

# THE PATRON AND GLEANER.

VOL. 4

LASKER, NORTHAMPTON COUNTY, N. C., THURSDAY, MAY 30, 1895.

NO. 22.

## Why are Roses Red and White?

[From an old scrap book. 1856.]  
When first the roses reared their heads  
In Eden's sacred bowers,  
They flourished o'er the emerald beds,  
The brightest of the flowers!  
White—as the snow o'er mountain driven;  
Pure—as the pearls of ocean;  
Fair—as the cloudless vault of Heaven;  
And lovely—as devotion!  
Disputed, and without a thorn,  
Around the tree they blew,  
Where the forbidden fruit was borne,  
And flowers of all kinds grew.  
There as Eve passed, to rob that tree,  
A virgin rose she crushed;  
The flowers ashamed her fault to see,  
Drooped down their heads, and blushed.  
But when the Savior of mankind  
Depended from on high,  
Embodiment of purity; we find  
The roses lose their eye!  
So now they're blended, red and white—  
The red blushed at the fall:  
The snow buds opened to the light,  
Proclaim in white—Christ—all in all!  
—W. S. Shipley.

## Queries and Answers.

The following queries were sent us by a Northern reader, which we referred to Bart Moore for answer:

1. What is a Tuckahoe tuber?  
It is a curious vegetable of the Southern states on the Atlantic, growing under the surface of the ground, like the Tuffe of Europe. Its sometimes called Indian bread or Indian pone.

2. Pepper trees grow in California, what are their characteristics?

The tree usually so called has no real consanguinity with the pepper tree, but is a member of the Anacard family—known botanically as "schinus mulle or mulli," the latter epithet represented it is said, the Peruvian name of the plant. The resin is used for medicinal purposes by the Peruvians, it has similar properties to mastic.

The Japan Pepper tree is "xanthoxylum piperitum," the fruit has a hot taste.

The China tree or Pride of India is sometimes incorrectly called pepper tree by some.

3. Please describe the log-carts, mentioned in the PATRON AND GLEANER.

The cart known with us, as the "log cart," is one specially made for the purpose of hauling large, heavy logs from the swamps and woods to steam mills or to skidways on railroads, for the purpose of shipping. A log-cart consists of two large, heavy wheels, tongue and roller with lever and two large chains attached—one chain is placed on the tongue. The wheels are of different sizes, some 18 or 20 feet in circumference, banded with four inch tires. The tongue is about eleven and the lever ten feet long. It is drawn by horses, mules or oxen. In loading, the team and cart are made to straddle the log, the lever is lowered and the chains attached to the roller, are made fast to the log, one each side by the iron grabs at their end. The lever is then drawn over the cart by a rope, passed through a pulley and securely tied to the tongue. This raises the log. The chain on the tongue is then passed under the front of the log and tightened and also securely fixed to the tongue. This brings the log on a level or swings it. It is then ready for hauling.

4. What is meant by carts and wheels?

Webster defines a wheel as "a circular frame of wood, iron or other metal, consisting of a nave or hub, into which are inserted spokes which sustain a rim or felly, the whole turning on an axis."

He also defines a cart, as "a carriage with two wheels, fitted to be drawn by one horse or a yoke of oxen."

In Great Britain carts are usually drawn by horses. In America horse carts are used mostly in cities and ox carts in the country.

4. What is Paddy?

Paddy is rice in the rough, before being husked. In Japan, fields planted in rice are called paddy fields.

BART MOORE.

Grab Town.

## Government Ownership of Railroads.

[For the Patron and Gleaner.]

Although not a Populist I favor the government ownership of railroads. The following are some of the reasons why I favor the policy of the government's owning and running the railroads. First, because the people would be greatly benefitted by it. In all the countries where the governments have become the owners of the railroads the price of traveling as well as freight bills has been reduced at least one-half and in some cases even more. The rail road is now as much a necessity of the public as the post office. Private roads and private conveyances except for neighborhood use are now almost unknown. It is seldom that a person having fifty miles to travel either for business or pleasure thinks of any other conveyance than that of the railroad. Even an irregularity in the running of a train now causes the most serious inconvenience to the public. It is not likely that the railroad system will ever be abandoned. For land service it had to a great extent superseded steamboats and canals, and as to the old time stage with four and six horses they are unknown.

The railroad has therefore become a public necessity.

Their ownership and management is now in private hands. Can they continue to be run by individual enterprise? My answer is that they cannot. These roads are all run by wage labor. It is wage labor that builds them; it is wage labor that builds every engine and every car that is used upon them. It is wage labor that keeps them in repair, and loads and unloads every train. It is wage labor that performs every species of work necessary for the successful running and working of the entire enterprise. More than one hundred and fifty thousand men laborers are necessary to the services of this great American enterprise. These men are formed into leagues and societies for their mutual benefit and protection every where. Whenever they become discontented from any cause they not only cease to work themselves but they band together to prevent other laborers from taking their places. This stops travel, stops freight and stops the mails. The great strike in Chicago little more than a year ago is supposed to have cost the country more than one hundred millions of dollars.

During its continuance many sections of the country were put almost in a state of starvation. This great strike was not confined to Chicago but it extended from city to city. Neither private enterprise nor state troops were able to control this great uprising of the laboring class. When the Federal government sent its troops forward in a very short time all was quiet. The leaders saw in this movement of the government a person which they dared not brook. If the government owned the railroads as a matter of course all of this would cease and millions of dollars would be annually saved to the people. For a hundred or even a thousand laborers to strike amounts to but little. These places could be filled in a day or two. The trouble is that these strikers retain their positions and refuse to leave and prevent others from taking their places. The government could replace this labor without the fear of interference from any person or persons.

The government ownership of the railroads would therefore prevent much blood-shed as well as the destruction of millions of property. It would save to the

farmer and the producer one-half of his present freight bills and one-half of his passage money. It would give peace and quiet to the country. It would remain one of the principal means by which the overgrown money power now oppresses the poor.

It is not low wages that causes these strikes. It is because of discontent. At the time of the great strikes more than a year ago it was found that these very men had bank accounts amounting in the aggregate to over four hundred thousand dollars. Those who did not spend their money gambling and for intoxicating drinks all had bank accounts. Wages were fair and the price of food was low. The cause of discontent was the great fortunes of those giving employment to this labor. As long as these working men of Chicago and other cities saw the men for whom they were working swimming in wealth and spending thousands of dollars annually for luxuries, and building palaces and castles, they could not believe that they were getting their full share of the profits of the business.

It was not their necessities that troubled them, but it was the flaunting in their faces the untold wealth of those that they considered no better than themselves.

They believed that these rolling millions were the profits of their own labor, and it was just simply more than human nature could bear. If they work for the government no such complaints are heard. It is only where personal or individual interests are concerned that this discontent arises. If the government is enriched by their labor they feel that they are as much a part of the government as the rich man. Although I am somewhat of a Bellamyite I do not say that the government should engage in agricultural and mechanical enterprises. It is only where the public welfare is concerned that the government should take hold.

Who would now take the post office system out of the hands of the government and run it by private enterprise? Let us see a moment about this. I can now send an ordinary letter from here to California for two cents by mail. If I send it by freight train or by express I must pay 25 cents for the same letter. If I send a package from here to New Orleans weighing half a pound by mail I pay 8 cents for it. If I send it by freight or express I must pay 50 cents for it. The writer some two years ago or more was at a point where he had occasion to send a telegram a distance of some one hundred and forty miles and the charge was ten cents. The line belonged to the United States government. The same day and on the same occasion he sent a telegram one hundred and twenty miles in a different direction and the charge was 40 cents. This last line was run by private enterprise. Some opponents to this scheme contend that it would be dangerous for the government to own the railroads. They say something about a central government. Is it any worse or could it be any worse for the government to run the railroads than to run the post office? It is only the politician that talks about the dangers of a central government. The plain citizen especially the farmer has no fears in that direction. It is true that the citizen might be deprived of some of his liberties. The glorious privilege of paying forty or fifty cents for his telegram would be denied him—he would be narrowed down to only ten cents. Instead of paying two dollars for his trip on the railroad under the new system he would be allowed to pay only one dollar. The politician however would be denied the privilege of

riding on the railroads free of charge; but what has the citizen got to do with that?

If the citizen can get his telegrams for half price and his passage on the railroad for half price, and his crop carried to market for half price he could afford to stand a little centralization whatever that may mean. The writer however is so stupid that he has never been able to take in the full purport and meaning of that term. Brown, however, who is present here to-day tells me that it in some way curtails the liberties of the people. I once heard a temperance man trying to induce an inebriate to join his society. The principal objection which the drinker made to taking the pledge was that he was bargaining away his liberties. The next morning the temperance man found his friend in jail behind some iron bars. He asked him what he was doing there. The drinker told him that having taken a glass too much he was put there for disturbing the peace. But, replied the apostle of temperance, can they take away a man's liberties in that way. The man behind the bars did not wish to argue the question at that time.

The railroads and the trusts now own the Government and the Supreme Court. Would it not be better for the Government to own the trusts and railroads and the Supreme Court too?

CARLTON.

Rehoboth, N. C.

## Bread. Where? How?

TEFF-BREAD.

[For the Patron and Gleaner.]

In the Order Gramineæ, we find that Teff (*Eragrostis abyssinica*), is an annual grass growing to the height of two or three feet. The stem is rather weak and branching, the large top when in fruit bending over gracefully.

The panicle is large and diffuse, the branches fine and much subdivided, the spikelets small, several flowered, and on slender pedicels.

This grass was introduced from Abyssinia, where it is cultivated under the name of Teff, and is used by the Abyssinians as food. It has been cultivated in some of the Southern States, and is said to be remarkably productive and valuable for hay. It may be cultivated at altitudes of 6,000 to 7,000 feet, where maize can hardly thrive. It is said to mature in four months and to yield forty times its weight of seed. The traveler, Bruce, mentioned Teff with approval; and it is said to make a white, delicious bread. Funk & Wagnall's Standard Dictionary (the very latest out), defines Teff as—"An important cereal...of Abyssinia, the flour from whose seeds is baked into bread."

The Teff seed has been diffused by the Royal Botanic Garden of Kew, England; and, more recently, has been distributed by the Agricultural Department of the United States, to several of the Experiment Stations, where it is undergoing a trial.

The suggestion enters our querying brain, as to the expediency of introducing foreign cereals; when our own staple crop—wheat, brings to its producer but fifty-five cents per bushels, with but tardy demand. To our womanly instinct, the grand possibility for our future lies in utilizing our already proved cereals into bread for the hungry; and doing away with that demon—alcohol, which is the cause of thousands of innocent women and children going breadless, while our native grains are worse than wasted in its increasing manufacture. May He, who can see the end from the beginning, hasten the coming glad day, when our bread-grains shall find their legitimate channels for wholesome food only!

M. H. RICE.

Lahaska, Pa.

[TO BE CONTINUED.]

## Frontier Life on the Plains. No. 15.

[For the Patron and Gleaner.]

A covered wagon (many would say prairie schooner) is a common sight on the plains, especially in the fall and frequently in the spring.

Eastern people on seeing so many covered wagons going to and fro would think there is a great emigration going on out here, and yet it is strange to them to see about as many covered wagons going East as West and about as many going South as North.

A good many are actually moving; some further west for the first time, some north, some south, and some back to where they came from, others simply changing localities as we have done.

A good many of those in covered wagons are just prospectors, men "going out to see the country," perhaps with a view of locating if they find a place that suits them.

But a great many covered wagons, perhaps one-third of them, and some years nearly half are only people going a visiting, to see their relatives or friends in some other county or state.

In the fall of the year farmers generally have not very much to do unless there has been an unusually large crop of wheat, oats and rye raised.

A good part of the fall it is too dry to plow, and as there is not likely to be much rain, a good many families and parts of families put a cover on their wagons and start. Sometimes their trips will only extend 40 or 50 miles, sometimes it may be a hundred or a hundred and fifty, and I have seen people who have traveled this way for a distance of from 300 to 500 miles "just on a visit and to see the country."

It is an agreeable way to travel; the air is dry, the roads are splendid, and "camping out" is the charm of the trip. There are not many people on these great plains that have not at some time taken at least one trip that required at least two or three night's camping out; many of them have taken several trips that would require several week's camping out on each trip.

In traveling this way they will go all the way from 25 to 50 miles per day, generally from 30 to 40; it depends on the load, the team, the heat and the country through which they travel.

Some people like to travel faster than others; they will buy their horse feed and make long day's travel and short noons.

Others take all the pleasure they can on the trip; they will stop long at noon, early in the evening and start not very early in the morning, giving their horses plenty of time to eat grass when they stop either for dinner or for the night and thus save the expense of horse feed, or at least part of it.

They will start with 2 or 3 day's provisions, and after they are used up will buy at the towns through which they go. They will buy chiefly such food as is already cooked, or that does not need cooking, as bread, crackers, bologna, cheese, ginger snaps, &c., but some like to have warm meals once or twice a day; they will make coffee, fry meat, boil potatoes, &c.

If you or any of your readers ever visit these plains in the fall I would advise you to arrange with some one, after you get here, to travel with them in this way for a month if possible; you will learn more of the people and country at less expense than you can in the same time, traveling by rail and stopping only in the cities and towns.

RICHARD COOPER.  
Fairfield, Neb.  
P. S.—Our wives like this mode of travel as well as we do.

W. Paul Moore, D. D. S.,  
Jackson, N. C.

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T. R. RANSOM,  
Attorney at Law,  
Jackson, N. C.

Practices in the Courts of Northampton, Halifax, Bertie and adjoining Counties.

## NOTICE—SUMMONS.

North Carolina, Superior Court, Northampton County, T. J. Vaughan, U. Vaughan and B. H. Winborne, Executors of Uriah Vaughan, deceased,

against Jno. D. Bottoms, Administrator of Jno. G. Edwards, Joseph A. Garriss, Trustee, Thos. P. Edwards, Jordan Edwards, Albert Sidney Edwards, Sarah E. Edwards, Jno. D. Bottoms and wife, Henrietta Bottoms, Atlas Coggin and Theodosia Coggin, his wife, and John N. Vaughan, Defendants.

The defendant, Jno. N. Vaughan, will take notice that he is hereby required to appear at the August term 1895 of the Superior Court of Northampton county, N. C., to be held in Jackson on the 1st Monday in August, and answer or demur to the complaint in the above entitled action, which is brought to have the Deed of Trust, executed Feb'y 13th, 1886, by J. G. Edwards and wife, Martha S. Edwards, to Joseph A. Garriss, Trustee, declared fraudulent and void. This the 16th day of May, 1895.

J. T. FLYTCHER, C. S. C.

## NOTICE!

Having qualified as administrator de bonis non of the estate of Newitt Harris, notice is hereby given to all persons holding claims against said estate to present them to me for payment on or before April 30th, 1895, or this notice will be pleaded in bar of their recovery. Debtors to said estate will please make immediate payment. This Apr. 18th, 1895.

J. A. BURGYN, Adm'r d. b. n. c. t. a.  
By W. W. PEEBLES & SON, Attys.

## NOTICE!

Having qualified as administrator de bonis non with the will annexed of Humphrey Gums, deceased, notice is hereby given to all persons holding claims against the estate of said decedent to present them to me for payment on or before April 30th, 1895, or this notice will be pleaded in bar of their recovery. Debtors to said estate will please make immediate payment. This April 18th, 1895.

J. A. BURGYN, Adm'r d. b. n. c. t. a.  
By W. W. PEEBLES & SON, Attys.

## HOUSE MOVING.

Yes, it pays to use printer's ink. We hear of side lines and out lines. For more than ten years I have worked at house moving as a side line; have moved nearly two hundred houses. No need of any one now straining himself to move the old way. In writing to me please describe the house, the distance and the condition of the way. Heavy houses a specialty. No failure yet.

E. S. ELLIOTT,  
Rich Square, N. C.

## NOTICE TO TEACHERS.

If you want a position for next year, or if you desire a better salary, we can be of service to you. Write for particulars. If you know where a teacher is wanted give us information and if we can fill it, you shall be rewarded.

Chas. J. Parker, Manager,  
Teachers' Aid Association,  
Raleigh, N. C.

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