

The Lenoir Topic

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NUMBER 20.

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Wallace Bros.

Stateville, N. C., Jan. 6, '93.

PHILLIPS BROOKS.

Seen Small in Atlanta Constitution.

Like some strong oak by smiling bolt laid low,
He fell no swift as to undo our sight!
We look again to learn if we saw right!
And if 'twas he who fell before that blow!
O death, how strange! O providence, how hard to know!

The news of the death of Phillips Brooks was received yesterday among the people of Atlanta with profound sorrow. His name seemed to be a familiar one to the masses who commented with the sincerest respect and affection upon his sudden, sad and seemingly untimely death. He stood fairly at the forefront of the Protestant Episcopal Communion in America in popular confidence and admiration. There was in his composition and career so many marks of the true and fraternal man, so little of cant, of sectarianism, of religious bigotry, that the whole Christian world in America, at least, had come to look upon him as a correct and conspicuous type of the Christian.

On more than one occasion he answered "nolo episcopari" to those who would have put upon him the robes of bishop in important dioceses. He was a man of the east, a true Bostonian, a loyal son of Harvard, and seemed absolutely unwilling to put himself permanently away from the environments of his youth, and the atmosphere of his manly growth and first labors. It was not until by the death of Bishop Paddock, a few years ago, that Phillips Brooks consented to be a bishop, and then only because it was over the diocese of which he was a member and with whose clergy he was already a happy brother and might be a beloved father in the Lord. His elevation and consecration to the bishopric was one of the most notable ecclesiastical events of the present decade thus far.

Phillips Brooks died yesterday little more than a month past his fifty-seventh birthday. Yet he seemed, with his stalwart frame, his erect carriage, his full flush and fervor of health, his full-orbed eyes and happy spirit, to be good for a quarter century more of vigorous and useful life. He was a close student, a diligent preacher, an indefatigable worker in all religious fields wherein he had a call, and besides enjoyed social contact and the special functions of public philanthropies. In his long occupancy of the pulpit of the famous Church of the Trinity, in Copley square, Boston, he preached to audiences on every occasion that filled the splendid edifice created by the genius of Richardson, that greatest of American architects, and made himself a moral force in the city of culture whose greatness none dared to impeach and whose popularity none aspired to rival.

The last time the writer saw him was in his chapel study. He was buoyant with wit and good humor and spoke with a joyous optimism of his hopes for the future of the Christian faith and institutions in this country. He believed in activities, in a full and free gospel, in a brotherhood of Christ that knew no distinctions of birth or wealth, of a Christian unity and a community of zeal that should make the name of Jesus triumphant in all the world. That day was over in his hopes and often seemed clear in his spiritual vision.

The memory of his life, the example of his deeds, the savor of his splendid, manly Christianity, will survive and make for him a monument in human love better than any Angelo or modern sculptor could manufacture in bronze or marble.

Phillips Brooks was a man of genuine modesty, with reference to his own personality. Ready enough and brave enough to go wherever duty demanded, he yet shrank from anything that had the air of personal vanity or glorification. On applying to a noted Boston photographer for one of Mr. Brooks's pictures, he informed the writer that he was positively forbidden to let any one have a photograph of that gentleman for any price. He would not permit his picture to be sold under any circumstances, and it was only very recently that he found himself unable to control this matter and was reluctantly obliged to see his face reproduced in nearly every newspaper and illustrated journal in the land. This was one of the uncom- fortable prices he could not avoid paying for his public fame.

Only a few days ago Rev. J. W. Lee, of this city, received from Bishop Brooks a friendly letter and the assurance of the great satisfaction and benefit he expected to derive from an early perusal of Dr. Lee's book, "The Making of a Man." Naturally such a theme would have a peculiar fascination for such a man as Mr. Brooks.

The French monarchists have done a silly thing in putting their enemies upon notice that they will embrace the first opportunity of restoring the Bonapartes. Perhaps they expect their frank simplicity will disarm opposition. But such methods do not win in politics.

THE ROAD CONGRESS AND THE GENERAL ROAD QUESTION.

Stateville Landmark.

The State road congress which met last week at Raleigh was attended by delegates representing eighty counties, and adopted resolutions in favor of working the public roads by taxation and by the use of convict labor. This latter is exactly right; there are two sides to the former proposition. There are sparsely settled counties which would be bankrupted by an attempt to put their roads in good condition by taxation of their people; there are other counties which by reason of their being populous and comparatively wealthy, could well stand a road tax, and so, perhaps, could others, not so populous or so wealthy, but whose roads by reason of the character of the soil or the "lay of the land" never get in deplorable condition and could be maintained in first class repair by the expenditure upon them of a small amount of money per annum. One thing is certain: it would be a great outrage (and there is no danger of it) to enact any new iron-clad road law which would apply equally to every county in the State. The wants, the needs, the capacities of the different counties are almost as various as the counties themselves and each should be allowed to regulate its road matters in its own way. It would be a good idea to have enacted a modern road law, providing alternate methods as to ways and means, and let the several counties determine, each for itself, what method is best for it. For instance, it might be left optional with the counties whether they would work their roads by taxation, and if so what tax for the purpose should be levied, and let the question be decided by the magistrates and county commissioners in joint session, or what would be better still, decided by a vote of the people. Mecklenburg county has had splendid results in good road making from a tax of 14 cents on the \$100 valuation for road purposes, and the people are represented as being pleased with the system, but it does not follow that what is practicable and proper in Mecklenburg is so in other counties—grave doubts may be entertained, for instance, about whether it would be practicable and proper in Iredell even.

So, we say, this whole question is one for the several counties and not for the Legislature, acting arbitrarily for all. It is well for the people to think about it, but there is one branch of it upon which there should be no division, and that is with regard to using the labor of convicts on the public roads. The crime of a county should, as far as practicable, be made to keep up its highways. But here again each should be left free to act for itself. Some counties are so small and others so well behaved as not to furnish a sufficient number of convicts to justify the expense of keeping a chain-gang or a convict camp, but others do furnish such numbers and those that do not might hire their convicts of those that do, or themselves hire from their neighboring counties enough to supplement their own force. It is a safe general proposition that all persons convicted of other than the more heinous offenses should be made to work out their time on the public roads instead of being sent to the penitentiary or suffered to spend their days in idleness in the county jails. The working of convicts on the roads was tried in this county a few years ago, and with good results, they accomplished some excellent work, and what was better still, the spectacle had such an influence upon evil doers that there was, for the time the system was in effect, a noticeable diminution in the number of criminal cases in the courts—so great a diminution, in fact, that the chain-gang was thinned out, by the expiration of sentences and the failure to add new members, until it got below the paying point, and the idea of hiring from other counties to supplement these, or of hiring this remnant to some other county, had not then been thought of. A chain-gang can be maintained at a trifling expense; if a county feels able to add to it a rock-crusher and other accessories necessary to really good road-making so much the better; but without dwelling upon details or citing specific instances, we think the two propositions laid down in the foregoing are entirely sound, to-wit: (1) that a general system of road-working by taxation, without reference to the varying wants and abilities of the various counties would be impracticable and unjust, and (2) that the criminals of the State, within certain limitations, should be made to work the roads of the State.

It has been so often said, and by so many different people, that the public roads of North Carolina are "a disgrace to the civilization of the age," that it doesn't need to be said again; but it does need to be said that they are far below the standard which an enlightened people should be content, and that the present system of working them is a manifest failure, whether inherently so or whether because it is not lived up to, it is not worth while now to stop to discuss.

We hope the road congress will

mark the beginning of a better education of public sentiment on this vital subject and that the State will soon begin to pull out of the mud holes and the ruts of a century.

Meeting of the Board of Health Conference.

State Chronicle, Jan. 25.

A number of gentlemen from different parts of the State met this morning with the North Carolina board of health in the mayor's office. The president of the board, Dr. H. T. Bahnon, of Salem, being unavoidably absent, the meeting was called to order by the secretary, Dr. R. H. Lewis, of this city. Mayor Badger then extended a cordial welcome to those attending, after which Col. W. H. S. Burgwyn, of Henderson, was elected president, and the secretary of the board of health requested to act as secretary. On taking the chair Colonel Burgwyn made some excellent remarks. The first business introduced was the proposed amendments to the present law relating to the board of health. The amendments, which were numerous and important, were full and intelligently discussed in a very interesting way—nearly the whole day being consumed therein. Upon the conclusion of the discussion of the law a very valuable and interesting paper was read by Dr. W. G. Curtis, the efficient quarantine officer at Southport. The following is a brief synopsis of the same:

Dr. Curtis went rapidly over the dangers which threaten Wilmington and thence if disease finds lodgment therein one or more places in North Carolina. This led him easily with the discussion of means of dealing with maritime sanitation, or what is commonly known as quarantine. So far he said he had to congratulate the State and the port of Wilmington that the quarantine officers of his port have been able to deal successfully with the vessels coming to the station under their charge, with the meagre means at his command. But the presence of cholera in Europe, now with prospect of increase in the spring and summer, brings a new danger; this is increased by the fact that sailing vessels are being replaced by the large freight steamers that are now seeing cargoes in the port of Wilmington. Notwithstanding the precautions now in existence in Hamburg, the disease may still be in readiness to break out in any port of arrival. To be effective, said the doctor, a quarantine should protect this community, the ship and her crew and the commerce. These can be accomplished if the port is provided with a hospital and a house of observation for sick and well cannot be left on a ship, and this to consideration of the means to be adopted to clean the ship, the crew and their belongings. To provide for this a large sum of money is necessary, as it means to erect a modern quarantine station with machinery which is both new and expensive—this is the disinfection apparatus and this must be put on a wharf near deep water—consisting of disinfecting cylinder or boiler and a sulphur furnace connected with a fan. Steam and heat is provided by a boiler of the best material and a large tank of iron to hold the bi-chloride solution used for spraying and washing the ship. The clothes of men and the bedding and housing of the ship are disinfected by slots in the cylinder and the ship by sulphur fume and bi-chloride solutions. The Legislature will be asked to appropriate such a sum of money as will provide for the purchase and erection of this plant.

Text of Bill Grading Roads.

The General Assembly of North Carolina do enact:

Section 1. All murder which shall be perpetrated by means of poison, lying in wait, imprisonment, starving, torture, or by any other kind of wilful, deliberate and premeditated killing, or which shall be committed in the perpetration or attempt to perpetrate any arson, rape, robbery, burglary, or other felony, shall be deemed to be murder in the first degree, and shall be punished with death.

Sec. 2. All other kinds of murder shall be deemed murder in the second degree, and shall be punished with imprisonment of not less than two nor more than thirty years in the penitentiary.

Sec. 3. Nothing herein contained shall be construed to require any alteration or modification of the existing form of indictment for murder, but the jury before whom the offender is tried shall determine in their verdict whether the crime is murder in the first or second degree; and if the accused confess his guilt the judge presiding shall proceed to ascertain the degree of the crime upon examination of the testimony.

Sec. 4. That the provisions of this act shall not apply to any crime which shall have been committed prior to the ratification of this act, and shall not effect the distinctions now existing between murder and manslaughter, nor the punishment for manslaughter as now provided by law.

Sec. 5. That this act shall be in force from and after its ratification.

A GREAT WASTE OF WATER.

The City's Big Standpipe Takes a Tumble.

Asheville Citizen.

"Po' God, honey I certainly thought de Judgment Day had sholy come!" were the words used by an old darkey in describing the manner in which the frost king accomplished the wreck of the city's standpipe in Beaucatcher Gap.

Early Sunday morning the huge tank was torn with a fracture from top to bottom, and the thunderous crash caused for a time the direct consternation in the minds of the inhabitants in the ravine below. Before they could leave their homes the pipe collapsed and the forty-seven feet of water and ice which it contained surged around them with a roar that threatened the annihilation of life and property.

The authorities were notified of the disaster, and precautions were at once taken to insure a steady supply of water for the city.

The wash from the fall covered the roadway and it became so slippery that it was with difficulty a passage could be made, the first person to cross, a milkman, having to unhitch his horse and lead it through the snow in the woods while the vehicle was guided down by hand. The road was littered for a hundred feet with rocks and chunks of ice; several lengths of pipe were washed down the bank, and a big joint left in the track of the wagon.

From the south base of the ravine the flattened mass of iron shows a lag for half its length with the point of rupture at the southeast face, the edges irregularly bent, rolled and twisted. The break from the foundation plates occurred at the rivet line and was complete for the entire circumference.

A NARROW ESCAPE.

Across the ravine, south of the big iron cylinder, about 250 feet distant therefrom, was the cabin occupied by John Clark, his wife and their children. The alash about the door had not hardened when their door was opened to the *Citizen*, and the wife told the story of the family's fright and their narrow escape from an awful death. The persons living in the immediate vicinity had become greatly alarmed at the loud cracking noises frequently heard coming from the direction of the standpipe since the cold weather set in and for ten days had lived in constant dread of a catastrophe. On Sunday morning, just before day, the mother returned home from attendance at a sick room. While seated near the fire suddenly there was heard a sharp, cracking, tearing noise so awful in its note that the woman crouched in speechless terror, and the awakening children began to cry. The report was instantly followed by a terrific roar that made the earth tremble and that shook the little cabin, and then came the wild rush of the tumbling waters that filled the gorge, surrounded the house, and hurled the rocks and ice against its sides. The shrieking children dove under their beds, and the appalled parents were certain the house would be washed away. An attempt was then made to get to the higher ground, but the water covered their shoes and they gave it up and returned to the house, where they remained till daylight. Serious damage was sustained by the family in the loss of their supply of clothing, which had been left hanging upon the bushes about the house. Not a trace of a garment could be found; everything had been swept away.

"A POWERFUL STORM."

In the tenement house west of the tank and lower down the bank there was a great scare and similar damage. The icy deluge spent its force against a well built wall on the upper side of the building, but succeeded in tearing a window shaft from its frame and flooded the room from the southeast end. Marks on the walls showed the depth of water to have been three feet; a family had removed from the room but a few days.

Jane Orr, the head of one of the families, said there was "a noise like a powerful storm and then the rush of water that splashed to the top of the house and sent the window in the basement awinding. It washed all our clothes away," she said; "we haven't a change left, but we're so glad the good Lord spared us that we don't mind the clothes."

Another tenant said: "When I heard that awful noise I knewed the reerboy was busted and was so bad scared that I ain't got over it yit, and I just kaint go to church."

Below this house the banks of the gorge sharply converge and the volume of water dashed through the narrow defile and piled itself against the buildings in its path, where scenes similar to those detailed above occurred. The banks and bottom of the gully were washed clean of snow, and in portions immense masses of earth had been loosened and torn away. The receding waters strewn the ground with debris from the wreck and trees ten inches in diameter were found that had been twisted off. A section of the iron ladder was carried 300 feet, and the gully bars are tangled like threads. The track of water was clearly shown by

the muddled outline of the snow. The scene of the trouble has been visited by hundreds of people and the heap of black mud a foot deep, covering the exposed bottom of the tank, caused much unfavorable comment.

Associate Justice Lamar.

MAON, Ga., January 23.—Justice L. Q. C. Lamar, of the United States Supreme Court, died tonight at ten minutes before 9 o'clock. He was stopping at the home of W. H. Virgin, his relative, and late this afternoon took his overcoat and started out for a walk. He had scarcely left the house when he was met by a friend, and returned to Mr. Virgin's home where he sat and talked cheerfully for quite a time with his friend.

Justice Lamar dined at 6:55 with the family and seemed to have a good appetite and seemed to be in a cheerful mood. His friend, Dr. Lowellyn, who he had met, left the house at 7:45 o'clock, and in a few minutes the justice was seized with violent pains and died shortly after.

Justice Lamar came to Macon about a month ago, hoping to recover from an illness which had attacked him in Washington. He was suffering, and his death was looked for almost momentarily when he came here. Since his arrival here he seemed to be gaining in strength, and his health seemed greatly improved. His death was unexpected. Friends who had seen him and knew his condition thought he was on the sure road to recovery and would within a few weeks be able to resume his duties on the Supreme bench.

THE MOMENT OF DISSOLUTION.

Bright disease with angina pectoris was the direct cause of Justice Lamar's death and is given by the physicians as being the chief complication in his case. Justice Lamar came into this city this afternoon and called at the office of Colonel R. E. Pardee, where he conversed pleasantly on several topics. He was accompanied by Dr. Lowellyn on his return to the residence of W. H. Virgin, who married Lamar's daughter. The attack was very severe while it lasted and the physician, Dr. A. H. Parker, who had been in attendance, arrived only a few minutes before his death.

At this time Justice Lamar was unconscious and beyond medical aid. Restoratives were at once administered but were entirely without avail. He died with his head on Mr. Virgin's hands, and apparently without pain, the spasm having passed off at that time. No arrangements have yet been made for the funeral.

AN EVENTFUL LIFE.

Lucius Quintus Cincinnatus Lamar was born in Putnam county, Georgia, September 1, 1825, and after his father died was taken to Oxford, Miss., where he received part of his education. He graduated at Emory College, Georgia, in 1845, studied law in Macon, and was admitted to the bar in 1847. In '49 he returned to Oxford, Miss., and for years held a professorship in the University of Mississippi. He resigned, and resumed the practice of law in Covington, Ga. He was elected to the legislature in '53, and in '54 again returned to Mississippi and settled on his plantation in Lafayette, being shortly afterwards elected to Congress as a Democrat. He served from 1857 until 1860, when he resigned to take a seat in secession convention of his native State. He cast his fortunes with the "lost cause" and left the army with the rank of Colonel, after having shared in many engagements. He was again professor in the University of Mississippi, and again took a seat in the House of Representatives. He was elected to the Senate March 5, 1877. March 5, 1885, President Cleveland appointed Lamar Secretary of the Interior, and afterwards elevated him to seat on the Supreme bench. Justice Lamar was perhaps as prominent a figure as any that occupied a seat on the bench of that august body, but for months back he had been almost too ill to take more than a perfunctory interest in the proceedings.

Mr. Depew occasionally makes the interesting statement that the Blaine movement at Minneapolis last June did not have the sanction of the Maine statesman. Mr. Depew bases this statement on an interview he had with Mr. Blaine in this city a few weeks before the Minneapolis Convention. They talked for two hours. As Mr. Depew was leaving, he said: "Mr. Blaine, I am going out to Minneapolis next week as a delegate at large from this State. I have been a Blaine man for twenty-five years, and I am so today. I think I am entitled to your confidence. Have you anything to say to me with reference to my action at Minneapolis?" Mr. Blaine shook his head. "Nothing," he said.

All the indications point to a sudden thaw of the recent great snowfall, and this, of course, means a flood along the river valleys, equal, perhaps, to anything known in former years.

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