

# The Alexander County Journal.

Vol. III. No. 5.

TAYLORSVILLE, ALEXANDER COUNTY, N. C., THURSDAY, FEBRUARY 2, 1888.

\$1 PER YEAR.

### LOCAL DIRECTORY.

#### CHURCHES.

**PREBYTERIAN.**—Rev. A. W. White, pastor. Preaching every second and fourth Sunday, at 11 a. m. and at night. Prayer-meeting every Wednesday night. Sunday school every Sunday at 9 a. m. A. C. McIntosh superintendent.

**METHODIST.**—Rev. T. J. Dalley, pastor. Preaching every third Sunday at 3 p. m.

**BAPTIST.**—Rev. L. P. Gwaltney, pastor. Preaching every first Sunday at 11 a. m. and at 7 p. m. Sunday school every Sunday at 10 a. m. E. A. Womble, Superintendent.

#### SOCIETY MEETINGS.

A. F. & A. M.—Lee Lodge No. 238 meets the first Saturday of each month, at 1 o'clock p. m.

#### COUNTY OFFICERS.

Sheriff, R. M. Sharp, Clerk of Court, J. T. McIntosh; R. D. J. M. Oxford, Treasurer, C. J. Carson; County Commissioners, J. B. Pool, W. R. Sloan, V. W. Teague; A. C. McIntosh, A. P. Marsh, W. W. Teague, Board of Education; J. J. McNeill, School Superintendent; Z. P. Deal, Coroner.

#### CORPORATION OFFICERS.

A. A. Hill, Mayor; W. B. Matheson, E. L. Hedrick, J. M. Matheson, Commissioners; E. L. Hedrick, Town Clerk.

#### THE MAHLS.

Statesville and Wilkesboro, daily. Matter for either of these mails should be in the office by 6 p. m.

Lenoir—Leaves Tuesdays and Fridays at 1 p. m. and arrives Wednesdays and Saturdays at 3 p. m.

Newton—Arrives Tuesdays, Thursdays and Saturdays at 12 m. and leaves same days at 1 p. m.

Boone—Arrives Wednesdays and Saturdays at 12 m. and leaves same days at 1 p. m.

Bentley—Arrives Tuesdays and Saturdays at 12 m. and leaves same days at 1 p. m.

Hamptonville—Arrives Tuesdays and Fridays at 9 p. m. and leaves Wednesdays and Saturdays at 9 a. m.

Rock Hill—Leaves Fridays at 8 a. m. and arrives Saturdays at 4 p. m.

Brusy Mountain—Arrives Wednesdays and Saturdays at 12 m. and leaves same days at 1 p. m.

### PIEDMONT AIR LINE.

RICHMOND & DANVILLE R. R. SOUTH CAROLINA DIVISION.

Condensed Schedule in effect Jan. 15 [Trains run by 75th Meridian Time.]

| NORTH BOUND. | No. 17 Daily ex Sun. | No. 51 Daily. | No. 53 Daily. | No. 18      |             |
|--------------|----------------------|---------------|---------------|-------------|-------------|
|              |                      |               |               | South Daily | North Daily |
| Richmond     | 6:00am               | 6:00am        | 6:00am        | 12:15pm     | 12:15pm     |
| York         | 6:30am               | 6:30am        | 6:30am        | 12:45pm     | 12:45pm     |
| Roanoke      | 7:00am               | 7:00am        | 7:00am        | 1:15pm      | 1:15pm      |
| Frederick    | 7:30am               | 7:30am        | 7:30am        | 1:45pm      | 1:45pm      |
| Sta. R.      | 8:00am               | 8:00am        | 8:00am        | 2:15pm      | 2:15pm      |
| Richmond     | 8:30am               | 8:30am        | 8:30am        | 2:45pm      | 2:45pm      |
| York         | 9:00am               | 9:00am        | 9:00am        | 3:15pm      | 3:15pm      |
| Roanoke      | 9:30am               | 9:30am        | 9:30am        | 3:45pm      | 3:45pm      |
| Frederick    | 10:00am              | 10:00am       | 10:00am       | 4:15pm      | 4:15pm      |
| Sta. R.      | 10:30am              | 10:30am       | 10:30am       | 4:45pm      | 4:45pm      |
| Richmond     | 11:00am              | 11:00am       | 11:00am       | 5:15pm      | 5:15pm      |
| York         | 11:30am              | 11:30am       | 11:30am       | 5:45pm      | 5:45pm      |
| Roanoke      | 12:00pm              | 12:00pm       | 12:00pm       | 6:15pm      | 6:15pm      |
| Frederick    | 12:30pm              | 12:30pm       | 12:30pm       | 6:45pm      | 6:45pm      |
| Sta. R.      | 1:00pm               | 1:00pm        | 1:00pm        | 7:15pm      | 7:15pm      |
| Richmond     | 1:30pm               | 1:30pm        | 1:30pm        | 7:45pm      | 7:45pm      |
| York         | 2:00pm               | 2:00pm        | 2:00pm        | 8:15pm      | 8:15pm      |
| Roanoke      | 2:30pm               | 2:30pm        | 2:30pm        | 8:45pm      | 8:45pm      |
| Frederick    | 3:00pm               | 3:00pm        | 3:00pm        | 9:15pm      | 9:15pm      |
| Sta. R.      | 3:30pm               | 3:30pm        | 3:30pm        | 9:45pm      | 9:45pm      |
| Richmond     | 4:00pm               | 4:00pm        | 4:00pm        | 10:15pm     | 10:15pm     |
| York         | 4:30pm               | 4:30pm        | 4:30pm        | 10:45pm     | 10:45pm     |
| Roanoke      | 5:00pm               | 5:00pm        | 5:00pm        | 11:15pm     | 11:15pm     |
| Frederick    | 5:30pm               | 5:30pm        | 5:30pm        | 11:45pm     | 11:45pm     |
| Sta. R.      | 6:00pm               | 6:00pm        | 6:00pm        | 12:15pm     | 12:15pm     |

### STATESVILLE & WESTERN R. R.

No. 18, mixed, Daily. SOUTHWARD.

| STATIONS.                | Northward                | Southward                |
|--------------------------|--------------------------|--------------------------|
| 6:20 a.m. to Statesville | 6:20 p.m. to Statesville | 6:20 p.m. to Statesville |
| 6:45 " " "               | 6:45 " " "               | 6:45 " " "               |
| 7:02 " " "               | 7:02 " " "               | 7:02 " " "               |
| 7:30 " " "               | 7:30 " " "               | 7:30 " " "               |
| 8:00 " " "               | 8:00 " " "               | 8:00 " " "               |
| 8:35 " " "               | 8:35 " " "               | 8:35 " " "               |
| 10:30 " " "              | 10:30 " " "              | 10:30 " " "              |

Trains on the Western North Carolina road pass Statesville for the east at 6:23 p.m. for the west at 12:20 p.m.

Pullman Palace cars between Charlotte and Danville on Nos. 5, 50 and 51. Pullman Palace Buffet cars between Aiken and Washington on Nos. 52 and 53. Nos. 50 and 51 make close connection at Columbia with C. & G. Div. to and from points west, via Spartanburg, Asheville and Paint Rock.

JAS. L. TAYLOR, G. P. A. CARDWELL, D. P. A. Columbia, S. C.

SOL HAAS, Traffic Manager.

FRANK B. JONES, Attorney-at-Law. Practices in the courts of Alexander, Catawba, Caldwell, Iredell and Wilkes. Prompt attention given to the collection of claims and all other business entrusted to him.

### The Country Editor.

There is an idea in the minds of many who ought to know better that the "country editor" stands on the lowest platform of the profession, and that he who is employed in any capacity, no matter how humble, on a metropolitan journal is his superior. There is no greater mistake. An editor who has held important chairs in metropolitan offices, and who has the reputation of having been successful remarked: "I do not hesitate to write the leaders of the most important journals, but I would to be to undertake the management of a village newspaper." There is no place in the profession so difficult to fill as that of a country editor. In cities a man who can do one department well bothers himself about no other. Nor need he; he gets the knack of his specialty and continues at it. But the country editor must be well read on all subjects; he must be able to discern the trend of the public mind in politics religion and social topics; he must discuss agriculture and anarchy with equal precision; he must be fluent on polemics and politics; he must write of the President and pumpkins; he must mind men of high degree and degree and descend to things of low estate, in short he must be an all round man." It is this that makes the position of a country editor so hard to fill. It is this training that makes the good country editor such a splendid manager for a metropolitan daily. There is no place in the country office, where such all round training can be had.

The position of a country editor is not held in the esteem it should be. Country papers are not respected as they ought to be. If a family can afford only one paper, let that be the home paper; for it concerns a family more to know what is being done in its own county than it does to know the news of distant places. The city paper cannot give, and does pretend to give, the local news that its country readers must have; but the good country paper does a very fair epitome of the world's news.

No other publication can supply the place of good local paper. It both cannot be retrained—either the city journal or country newspaper must go, let it be the former; for nothing can supply the place of the local paper.

### The Beginning of Printing.

It is probable that the earliest impressions were taken by a mallet and planer (a smooth faced block of wood used for leveling the type before printing), as proof slips now often are, or by a brush in the Chinese manner; but presses were soon invented for the purpose. There are engravings representing the press as it existed about 1520. It was large enough to print to folio pages, and for this two pulls were required. The force was applied by a simple screw and lever. About 1620 Blaeuw, of Amsterdam, produced a greatly improved press, which, Benjamin Franklin worked in London, in 1725, is preserved in the patent office at Washington. It is a clumsy structure, almost entirely of wood, known as the Ramage press, of which many were still in use more than a century later. Iron was subsequently used for some of the parts until the beginning of the present century. Printing machinery, now brought to such a high degree of perfection, was not much ahead of Franklin's time fifty years ago.

Business repute is better than stocks, bonds or money. Revolutions can't shake, robbers can't steal, and the cyclones of trade can't engulf it.

### Important Discovery.

From the Wilmington Messenger. Mr. W. A. Martin, an experimental chemist of this city, has discovered a new oil and a process for obtaining it. In scientific point of view the double discovery is quite a valuable one, and promises to be a source of profit to the discoverer, besides being an acquisition to the industries of the country.

The process of obtaining the oil is, of course, a secret, but Mr. Martin has not taken out a patent and is rather inclined to do so, as giving his formula might be the means of defeating the object which a patent is supposed to cover.

The oil is a hydro-carbon oil, and being vegetable in nature, can be obtained from any source not mineral or animal. It can even be made from waste paper, woods, &c. This oil is a pure grease, is colorless and has only a very faint and hardly perceptible odor that is not at all disagreeable.

It is free from gum or mucilaginous substance, is perfectly neutral, will not ferment or get rancid, and remains perfectly limpid in cold weather. Its specific gravity is from fifteen to twenty degrees, Baumé's hydrometer. As an illuminant it has been tested and gives a strong, brilliant light, and is non-explosive. It makes a splendid lubricant for machinery of all kinds, and in every respect, it is claimed, is superior to lard oil, and is a great deal cheaper.

The fact is there is nothing like it known to science and consequently there is nothing on the market that assimilates it. The process for its manufacture is simple and inexpensive, and the material from which it can be made is limitless and right at our doors. It can, therefore, be made cheap.

Mr. Martin has been experimenting with different material in its manufacture but has not determined what is the most productive in its results. The material is treated with chemicals and is afterwards distilled to procure the oil. The oil so produced is limitless in the uses to which it can be applied, and being antiseptic, is unequalled for medicinal purposes. It is a very superior dressing for leather, owing to the fact that leather treated with it will not mildew.

### Unaccountable Enmity.

From the Landmark. A communication from Taylorsville in the *Charlotte Chronicle* of the 24th manifests an unjustifiably bad feeling toward Statesville. It is an effort to divert the trade of Taylorsville and Alexander county from this place to Charlotte, without giving a single reason why Statesville is not as much entitled to it as any outside town. Iredell is the mother of Alexander; their people are united by ties of blood and intimate association; the two counties are almost as one; the feeling of our people of Taylorsville and Alexander is the very friendliest; Statesville merchants are large supporters of Alexander's paper, and through it they ask the Alexander people for their business (there is not a Charlotte advertisement in the *Journal*, and when Taylorsville had her celebration just two passengers started from Charlotte to it: one an invited speaker and the other a machinery drummer); Alexander people have dealt with Statesville for years and years, and our merchants prize their trade, deal with them on a liberal basis and offer them advantages in trading which no other place possibly can. Then why seek to injure Statesville—which is Alexander's natural market—without rendering a reason? And why seek to set enmity between these two peoples.

### The U. S. Attorney Trouble.

From the *Charlotte Chronicle*. United States District Attorney Harris, of Mississippi, against whom among others, the investigation asked for by Senator Chandler was directed, for figuring conspicuously in the recent election held in Jackson, was telegraphed to promptly by Attorney General Garland to know what part he played in the affair. He went to Washington in person to make his reply. He confessed to the President he acted a conspicuous part in the election matter and assigned as a reason therefor that the man the negroes murdered was a near relative. As a reporter softly phrases it, "the President expressed to Mr. Harris his regret that an appointee of his, holding a Federal commission, should have led a movement which resulted in the disfranchisement of a large number of colored men." Mr. Harris replied by offering to place his resignation in his hands. This offer was rejected, but the revelations published about their colloquy go to show that the President, very properly, told him candidly that his resignation would be called for in due time.

Mr. Harris' resignation has since been formally tendered, is the latest news about the affair. While there may be palliating circumstances in the case, yet it must be conceded that Mr. Harris' conduct in view of his high and responsible position, was very improper. The government ought to have withdrawn his commission.

### Over A Thousand Lives.

Judge J. F. Kinner, agent of the Yankton Sioux Indians agency in Dakota, arrived here after being nine days on the road. Five days were necessary for the party to travel thirty miles. The thermometer was at 40 degs. below zero most of the time. The judge says the loss of life in Dakota has been greatly underestimated.

He described the scene which took place on board the cars. The coal was running low. The passengers were crowded into one car trying to keep warm. Two babies perished. The men discarded all the outer garments they could spare and gave them to the ladies and children. Finding these not enough they brought mail sacks from the postal car and wrapped the children up in them. While at one station in Bon Homme county, the judge says, nineteen frozen bodies were brought into the depot in one day. In Bon Homme county the list of dead will reach fully 160. The estimates as made at Yankton of the loss of life throughout the territory figure up over 1,000. The counties where the loss of life was the largest are: Bon Homme, 160; Hutchinson, 14; Lincoln, 13; Beadle, 25; Spink, 12; Hand, 10; Ward, 15.

### Maxims for Merchants.

In every line of business some man must lead.

Young men make positions; positions rarely make them.

Some men buy when they should sell and sell when they should buy.

Goods frequently changed upon the shelves give them a fresher look.

When the customer loses his temper, that is time that you should keep yours.

A man who has a good trade or business, and brings to it brains and diligence, can afford to wait.

What men call luck or accident is often the fruit of years of careful study, patient endurance and devotion.

No past popularity, no fame earned by a lifetime will avail if men do not keep to the front and keep up the stroke.

### The Great Snow Storm.

SYRACUSE, N. Y., Jan. 28.—At Waterloo the worst storm ever known is now raging. Railroads are blockaded and country roads are impassable. At East Palmyra, Wayne county a stock train is now snow-bound on the Auburn branch of Central road and another at Green's Crossing, near there. Much suffering is reported among the animals on board and many cattle and hogs are freezing to death.

Binghamton, Jan. 28.—The present storm is the most severe ever experienced in this section. Last night the wind blew a hurricane and piled up the snow in drifts ten and fifteen feet high. The mercury ranged from 8 to 10 below. Trains on the Erie & Lacka Road are doing a little better than yesterday, coming in five and a half hours late. The country roads are almost impassable, and many farmers in attempting to make their way to town have been compelled to abandon their sleighs in the snow drifts.

Damariscotta, Me., Jan. 28.—Yesterday forenoon a passenger train was run from Rockland to Wiscasset. At the latter point the conductor was ordered to put up and take the passengers to a hotel until the track could be cleared. There is no communication with the towns off the railroads. No mail has arrived from the west since Thursday.

Contoocook, Me., Jan. 28.—People in this vicinity are just beginning to move after three days blockade which is the worst for sixty years. Travel on the railroads will probably be resumed to-night.

Pittsfield, Mass., Jan. 28.—Conductor Chapin, of the Boston & Albany railroad, says that yesterday was the worst day he had experienced in the 45 years he has been conductor on that road. He says the drifts are mountain high all along the line of the road through Berkshire county. They are the worst at the State line on the border of Massachusetts and New York and the cuts are badly filled in Hirsdale and Washington. Damariscotta, Me., Jan. 28.—The passenger train bound west due here at 10 o'clock this morning jumped the track in a deep cut near the depot. A snow plow and locomotive collided with the bridge causing it to partly fall. Nobody was hurt.

New York, Jan. 28.—The delay in the arrival and departure of mails owing to snow blockade continues and were worse last night than during the procedure 24 hours. The trains have not been so irregular for years.

New York, Jan. 28.—The ice blockade in Long Island Sound remains unchanged.

### The First American Abolitionist.

Samuel Sewall, chief justice of Massachusetts from 1718 to 1728, when he resigned on account of age and infirmities, seems to have been the first outspoken abolitionist in our country having written a tract against slavery, in which he gave it his opinion that there would be "no progress in gospeling" until slavery should be abolished. Judge Sewall was born at Bishopgate, England, March 28, 1652, graduated at Harvard university in 1671, and died January, 1730. He studied divinity, preached awhile, came into possession of wealth by marriage, by marrying the daughter of a Boston goldsmith, and was annually chosen a member of the council from 1690 until 1723. He was judge from 1712 until 1718, when he became chief justice. Judge Sewall shared in the general belief of witches and witchcraft, concurring in the condemnation of many of the accused, but he afterwards publicly acknowledged his error.

### North Carolina News Notes.

Another Baptist church is to be organized at Durham.

The fertilizer-manufacturers are rapidly taking out the necessary licenses for their sale as fast as the old licenses expire.

The bad weather has almost caused a suspension of work on the Durham and Northern and Durham and Lynchburg railways. It is now progressing very slowly.

The sheriff of Catawba brought two convicts to the penitentiary, one of them being the man who was concerned in the recent incendiary fire at Hickory which destroyed several buildings.

Meningitis is reported as prevailing at several points in the State. It is due in large part to the weather, many persons believe. Mr. John Carter, a well-known planter of Rockingham county, died of it.

The Republicans are endeavoring to strengthen their newspapers. It is said that several more will be established. Probably some of the fund which it is claimed will be set apart for work in North Carolina will be used in this way.

A fire at Tarboro burned the jailed of Edgecombe county. Several prisoners were in the building. All were safely rescued. Fireman's Hall and two private residences were also burned. There was no insurance on any of the property destroyed.

Professor J. T. Corlew, the superintendent of the Charlotte graded schools, who has recently been the cause of a decided sensation there has returned from New York and announces that he proposes to face the music. He will not leave Charlotte until the charge (that he has a wife and child, and, keeping that fact a secret, has played a false game at Charlotte) is either proved or disproved. Meanwhile the Charlotte people are casting about for a new principal of their schools.

There is a great cry about the public roads and their bad condition. It may be said that they never were worse than to-day in say half or two thirds of the State. The Farmers' Alliance, it is said, intends to take the matter of road improvement in hand and push it to a finish. Great pressure is to be brought to bear on the Legislature to this end. It is said that the question will be an issue in the campaign. The Legislatures heretofore have failed to improve the antique road laws.

Some very sensational reports have been circulated with regard to an outbreak of meningitis at Asheville. It was alleged that people were dying there like sheep and that there was a regular exodus from the place. The facts appear to be that there have been some forty or more cases, of which perhaps half a dozen were fatal, that a few people left, and that the disease is abating. There were exaggerated reports last summer to the effect that Asheville was being depopulated by typhoid fever.

Bills have been introduced in Congress to secure the refunding by the Government of the cotton tax. The question is asked, How many farmers in North Carolina have cotton-tax receipts for any of the years 1863 to 1866? It is said that sharpers have bought up the bulk of such receipts, some say at not over 1 per cent. of their value. A prominent gentleman says that in 1868-'69 he saw a merchant and broker buy such tax receipts for a mere song. Senator Vance's bill proposes to return the money to each State instead of to the sharpers who bought up the receipts from the farmers who paid the taxes.