

Orange County Observer

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The price of cotton in New York in 1864 was from seventy-two cents to \$1.36 a pound.

The succession of horrible railroad accidents that has marked the present year is something beyond precedent, even the Detroit Free Press.

Some writer said that the average number of hairs on the human scalp varies from 90,000 to 120,000. A single hair can support a weight of two ounces, and is so elastic that it may be stretched to the third of its entire length, and then return to its former size and condition.

The number of tramps has decreased seventy-five per cent. in the last five years, and it is the laws passed by the different States which have done it, copies the Detroit Free Press. When you make tramping a crime you oblige a tramp to go to work and make an honest living.

Statistics show that there are some two million people in this country dependent upon the railroads for support. The number of employed is put at 704,715. In case of a general strike, remarks the Boston Globe, the number of people to suffer direct loss is thus shown to be very large.

In a report upon the cultivation of hemp, prepared by M. T. Howard, Director of Agriculture in France, it is estimated that the world's annual production of this grain is \$25,000,000 bushels, of which three-fifths are grown in Europe, and the remainder in the United States, Canada, Chili, India, Australia, Japan, Tunis and Algeria. The total value is estimated at about \$800,000,000.

The day of the German toy is past, exclaims the Chicago Post. It was not many years ago when all the toys sold in the American market were made abroad, especially in Germany. But at best they were only cheap and fragile articles and would not bear the rough handling of a sturdy young man. Now, if any of these imported toys were sold, the American-made toys would be sold, and elastic have replaced them.

The following figures are published in a German publication that stands high as an authority on railroad matters. The table gives a summary of the world's railroad mileage last year as compared with the same of four years ago:

	1885	1886	1887	1888	1889
America	140,000	140,000	140,000	140,000	140,000
Europe	110,000	110,000	110,000	110,000	110,000
Asia	10,000	10,000	10,000	10,000	10,000
Africa	5,000	5,000	5,000	5,000	5,000
Australia	5,000	5,000	5,000	5,000	5,000
Total	165,000	165,000	165,000	165,000	165,000

A New Yorker, who has recently spent some time in the literary circles of London, says that there must be at least 100 biographies of Mr. Gladstone already in manuscript, awaiting the event of his death, a which time they will be ready for publication in book form. Beside these many biographies, there are to be found in the pigeon holes of all the newspapers of the world the most state-man's life, in readiness for the dispatches announcing the end of his career that may be received at any time. It is said that Mr. Gladstone has seen some of these biographies and sketches, and he himself has prepared memoranda for the use of some of his biographers.

Rep. Charles A. Boutelle, Chairman of the House Committee on Naval Affairs, says in regard to the trial tests at Annapolis: "The result of the armor tests conducted at the proving ground at Annapolis is startling in its significance, as showing the comparative worthlessness of the Cammell compound armor which has been used on the most important battleships of the British Navy. The demonstration of the destructive power of the American high-power rifles, even of the smaller caliber of six and eight inches, is as emphatic as the proof of the superiority of the nickel-steel armor from the French works at Creusot. The significance of the test lies in the demonstration of the inferiority of the armor to which Great Britain has trusted for the invulnerability of her fighting ships, and the shot just fired at the Annapolis proving ground will literally be heard around the world, and it will cause consternation in naval circles on the other side of the water." The advantage these tests will give our Navy Department in providing armor for our new fighting ships can hardly be exaggerated, adds the St. Louis Star-Sayings.

IMMORTALITY.

Whatever begins must end. So say Philosophers both old and new. And nature's round, birth, fruit, decay, Both prove the adage true.

Sung in the urgie acorn's coat A fallen oak tree slumbering; The new-born infant's lusty throat Must rattle soon in death.

And so, whatever hath no end, Never began and never was born; Its origin and finished blend As night fades into morn.

Infinity was by a ring In former ages signed and taught; Surely a plain and simple thing, Yet food for grandest thought.

God is the end and final cause, The Alpha and Omega be, Before beginnings, more than laws, He was and is to be.

And if our souls are planned to fit Through being's circle, near and far, They lived before the sun was lit Or heaven had a star.

Oh listen, brothers, listen well! It was a cheerful thing to hear An angel hurr or shriek from hell To bid us from this fear.

For we are braves or prisoned gods, And there is none of us can guess What life we passed before these clouds, This life of forgetfulness.

—George Horton, in Chicago Herald.

THE END OF THE FEUD.

BY JOHN P. SPOJANDER.

As far back as the oldest resident could remember there had been a feud between the Jasons and the Spratts. It had never been a deadly one, but it had been very bitter for all that, and had caused a great deal of ill-feeling, not between the two families alone, but among many others who through alliance with either had been dragged into the quarrel.

There were people, too, in and about Tomsburg who took special delight in it, seemed, in keeping the two families constantly in hot water by carrying tales between the two houses. Of these tales were flimsy fabrications, woven from the imaginations of the tellers, which could have been readily detected as fiction by people less prejudiced against one another than the Jasons and the Spratts; but as it was their busy bodies and mischief-makers had an open and free field wherein to exercise their more or less ingenious art of story telling.

At the time of the ending of the feud Sim Jason was the representative of one side and Jay Spratt of the other. They were both young men, unmarried, and intelligent in everything save the one subject of the family feud, an exception not to be wondered at, since they had imbibed prejudice against each other with their mother's milk.

But time, the resistless, that undermines empires and causes them to tumble in a night, brings changes everywhere. Sooner or later everything succumbs and is no more. The Tomsburg feud ended in a night, and that, too, when it seemed to have grown more bitter and more deadly than it had ever been before.

Tomsburg is situated on the shore of one of the many bays on the Texas coast, where nine out of ten of the inhabitants own a sailing craft of some kind, the greater number being what are commonly called cat-boats, on which they make weekly trips to the adjacent cities, carrying the products of their gardens and fields.

Sim Jason owned one of these boats, a trim little craft, and one of the swiftest that plowed the waters of the bay. The little vessel had been named the "Annie" after his sister. Like every other boatman, Sim was touchy on the subject of being beaten by any other craft, but his particular sore spot was a bunter from the Spratt adherents that Jay's boat, the "Lily," could outstrip him under any and all conditions.

The "Lily," like the "Annie," had been named for the sister of its owner. It was a new boat, understood to have been built expressly to beat the Jason boat. Boast and banter ran high in consequence, and high words were exchanged daily between the backers of the two crafts.

One evening Jay and Sim met down by the shore, where they had come to look after their boats. Both men were accompanied by friends.

"If I owned an old tub like that one yonder," said Jay Spratt to his companions, pointing to the "Annie" and speaking in tones loud enough to be heard by the Jason crowd, "I'd leave her to the mercy of the wind and weather, and let her take care of herself."

"That tub, as you call her, can outstrip that box of yours," retorted Sim, stopping and looking around defiantly.

"I don't believe it." "I didn't ask you to take my word for it, Jay Spratt. But if you have the spirit of a kitten, I can prove it to you this very night."

"How?" asked Jay, affecting surprise. "I'll sail you a race to Redfish Light-house and back. From the looks of the sky we are likely to have all sorts of weather—wind, and calms and squalls—and our boat will have an equal chance."

Jay considered a few moments. The sky looked threatening, and the night would be dark. The distance was twenty miles, and to go out on the bay with every indication for a stormy night was a risky business; but Jay knew he must either accept the bait or back down in disgrace, tacitly acknowledging the inferiority of his boat, and incurring besides the reputation of a coward. These thoughts flashed through his brain, and in a moment his mind was made up. "Yes, he would outstrip Sim in accepting the challenge."

"I accept your proposition, Sim," he cried. Then he added, "And to make the race more even for you I will only take sister Lily along to help you sail the boat."

A wild yell of approval went up from his companions, for all knew that Lily Spratt was as plucky a girl as there was in Tomsburg, and the her skill in handling a boat was second only to that of the most expert boat men in the village.

Just then Annie Jason came upon the scene, and joining her brother, asked the cause for the uproar. Sim told her in a hurried whisper.

"The Spratts shan't crow over us, Sim," she said, stamping her small foot upon the sand, "I'll go with you."

When Sim had made known what his sister had said, another shout, more wild and more prolonged than the first, rent the air.

In a short time the news of the proposed race spread through Tomsburg, and in less than half an hour's time men, women and children were congregated upon the shore, all taking a lively interest in the preparations being made there.

The young men were just going down behind a darkness of clouds when Jay and Sim accompanied by their sisters, came down to the landing, where their respective friends had hoisted sail on the two boats, and made everything ready for a start.

The young men made hasty survey to see that their crafts were in ship-shape, and having satisfied themselves that everything had been properly attended to, grasped the tillers, gave the signal to cast off, and darted away from the shore, like birds on snowy wings, and lusty cheers from those left behind.

The sky looked rent and threatening. There were distant thunder and frequent flashes of lightning. Dark towering masses of clouds rose slowly upon all sides of the horizon. The wind was due east blowing a stiff breeze. The two boats were close hauled on the wind, barely making their course. The water was rough and the waves ran pretty high, casting up drenching spray over everything as the little crafts were forced straight through them. The crews of the two boats—the girls as well as the boys—were well protected, however, by long oilskin coats, reaching down to their feet, and southwest hats.

For the first ten miles it was a pretty even race, then the wind died out completely. Night had set in. The thunder sounded louder and closer, and the lightning came in blinding flashes. The clouds rolled upward from every side until they met overhead. For a few minutes the thunder stopped its loud cannonade, and the lightning ceased; the only sounds that broke the silence being the dying murmur of a breaking wave and the gentle swash of the water against the sides of the boats.

The darkness was intense; the air was hot and stifling. Then an ominous sound came from a distance—a sound that the occupants of the boats had often heard before—a low murmur at first, increasing gradually in volume, until at last, as it drew nearer, it sounded like a roar of wrath mingled with shrill shrieks of agony and despair.

Sim and Jay hastily lowered their sails and furled them snug and fast; and just as the first chill breath of the squall touched their sweat-beaded cheeks and foreheads they threw the anchors overboard.

Then the storm broke loose in all its fury. The thunder roared more deafeningly, the lightning flashed, more blindingly than before. The phosphorescent water gleamed as an ocean of fire lashed and driven before the gale. The two sail boats were tossed like corks upon the angry sea, but their anchors held them head to the wind, while strong, nervous hands gripped the tillers and steadied them as they plunged up and down among the furious waves.

The two boats seemed to be riding the gale safely, until suddenly the "Annie's" cable snapped. The Annie was to the windward of the Lily, and when the cable parted she drifted straight down upon the latter. They came together with a fearful crash. Then came a wave higher crested and more furious than its fellows. It burst upon the boats while they were yet side by side, sweeping their decks from fore to aft, at the same time tearing them apart and carrying one far astern of the other.

Jay looked around for his sister. At his feet, in the small cockpit in which he was sitting, now half filled with water, he saw a motionless figure, which he thought to be hers. He reached down his hand and dragged her toward him. A long and vivid flash lighted up everything around him, revealing instead of the expected face of his sister that of Annie Jason.

At that moment a woman's piercing cry rang out above the voice of the storm. Jay heard it and sprang to his feet.

"It is Lily, and she is drowning," he cried. "I'll cut the cable and drift down with the wind. I may save her yet."

He started forward, but just then the topping-lift broke and the boom came down with all its weight upon his head. With a moan upon his lips he sank down, unconscious.

It was a week after the night of the squall on the bay when Jay Spratt awoke to consciousness again. He was at his home in Tomsburg. Two sweet faces were bending over him, while the arms belonging to the possessors of the faces were wound lovingly around each other's waists.

"Where am I?" "You are at home, Jay, and all is well," said Lily with a smile.

"And you didn't drown?" "No, dear, thanks to Sim Jason, who risked his own life to save mine."

"How did I get home?" "Annie—"

But here the blushing Annie placed her disengaged hand over Lily's mouth.

"Did you sail the boat and take me home, Miss Jason?" asked Jay, looking up into her face.

"Yes," she whispered, "but be quiet now, and try to go to sleep."

The great majority of the people in Tomsburg are well pleased to know that the feud between the Jasons and the Spratts is at an end. A double wedding is announced there to take place in early autumn.—Times Democrat.

A Delightful Treat.

A curious scene was witnessed in a well-known restaurant near the Hall's an early hour this morning. A gentleman, who said his name was Adalbert, and is reported to belong to a good family, invited two men whom he met on the street to supper. They supped in a most luxurious manner, consuming along with their meat several bottles of champagne. At last Adalbert knocked on the table with his stick and shouted, "Bring the bill! Quick!" "I am like Louis XIV., I don't like to be kept waiting." The proprietor brought the reckoning, which amounted to \$40, and the representative of Louis XIV. tossed it to his companions, remarking, "Pay that if you like! As for me I have only got forty-five cents in my pocket, and I intend to keep them there!"

"But," expostulated his companions, "if you will, invited us to supper?" "Very likely," was the reply. "I invited you to supper, and you have supped; now I invite you to pay, therefore pay! That's my character." The result of the proposition was that all three were taken before M. Lejeune, Inspector of Police, who soon found out that the gentleman calling himself Adalbert was in reality a lunatic and had already been in St. Anne's Asylum for mental vagaries of a similar kind. He was sent to the infirmary of the Central Police Station for further inquiry into the state of his mind. The other men were liberated on promising to pay the landlord when they had money enough.—London Telegraph.

A box of Italian rabbit has been received in Patrick, Pa. The animals are noted for the length of their ears, some of them measuring eighteen inches from tip to tip.

POPULAR SCIENCE.

The largest gas engine so far built has developed 100-horsepower.

A university prize in England for the best essay on poetry has been awarded to a plumber.

The balloon proposed for polar explorations is ninety-nine feet in diameter and 500,000 cubic feet in volume.

An electrical paper points out that in Europe bronze has in a great measure superseded iron and copper in electrical appliances.

Electrical endosmosis to accelerate the passage of drugs through the skin has for some time been regularly practiced under medical sanction.

French physiologists have found that alcohol produces the same effects—including a derangement similar to delirium tremens—on dogs as on men.

Electric currents of 500 horsepower will be supplied the International Electrical Exhibition at Frankfurt, Germany, from generators 140 miles distant.

Experiments prove that the Atlantic breakers have a force of three tons to the square foot; thus a surface of only two square yards sustains a blow from a heavy Atlantic breaker equal to fifty-four tons.

Nearly 2000 electric cars are running in the United States. Boston alone has about 100 miles of electrically operated roads. Several systems have been developed to a perfection that insures smooth and regular service. Other systems are still more or less in the experimental stage.

The eyes of insects are immovable, and many of them seem cut into a multitude of facets, like the facets of a diamond. Each of these facets is supposed to possess the powers of a true eye. Linsenboeck counted 3181 of them in the cornea of a beetle, and over 8000 in that of a common horsefly.

Cowhide horse shoes are reported to be growing in favor in England and other parts of Europe. They have the advantages of lightness, great durability, superior adhesion and avoidance of split hoofs. The Japanese are said to have used straw horse shoes for centuries, the straw being treated by an unknown chemical process.

Professor Cohn, of Breslau, has found that the heating of hay to the point of spontaneous combustion is due to a fungus. He first studied heating barley, finding that the temperature of this is raised about forty degrees by the process of germination, and that a rise of more than sixty degrees is caused by Aspergillus fumigatus, which acts as a ferment.

The effort to obtain electricity direct from heat, without the intervention of boilers, engines and dynamos, goes on, but without satisfactory commercial results as yet. Edison and Berliner did something on parallel lines of investigation several years ago, but as their experiments gave only a small fraction of the power that would be obtained in the old way they were not pushed. A Pittsburgh inventor, working along a different line, claims to have accomplished more.

Trente, in Austria, claims to have the cheapest public supply of electric light in Europe. The station is owned by the municipality and has at its disposal a large motive force from a waterfall under excellent conditions. The light is furnished to private consumers at the rate of fifty kreutzer (about twenty cents) a year per candle power, no regulation being made as to the number of hours. To put the electric light within the reach of the poorer inhabitants the house wiring, done by the town, may be paid for in annual payments. The station also supplies motive power.

Hot Milk as a Soporific.

A physician recommends a cup of hot milk or hot milk, sipped slowly, but while still hot, before going to bed, as a better sleep inducer than all the opiates on the pharmacopoeia—as better even than a clear conscience, which isn't very good ethics, you know, but which may be very good medical doctrine notwithstanding.

At any rate, his explanation thereof is a solid one. The hot liquid taken into the stomach brings about an increased activity of the blood vessels of the stomach—a slight temporary congestion, which relieves the overcharged blood vessels in the brain, and so induces a natural and refreshing sleep. To give this remedy its utmost potency, however, no food should be taken with it, not even a tiny wafer, and the liquid should be sipped as hot as it can be borne.—Detroit Free Press.

Exterminating the Mackerel Gull.

"The disappearance of the mackerel gull from Maine waters is due," according to the Biddeford Times, "to the merciless work of the men who supply the milliners with plumes. For the mackerel gull they paid ten cents each, a price so remunerative to professional gunners that these birds were in the short space of two years practically exterminated. All of the snipe family were also in great demand; even the little or-eye did not escape, for a single order was placed for 600,000 of these at three cents each to fill an English contract."

The Boston Board of Education is going to abolish flogging in the public schools. About 20,000 pupils are flogged every year.

Richmond and Danville R. R. Co. Condensed Schedule in Effect May 19 1890.

Trains Run by the Meridian Time	
SOUTHBOUND	
No. 50.	No. 52.
Lv. Richmond, 7:00 p.m.	7:20 a.m.
Lv. Keyesville, 7:45 p.m.	8:05 a.m.
Lv. Danville, 8:40 p.m.	8:55 a.m.
Ar. Greensboro, 10:25 p.m.	9:42 a.m.
Lv. Goldsboro, 7:40 p.m.	8:00 p.m.
Ar. Raleigh, 4:40 p.m.	5:00 p.m.
Lv. Raleigh, 4:45 p.m.	5:05 a.m.
Lv. Durham, 5:45 p.m.	6:05 a.m.
Ar. Salisbury, 8:20 p.m.	7:50 a.m.
Lv. Salem, 6:30 p.m.	6:45 a.m.
Lv. Greensboro, 10:05 p.m.	9:50 a.m.
Ar. Salisbury, 12:30 a.m.	11:10 a.m.
Ar. Statesville, 11:00 a.m.	10:08 p.m.
Ar. Asheville, 7:30 a.m.	6:55 p.m.
Ar. Hot Springs, 9:30 a.m.	8:55 p.m.
Lv. Salisbury, 12:32 p.m.	11:24 a.m.
Ar. Charlotte, 3:05 a.m.	12:40 p.m.
Ar. Spartanburg, 4:51 a.m.	3:58 p.m.
Ar. Greenville, 5:50 a.m.	4:46 p.m.
Ar. Atlanta, 11:00 a.m.	9:40 p.m.
Lv. Charlotte, 12:20 p.m.	11:00 p.m.
Ar. Columbia, 6:30 a.m.	5:10 p.m.
Ar. Augusta, 10:30 a.m.	9:00 p.m.

NORTHBOUND	
No. 51.	No. 53.
Lv. Augusta, 7:00 a.m.	8:00 a.m.
Lv. Columbia, 10:30 a.m.	11:35 p.m.
Ar. Charlotte, 3:40 a.m.	2:55 p.m.
Lv. Atlanta, 7:00 p.m.	7:00 a.m.
Ar. Greenville, 12:30 a.m.	1:48 p.m.
Ar. Spartanburg, 1:30 a.m.	2:55 p.m.
Ar. Charlotte, 6:02 a.m.	7:05 p.m.
Lv. Hot Springs, 11:10 p.m.	12:21 p.m.
Lv. Asheville, 12:40 a.m.	1:02 p.m.
Ar. Statesville, 3:02 a.m.	3:55 p.m.
Ar. Salisbury, 5:35 a.m.	6:40 p.m.
Lv. Salisbury, 7:45 a.m.	8:40 p.m.
Ar. Greensboro, 11:40 a.m.	10:40 p.m.
Lv. Greensboro, 9:45 a.m.	11:05 p.m.
Ar. Durham, 12:01 p.m.	1:00 a.m.
Ar. Raleigh, 1:05 p.m.	2:45 a.m.
Lv. Raleigh, 11:05 p.m.	12:00 a.m.
Ar. Goldsboro, 7:00 p.m.	12:50 p.m.
Lv. Greensboro, 7:55 a.m.	8:50 p.m.
Ar. Danville, 9:30 a.m.	10:30 p.m.
Ar. Keyesville, 12:18 p.m.	1:30 a.m.
Ar. Danville, 1:08 p.m.	2:15 a.m.
Ar. Richmond, 3:30 p.m.	5:10 a.m.

Between West Point, Richmond and Raleigh. Via Keyesville, Oxford and Durham.

54 and 55.	56 and 57.
8:00 a.m. Lv. West Point, 8:45 p.m.	8:45 p.m. Ar. West Point, 8:45 p.m.
9:40 a.m. Ar. Richmond, 10:30 p.m.	10:30 p.m. Ar. Richmond, 10:30 p.m.
11:00 a.m. Lv. Keyesville, 11:40 p.m.	11:40 p.m. Ar. Keyesville, 11:40 p.m.
12:10 p.m. Ar. Keyesville, 12:50 p.m.	12:50 p.m. Ar. Keyesville, 12:50 p.m.
1:40 p.m. Lv. Oxford, 2:20 p.m.	2:20 p.m. Ar. Oxford, 2:20 p.m.
4:40 p.m. Lv. Oxford, 5:20 p.m.	5:20 p.m. Ar. Oxford, 5:20 p.m.
6:40 p.m. Lv. Oxford, 7:20 p.m.	7:20 p.m. Ar. Oxford, 7:20 p.m.
8:40 p.m. Lv. Oxford, 9:20 p.m.	9:20 p.m. Ar. Oxford, 9:20 p.m.
10:40 p.m. Lv. Oxford, 11:20 p.m.	11:20 p.m. Ar. Oxford, 11:20 p.m.

*Daily. *Daily, except Sunday.

Additional train leaves Oxford daily except Sunday 11:00 a.m., arrive at Henderson 12:05 p.m., returning leave Henderson 2:10 p.m. Daily except Sunday arrive at Oxford 3:25 p.m.

No. 58 leaving Goldsboro 8:00 a.m. and Raleigh 8:45 a.m. daily, makes connection at Durham with No. 19, leaving at 1:00 p.m. daily except Sunday for Oxford, Henderson and Johnston O. & H. O. C. and R. & M. roads.

Passenger coaches run through between West Point and Raleigh, via Keyesville on Nov. 24 and 25 and 30 and 1st.

No. 51 and 52 connect at Richmond from and to West Point and Baltimore daily except Sunday.

Sleeping Car Service. On trains 54 and 55, Pullman Buffet Sleepers between Atlanta and New York, Danville and Augusta, Greensboro to Asheville, and Morrisown, Tenn.

On 52 and 53, Pullman Buffet Sleeper between Washington and New Orleans via Birmingham, Ala., Richmond, and Greensboro, Raleigh and Goldsboro, and between Washington and Pullman Buffet Sleepers between Washington and Asheville and Hot Springs.

SOL HASS, Traffic Manager. JAS. L. TAYLOR, Gen. Pass. Agent. W. A. TUCKER, Div. Pass. Agent. RALPH