

# THE ROANOKE NEWS.

JOHN W. SLEDGE, PROPRIETOR.

A NEWSPAPER FOR THE PEOPLE.


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**RECITATION**  
OF THE  
**MERITS**  
OF  
**AYER'S**  
**Cherry Pectoral**



would include the cure of every form of disease which affects the throat and lungs. Asthma, Croup, Bronchitis, Whooping Cough and other similar complaints have when other medicines failed yielded to

**Ayer's Cherry Pectoral.**

## Gentlemen of the Old School

INTERESTING SKETCH OF THE LIVES AND CHARACTERS OF TWO FORMER WELL-KNOWN CITIZENS, MR JOHN CAMPBELL AND JUDGE G. G. LYNCH.  
(WRITTEN FOR THE ROANOKE NEWS.)

When I began the sketches of honored men who have lived and died in the vicinity of Roanoke Rapids, which were published in your paper, though the task was a pleasant one, it did not occur to me at first that I should extend them beyond what has already been published. I find, however, that in reviewing with my mind's eye these persons and scenes of my childhood and youth, I have revived memories which, like "Banquo's Ghost," will not be downed. As these memories take form they seem to cluster around a few who have lived among us, and who have helped to make the unwritten history of our own little town.

As this is so, I again ask the indulgence of your readers for a short while. I cannot think there is one who reads these columns but will be willing to give me a little place, not so much for what I shall write, but for the fact that I shall endeavor to give to those friends who are gone, the meed of praise which is their just due.

We, as a town, have progressed slowly; and we often hear the expression, "Weldon has not changed a bit since the war." This, we, who live here, know to be a misrepresentation, to say the least, and this is not the only slander we have had to bear as patiently as we might, for I claim that our people as a whole will measure favorably with any other town of its size in this or any other State. This may be owing to the fact that "we are so near the Virginia line," as Bill Arp expressed it, with some other things entirely uncomplimentary, in a recent letter to one of the State papers. This too, just after a visit to Weldon which had been to him a financial success. Still there are many "might have been's" recorded against us. I am afraid he is as it may be—whether we have seized our opportunities or not, if there is an advantage in having good railroad facilities, we have certainly been a favored community, and in connection with this long line of illustrious educators. As a student he is said to have been remarkably diligent and progressed so well that he soon acquired a good classical and mathematical education. While at school and when only about seventeen years old his father, a man of wealth, became embarrassed by having to pay a large amount of security money for a friend and failed in business.



MR. JOHN CAMPBELL.

As his name implies, Mr. Campbell was of Scotch-Irish descent, claiming direct lineage from the Campbells of Scotland, and not very distantly removed from the honored house of Argyle, in that ancient kingdom. He was born November 15, 1804, at the old Campbell homestead in Orange county, near the town of Hillsboro. He was educated at the Bingham school, then conducted by the first W. W. Bingham, that sire of a long line of illustrious educators. As a student he is said to have been remarkably diligent and progressed so well that he soon acquired a good classical and mathematical education. While at school and when only about seventeen years old his father, a man of wealth, became embarrassed by having to pay a large amount of security money for a friend and failed in business.

Young John, knowing of his father's financial troubles, left school, determined to begin work at once in order to retrieve the family fortunes. This being without his father's knowledge or consent, he walked all the way to Fayetteville where he entered as an apprentice in the office of the Fayetteville Observer.

After serving his full apprenticeship he came forth a finished printer, ready for the duties of life, and returning to Hillsboro was engaged in the office of the Recorder, a paper published in that place in the early part of 1826, he went to Milton and published a paper there.

On the 26th of June of that year he married Miss Emily Pope, of Halifax county, a niece of Col. Andrew Joyner. In 1829 he moved to the town of Halifax, where he owned and published the Halifax Minerva. In 1830 he entered into partnership with Mr. Edmund B. Freeman in the publication of that paper, which was changed to the Advocate. In 1832 he moved to Windsor, Bertie county, and edited the first paper ever published there.

Whether Mr. Campbell's editorial ventures were a financial success or not we have no record, but I suppose he had all the trials incident to an ambitious young man struggling for a name and place in the editorial world. In 1833 Mr. Campbell came to Weldon on business for Col. Joyner, connected with the Roanoke Navigation Co., expecting to stay only a few days, but was offered a clerkship in Col. Joyner's service which he accepted and became identified with Weldon from that time. On the completion of the W. & W. railroad, in March 1840, he was elected the company's general ticket and freight agent at Weldon, which position he held until his death, on February 23, 1866. In addition to his duties as agent, for some time he acted as telegraph operator, working the first wire from this place, and also gratuitously acted as postmaster for a while, no official office being supported at that time in Weldon. Nor was this strange, for not a great many letters were written in those days. Kew-ops had scarcely come into use and postage was very high. The style of closing a letter was to fold the blank side of the sheet on the outside, direct on this and seal with small red wafers, or with sealing wax. The postage on a letter was six cents for the first fifty miles, twelve for one hundred miles, and five cents for five hundred miles. A letter for special delivery at any place would cost seventy-five cents postage.

Mr. Campbell was the first and only magistrate in the town and as Weldon was even then the "Gretna Green" of the neighboring country and as no minister of the gospel lived here, he was often called on to officiate in tying matrimonial knots, which were only broken by death itself.

In all his relations with the company, with which he was connected, he was conscientious, upright, courteous, kind and faithful, as he was to all with whom he dealt.

A fine conversationalist, he delighted in a good story, even if it placed himself at a disadvantage.

A favorite one he told was of an experience in connection with his work for the railroad company, which he called his "John Gilpin ride" and it was this:

At one time he had occasion to go to Garysburg on an old-fashioned hand-car to have some work done which required his personal attention. Finding that he must return to Weldon before the hands could finish the work, he told them to give him a "push" and he would return alone on the car. No sooner said than done, but in the sudden start he dropped the pole with which he was to guide the car. As it was down grade all the way, on he came, faster and faster, till he was forced to lie down on the car to prevent being thrown off. By the time he reached the bridge he could hardly retain even that position. Soon, however, he reached town, and a crowd rushed out crying, "stop! stop!" All he could say was "I can't stop," and was gone. Nor did he stop until he reached the up grade, on the other side of the town, fortunately, without harm except a good shake up and fright.

May 13th, 1839, Mr. Campbell had the misfortune to lose his wife, who in every sense of the word had been his helpmate and counsellor. Three children survived that marriage, two of whom are still living and are among our most respected citizens. June 15th, 1851, he married Miss Caroline Gary, who preceded him to the grave by only four days. Four little children were bereft of both parents in this short space of time and at this one of the darkest periods in the history of our beloved State. In both these marriages, Mr. Campbell seemed to have been peculiarly fortunate, as both were ladies of most decided Christian character. Gentle, loving, kind and devoted to his happiness and comfort.

He was a man of high standing in the order, and was also the first native Old Fellow in the State and with Mr. W. T. Whitfield, of this place and three others, now dead, organized the first lodge of this order in North Carolina. I give here an extract from a report made by Col. W. S. G. Andrews to the Grand Lodge of the L. O. F., at its meeting not long after his death.

"He died as he had lived, a firm, tried, true man, a faithful Christian, a loving husband, a protecting father, a strong-hearted friend. His position was always known; he was on the side of the distressed, the endangered, the helpless, the widow, the orphan, in short, he was a true Old Fellow."

The record of the order shows that he was not only the first Old Fellow, but the first Grand Master, when the Grand Lodge was established, in January 1843, he was unanimously elected Grand Master and served his term of office acceptably to the Grand Lodge, introducing the resolution pledging the support of that body to the orphans of the order.

That noble institution, the Odd Fellows Orphanage, at Goldsboro, being the outcome of that resolution, as it was adopted, shows that, "though dead, he yet speaketh" and that his influence still lives to benefit those in whom he was so much interested.

Mr. Campbell died in the early days of reconstruction, when men who had been honorable in business and apparently conscientious often became bankrupt and in this way trusts were betrayed, and thousands impoverished, with no redress in the civil law, administered as it was at that time. The railroad companies were in no better condition than other property owners of the South. Bridges, which had been burnt, were to be rebuilt, rolling stock to be replaced, and other losses had been sustained which rendered the very best and most economical management necessary, in order that they might approach their former prosperous condition.

The question naturally arose, "who would take Mr. Campbell's place as agent for the W. & W. railroad, at Weldon?" Fortunately for the interest of the road, there was found a man who was familiar with the office work, competent, reliable, faithful and who was that "ablest work of God," an honest man. That this should have found such a man at this juncture, was fortunate, for though it has been said, and is perhaps true, that "corporations have no souls," this was before the great Atlantic Coast Line system had been formed and the W. & W. railroad company was not so much a great corporation as it was a band of brothers, with the same local interests, each interested in the success of "our road" from the highest to the lowest employee connected with its service, resting sure that each had rights which would be regarded by those in authority.



JUDGE G. G. LYNCH.

As this was so, it was important that the man holding this position should have these qualifications in the highest degree. Nor did they make a mistake when Mr. George Green Lynch was selected for the work. Many of your readers remember Judge Lynch, and how well he served in the high official position to which he was called. It is not my purpose to write an eulogy of him here, but in connection with his work at this place I would like to give some facts connected with his life which deserve a place in our local history.

The first bridge across the Roanoke river, at Weldon, was completed in 1836. A road having been built from Norfolk to this place previous to that, and Weldon being the terminus, as it was until only a few years ago. The Wilmington and Weldon, or as it is first called, the Wilmington and Raleigh railroad, was in

course of construction and in the year 1838 this young man, having just reached his majority, left his country home in Edgecombe county, where he was born November 28, 1817, and entered the service of this new road.

When it was at last completed and on March 10th, 1840, the first train of cars passed over it from the Roanoke to the Cape Fear river, he was one of the "crew" of that train of which William Hall was conductor, William B. Alsop, engineer and the name of the engine the "Brunswick."

We do not know what position young George occupied on this train but in 1841 he was appointed conductor and served in that capacity until September 1844, when he was appointed mail agent on the same road under the administration of President Tyler.

Being a staunch Democrat, Mr. or as he was always called, "Judge Lynch," was removed from this office in 1850, by President Fillmore. Apropos of this removal he, perhaps, in politics, if nothing else, believed in subverting the Golden Rule and doing unto others as they did unto him, as he firmly believed in "turning the rascals out." In his later life he was a great admirer of Mr. Cleveland and had that gentleman's picture framed and hung in his private room. When after his election to the Presidency in 1881, he adhered strictly to the civil service law, the Judge lost patience and ordered his picture turned to the wall.

In 1852 Judge Lynch commenced running in his old position of conductor, but in 1853, he was again made mail agent under the administration of President Pierce which he continued until 1859, when he was appointed special agent of the Postoffice Department. This position he resigned March 4th, 1861, when President Lincoln was inaugurated. Soon after this he was appointed special agent of the Confederate mail service by Postmaster General, John H. Reagan, which position he held until the downfall of the Confederate government in April 1865.

I give you here a clipping from a state paper published not long after this which refers to some money collected by him about the time the war commenced, which could not be turned over to the Department at Washington, but which was delivered at the earliest opportunity after the close of the war:

"AN HONEST MAN.—The papers mention the fact that G. G. Lynch, Esq., of Halifax county, in this State, for many years, House Agent of the Post Office Department, on the Wilmington and Weldon Railroad, and afterwards Special Agent for the State, has recently notified the Department at Washington that he has two hundred dollars in gold in his possession belonging to the Post Office Treasury, which he has kept buried for safe-keeping since the breaking out of the Revolution, and which sum has been drawn for by the Post Master General. This may be, in these days of grasping cupidity, a somewhat unusual exhibition of personal official integrity, but it will not surprise any who know the 'Judge,' for it is exactly in accordance with his manner of doing business."

Having been an intimate friend of Mr. Campbell, and often associated with him in office work, it was not strange that he should have sought and obtained the place which he held for twenty years, or up to a short time before his death.

He married in 1845, Miss Emma Whitaker, with whom he spent a long and happy married life. Mrs. Lynch being a noble, sweet-spirited, Christian woman, her influence over her husband was always for good and the right. It was her pious example, and patience under affliction which led him, when quite an old man, to the altar of the church to receive Christian baptism and communion with those she loved so well. There were eight children born to them, five daughters and three sons. Of these, two sons are holding honorable positions with the same railroad system he served so long and so faithfully.

One who knew him well has said of him, "He was true in every relation of life." Gentle in society, with a store of information from his varied experiences, that made him always interesting. With his old friends and especially with Capt. James Simmons he was fond of discussing what they called "Ancient History," and it was truly a treat to hear them as they recalled characters and events of olden times.

In his employment as route agent for the Postoffice Department, he was often called to different parts of the Union, but often said there were only two places in which he would live and they were, "New York City and Weldon." In his later life he made frequent visits to New York, always taking one or more of his children with him and those visits were purely for information and pleasure.

He remarked on one occasion that "he wished to be buried where he could hear the trains as they passed." He rests in the little cemetery at "Hillside," his late home, overlooking the town, near the railroad he loved so well.

"He sleeps, but his example still remains as fresh, as when among us here he lived."

Well do we remember his stately form, his noble bearing, as he passed among us and no doubt there are many interesting things connected with his life which is not my privilege to know, but, reader, the old "ticket office" is gone. The bell, which for so many years, by its sonorous clang, gave the signal for the leaving of the trains, has become a "back number" and is even regarded as a herald of evil tidings, being seldom used except when the cry of "fire!" is heard. The click of the telegraph instrument is heard on every hand, for that has become the ruling power and the "Block" a necessity in handling the many trains of cars which rush by our doors, pause a moment and are gone bearing their loads of human and other freight to distant quarters of the globe. The mails have increased until thousands are employed in the place of the few who once handled "Uncle Sam's" pouches. Efficient men are still at their posts of duty, but necessity has become the law in many cases which

binds men as mere machines to the performance of these duties and there is not the heart in the work there was when these two men, true as the needle to the pole, after serving their day and generation, fell asleep.

**TWO KINDS OF ROCKS.**

Farmer Hayes—Stop, there! What have you got in that sack?  
Uncle Isaac—Nuffin but rocks.  
(Just then a chicken tackled.)  
Uncle Isaac (knowing that he was caught)—Dat's so, boss; but, you see, dey is two kinds of rocks—dese yere is Plymouth Rocks.

**The Surprise of All.**

Mr. Jones, of the drug firm of Jones & Son, Cowden, Ill., is speaking of Dr. King's New Discovery, says that last winter his wife was attacked with La Grippe, and her case grew so serious that physicians at Cowden and Pana could do nothing for her. It seemed to develop into Hasty Consumption. Having Dr. King's New Discovery in store, and selling lots of it, he took a bottle home, and to the surprise of all she began to get better from first dose, and half dozen dollar bottles cured her sound and well. Dr. King's New Discovery for Consumption, Coughs and Colds is guaranteed to do good work. Try it. Free trial bottles at W. M. Cohen's Drug Store.

If you wish to be held in esteem, you must associate only with those who are estimable.

**Free Pills.**  
Send your address to H. E. Bucklen & Co., Chicago, and get a free sample box of Dr. King's New Life Pills. A trial will convince you of their merits. These pills are easy in action and are particularly effective in the cure of Constipation and Sick Headache. For Malaria and Liver troubles they have been proved invaluable. They are guaranteed to be perfectly free from every deleterious substance and to be purely vegetable. They do not weaken by their action but by giving tone to stomach and bowels greatly invigorate the system. Regular size 25c per box. Sold by W. M. Cohen Druggist.

Blessings ever wait on virtuous deeds and though a late, a sure reward succeeds.

**FOR OVER FIFTY YEARS**

Send your address to H. E. Bucklen & Co., Chicago, and get a free sample box of Dr. King's New Life Pills. A trial will convince you of their merits. These pills are easy in action and are particularly effective in the cure of Constipation and Sick Headache. For Malaria and Liver troubles they have been proved invaluable. They are guaranteed to be perfectly free from every deleterious substance and to be purely vegetable. They do not weaken by their action but by giving tone to stomach and bowels greatly invigorate the system. Regular size 25c per box. Sold by W. M. Cohen Druggist.

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The Best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Fetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale at W. M. Cohen's Drug Store.

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For Infants and Children.

The testimony of a good conscience is the glory of a good man.

Are You Weak?  
Weakness manifests itself in the loss of ambition and aching bones. The blood is watery; the tissues are wasting—the door is being opened for disease. A bottle of Brown's Iron Bitters taken in time will restore your strength, soothe your nerves, make your blood rich and red. Do you more good than an expensive special course of medicine. Brown's Iron Bitters is sold by all dealers.

**CASTORIA**  
There is great ability in knowing how to conceal one's ability.

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ROYAL BAKING POWDER  
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Selected for its great leavening strength and healthfulness. Assures the food against all forms of adulteration common to the cheap brands.

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A youthful Klondike gold seeker writes home as follows:  
"Father, if you will only send me money enough to pay for a ticket home, I'll cut cord wood and cuss the mule all summer for you. I'll just surprise you by going to work!"

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