

# THE HIGHLANDER.

Vol. 2.

HIGHLANDS, MACON COUNTY, N. C., FRIDAY, NOV. 26, 1886.

No. 17.

## CAPT. ATKINSON'S INTERVIEW.

Capt. Atkinson, who remained longer than the other members of the committee, and who was thereby able to confer more fully with the authorities, gives it as his opinion that the Baltimore & Ohio Rail Road folks want to go South from Lexington, Va., and that they will gladly receive any information or facts that will demonstrate the route by Asheville to be the most desirable for them to take. This desirability does not consist simply of the easiest way to construct the road—the matter of grading and laying the ties, but in other matters and things that are far more desirable for railroad people to have, to-wit:—the amount of local freight and traffic they get on a route. The route from Virginia this way to Asheville has much to recommend it and if these things are properly presented and such subscriptions taken by our people as they are able to take, then we can surely hope to have the road. The great mineral wealth of this line can hardly be computed. An expert who was returning from Cranberry mines in Mitchell county, said to us that Birmingham was not a circumstance to the fine ore and immense deposit at Cranberry—think of this one deposit—which is but one of many like it in the same region, being 1,200 feet wide, 300 feet to water level and a mile and a half in length—containing more than two hundred millions of tons. This is the report of a gentleman who made an investment for himself and associates in that section of five hundred thousand dollars in mineral lands. Now, is Cranberry thus extensive and important? If so that is sufficient to bring two such railroads as the Baltimore & Ohio. \* \* \* The Baltimore & Ohio people want first to know something of our vast riches in minerals and other things, then they want next to know the cost of construction of a line here, and then they want to know if our section will give any substantial aid to the project. We must not be lazy or negligent in presenting these in the most forcible shape—as other sections are bidding for the road like we. \* \* \* When this company constructs roads, they do it in no half handed way, and it therefore means much to any section through which they pass.

Western North Carolina—that section on their contemplated line—is a most inviting field to this company, and if the part of our section is well done we will be met by the city of Baltimore, intermediate corporations, and the Baltimore & Ohio Road will give all aid we need. Buncombe must move, so must Madison, Yancey, Mitchell, Alleghany, Ashe and the adjacent counties of Virginia. There must be concert of action, and this action must be at once. \* \* \* Public meetings should be called in the different counties affected by this enterprise with the view of fully posting the people in regard to it and to secure the hearty co-operation of all.—Asheville Citizen.

## THE MISTAKES OF IGNORANCE.

The letter which we publish this week adds to the great amount of existing testimony regarding the ignorance which prevails in respect to North Carolina. The terrible winters of the Northwest are constantly driving away American residents, who travel enormous distances, some even leaving the country to avoid them, and there is little doubt that to many, perhaps to the greater number of these, Western North Carolina could offer a more congenial climate than almost any of those mentioned by our correspondent. But unfortunately they know nothing about it, nothing of its pre-eminent healthiness, its pure, soft water, its mild winters, its beautiful scenery. Compared with the deep, almost inexhaustible soils of the West, that of the mountain country cannot be called rich; but it is good, admirably admirably adapted to fruit, vegetable and grass growing, and responds very quickly to the slightest aid from fertilizers. It is cheap, too, and much can be bought for the prices named by Mr. Case, or even for less. Close to towns of course it costs more.

There has been no snow yet this winter except a scarcely visible sprinkle, nor does it usually fall here before Christmas, and its stay may be measured by weeks, in some winters, by days. Much of the winter is very enjoyable, and as has been frequently said here, with warm and well built houses and barns, none of it would cause serious discomfort.

Owing to the fact that our papers did not arrive until Wednesday evening, and that Thursday was Thanksgiving Day, the issue of THE HIGHLANDER is this week delayed until Saturday.

## Editor Highlander:

A little while ago I came in from a two hours' task of shovelling snow, and sat down to read THE HIGHLANDER; and as I read I began to wonder if your experience in the matter of weather were similar to ours. The feeling grew upon me till it became so strong that it impelled me to write this brief note.

Last Monday night it commenced snowing here, and now the fall is not less than a foot and a half in depth. Quite likely we shall not see the bare ground again until the middle of April. The wind is piling the snow up into great drifts that look like mimic mountains.

The hard winters are the great drawback to this country, for we have a good soil, pure water, and a healthful climate. But our people shrink before the rigors of these winters. Every year many families move away to seek homes in milder climes. These are almost invariably of American birth, and their places are filled by immigrants from Europe. In the seventeen years that I have lived in the country I have personally known of parties going to Washington Territory, Oregon, California, Utah, Colorado, Kansas, Missouri, Texas, Tennessee, Virginia, Kentucky, Florida, Alabama and Mexico. In every instance the motive was to escape our cold winters. Few go to the Southern States, however, because they are afraid of sickness.

For the past five years I have been advocating Western North Carolina to all those who desire a home further south. I am greatly interested in that region myself, and am seeking information from every source. I hope to visit it at no distant day. Real estate agents advertise farms and timber lands at prices that seem very low. But are they good for anything? is the question with me. Is it possible that lands having a good soil and covered with heavy timber can be bought at two to five dollars per acre?

There is a lack of information in these parts about North Carolina. Our people have read little and heard less about it. If your section is what it has been represented to be, it is the very place for discontented natives of the North to go to.

E. F. CASE.

Ellsworth, Wis., Nov. 18, 1886.

The meetings of the Unitarian Society take place every Sunday afternoon. A Sunday School and Bible Class are held at half past one, and hymns and a sermon read by one of the members follow. Next week it is expected that the Rev. Mr. Chaney of Atlanta will visit Highlands, and give his aid in placing the Society upon a firm basis.

A mining property (talco shale) near Webster has been sold to the Cassidy Oil Company, and a manufactory for the shale will be established in Webster or Sylva; so says the Webster Herald.

From the same paper we learn that a church and an academy are to be built at once at Tunnel.

The Richmond & West Point Terminal Railway Company has acquired control of the Richmond & Danville railroad, and alliances are said to have been pledged which guarantee to this company an enormous power over the entire Southern railway system.

The great event in the city market of Charlotte on Wednesday, was the appearance of two wagons—one containing five hundred partridges, and the other, eighty-seven 'possums.—Pine Knot.

The storm of the 17th and 18th was very severe on the great lakes; 36 vessels foundered or were driven ashore, and 47 lives are known to have been lost. Several vessels have not yet been heard from.

W. M. Hoxie, general manager of the Gould Southwestern railway system, is dead. His name was much before the public during the strike which paralyzed that system for so long a time last summer.

The New York Times says that Southern securities are most in demand in Wall Street. "They make up the big figures that show total transactions."

Rails are now made of paper, and it is claimed that they are more durable than those of steel; this remains to be proved.

Ex-President Arthur died suddenly on the morning of the 18th inst., and was buried on the 22nd.

Hon. Chas. Francis Adams died in Boston on the 21st, in the 79th year of his age.

A diamond found in a spring in McDowell county, N. C., some time since, has been pronounced by Tiffany of New York, to be worth \$61.

A sharp North-wester yesterday sent the mercury down to 20 degs. last night. To-day is very fine and bright.

Plenty of rain this week.

Webster talks of making a railway to Webster Station.

Mr. Kelsey left town on Thursday for Transylvania county, on railroad business.

If You Wish a Good Article Of PLUG TOBACCO, ask your dealer for "Old Rip."

## EDUCATIONAL NOTICE.

An Academy will be opened at Highlands, Macon Co., N. C., on Monday, November 8th, 1886. The Academy is designed to fit pupils for College, for Business, or for Teaching. It offers the advantage of three separate courses, viz: The College Preparatory Course, The Teacher's Normal Course, and The Common School Course. Instruction will also be given in Vocal and Instrumental Music. For a catalogue or further particulars address

PROF. T. G. HARBISON,  
no9-6t. PRINCIPAL.

## HIGHLANDS MARKETS.

Wheat.....	\$1 20	
Oats.....	50	
Corn.....	65	
Rye.....	65	
Flour, per 100 lbs.....	3 50	4 50
Butter.....	15	25
Eggs.....	10	
Potatoes, Irish.....	50	
Potatoes, Sweet.....	75	
Beans, per bushel.....	1 00	1 25
Chickens.....	10	15
Fodder, per 100.....	1 50	
Hay, per 100 lbs.....	1 00	
Mutton.....	5	8
Beef.....	6	8
Apples.....	25	50

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