. Warm hearts refused to let the interesting orphans suffer a lack of care and affection, and the three sets of twins were adopted by kind friends—Mr. McGill, a wealthy planter of Mississippi, taking one pair; Mr. Adams a wealthy New Yorker, who owns a summer house at Newport, taking the second, and Mr. John A. Morris, of New Orleans, a relative by marriage of Mrs. Hood, the third. The last-named pair are the sisters Annabel and Ethel, who for four or five years have been studying in Hanover, Germany. They came to New York for a visit to their kind foster father, at his beautiful country place in Westchester co. New York.

A Law Office Dialogue.

'I have almost made up my mind to become a lawyer.'

'Indeed! What qualities do you possess?'

'Frankly?'

'Yes, frankly.'

'Well, I am studious, I have an excellent memory, a good reasoning faculty and a love for the philosophical. At college I took honors.'

'Superb! Forty years ago you might have achieved celebrity at the Philadelphia bar. But have you a turn for tricks? Can you measure by the standard of a fee? Could you become an adept at defeating justice by framing excuses to have cases put off for months and years, after having sworn to delay no person's cause? Would you browbeat witnesses? Have you a command of billings gate?' Would you use the court to further your own schemes or gratify your own feelings?'

Why, no!'

'Then go to Texas and raise cows.'

TWO NORTH CAROLINA POETS.

Joaquin Miller is a man of gifts. He has written some verse that bears the stamp of genius. He has secured a home in American literature. He has recently said some pleasant and worthy things of two North Carolina writers of verse. The one has not slaughtered in some of the textbooks, and both have been [illegible]. There are thousands of people in the south to day who probably never heard of the names of H. H. Bower, one a native of Stanly and the other a native of Salisbury. Mr. Miller has heard of them and does not hesitate to [illegible] their writings and does not [illegible] poet, [illegible] the following from Mr. Miller's article:

"The South is the land of poetry. Whether it be Byron or Keats or Shelly shall come down and conquer, the American lady with his cross of song remains to be seen.

"Mr. John Henry Boner opens his fine volume of poems with the following, which is a perfect work. You can put your finger on this and say, here is a poet. In reference such delicacy and fine forbearance of intrusion as he enters the temple of song, where he ought to remain.

"And this H. Hill is another North Carolina poet, like all true modern poets, he is not only a christian, but a very devoted one, and that is apparent not only in his life but in every line of his poetry."

We have written of these native singers and our readers know our good opinion of their merits.

FARMER'S SONS.

The greatest product of the farm is the boys and girls. In every avenue of life where tariff, and capacity and energy are required, the man who pushes to the front is the son of a farmer. He has the intellectual vigor, there is a sort of a broad cylinder of force running through his acts. He has a constitution that can endure them. It is a notable fact that in the colleges of our country the best scholars are the boys from the farm. In the workshops, in the halls of legislation, at the bar, in the forum, in the pulpit, in hundreds of other places in life, ninety nine hundredths of the men who stand upon the summit were once boys on farms. They were once looked, wondered and by the sweat of their brows earned their bread. Feelings, curling in our hearts, which we do not know how to define, while the toil was plodding on, were planting in our souls the seeds of future time. With a body [illegible] constitution, and a few cents in hand, he leaves the cottage home of the farm boy, and [illegible] the luxury shops [illegible] may be the only [illegible] he refused a crust of bread, the day before and return and buy the more aspiring cottage house. Who could think that boy get his noble purpose and his unfaltering courage? They were born to him on the farm; they were woven into his fiber by early years of toil; the warp and woof of his life were threads of gold.

Observations of the Oyster.

'Are you acquainted with the habits of the oyster?' inquired a sad looking man of a bright looking darkey, one of the crew of an oyster smack lying at dock street wharf, yesterday.

'Dun know what yer mean by habits, boss. De oyster am very quick. He dun say nothin'. White man kin kill and eat 'im raw an' oyster never kick.'

The sad searcher after truth shuddered at the idea, but persevering asked:

'Does the oyster be quiet when you pursue him, or does he conceal himself or take refuge in flight?'

The emotions of the dark oyster man were almost too much for him, but he managed to gasp out:

'Great Caesar, boss, oysters habn't got no legs. Dey jist lie still and cling to de racks on de bottom.' See dat crab?' said Sambo, by way of illustration, 'there are three oysters done stuck fast to his shell. Dey couldn't leave if dey wanted to and dat poor crab done gone into de oyster business spite of hisself.'

The sad man, with his eyes on the crab, backed slowly away.