

**Person County Courier.**  
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 ROXBORO, N. C., MARCH 23, 1888.

As we reported in our last issue, a meeting of the Directors of the Lynchburg & Durham Railroad was called to meet in the city of Lynchburg on the 14th. The meeting came off, but we are a little disappointed in not being able to give our readers the longed-for information that the contract for the building of the entire line had been let. It was thought that this would probably be done when that meeting was called; but owing to the big snow storm which prevailed over the North, it was impossible for the parties who represent the syndicate that has been negotiating for the building of the road to get to Lynchburg, or to even get a telegram there, consequently the contract was not made. Mr. J. A. Long, who represents Person county as one of the Directors, says that President Otey was confident that had it been so that the syndicate could have been represented at the meeting, a contract would have been made for the building of the entire line to Durham and work commenced in a very short while. Though the Northern syndicate could not present the board of Directors did not adjourn without accomplishing something as will be seen from the following taken from Lynchburg, Virginia of last Thursday:

"A full meeting of the directors of the Lynchburg and Durham railway was held in this city yesterday. Among other things it was decided to advertise for sealed bids for the grading, trestling and bridging of the road from Ruxburg to the Halifax line, and for ten miles of the road from Durham northward, the bids to be opened on Tuesday the 3rd day of April. The prospect for the early construction of the road is most encouraging."

In addition to the above a contract for the building of the road from South Boston, Va., to Staunton river was let on very satisfactory terms; but the contract referred to above is to be void should the Northern syndicate come forward now and make satisfactory terms for the building of the entire road, this, some seem to think will yet be done, and we hope they are correct in their opinion, as that would, we think, give us a railroad much sooner than by building the road section at a time; but even at this the road will be completed in less than eighteen months.

**The Great Blizzard.**

The terrible snow storm, accompanied with terrific winds, that fell throughout the northern States last week was the heaviest that has been known in many years. Our exchanges say that a heavier gale has never been experienced down the Delaware since the spring of 1856. Innumerable vessels have been driven ashore, and seafaring men believe that many shipwrecks and loss of life have occurred, which, for the present, will not be heard of. New York on Monday and Monday night of the 13th was so completely blocked with snow and blizzard that all business was suspended, elevated trains stopped and wires blown down. The East river frozen over and the people crossed on the ice between New York and Brooklyn. Philadelphia and Washington were also great sufferers. Below we give a condensed report of the storm in these and other cities:

PHILADELPHIA, Pa., March 15th.—No man lives who can reckon the damage of yesterday's historic storm.  
 It is known that all the wires from here to everywhere (with the exception of a few lonely, thick, long-distance telephones) are down; that the storm baffled and beat the matchless equipment of the Western Union Telegraph but the more than matchless equipment of the Pennsylvania Railroad. As to telegraph communication the city was isolated completely. As to railroad communication, there were scores of suffering enacted in Devon Cot which we generally relegate to the pages of the Rocky Mountains. On both the great railroads from the city trains headed by two and three locomotives were as helpless as human beings in the great snow drifts. Houses were unroofed, great trees blown down, cabins interlaced with their horses in a descending web of telegraph wires by a wind whose highest speed was sixty-six miles an hour in an atmosphere that dropped from thirty-eight to fifteen degrees while the eye watched the mercury in the tube.  
 New York, March 12.—This city and vicinity has never experienced such a storm as that broke out yesterday afternoon and still continues with unabated fury. Trade in the city today was paralyzed and business was at a complete standstill.  
 Yesterday afternoon, about 3 o'clock, rain by an falling and continued until about 5 o'clock, when it turned to snow and sleet

Before 4 o'clock in the morning traffic on the street-car lines in New York and Brooklyn was completely suspended, and the caravans of working men, women and children who were forced to go to work were unfurled by mountains of snow when they opened the doors of their homes this morning. The Elevated Railroad trains made some pretense of giving the public a service, but before the day was over they too, had succumbed to the elements; not, however, before an accident had occurred to a train by which one man lost his life and many were injured. It was no uncommon sight on Broadway and Eight Ave. to see many deserted horse cars, wagons and other vehicles entirely covered with mountains of snow. A great many people were severely frost-bitten, and probably half a dozen persons will die. Some were found frozen to death in the snow. To-night the storm continued with unabated fury and every hotel in the city is crowded with unfortunate travelers and suburban residents who were unable to get home.  
 It was the first time in its history that the Stock Exchange has been closed on account of the weather. The Hudson river was frozen hard this morning, and many Jerseyites walked across it to the New York side. Few trains, if any, have reached the different terminals in New York and Jersey City. No trains are running, and many are snow-bound near the city. The east-bound Chicago limited express on the Pennsylvania is snowed in seventeen miles from the city. Business is suspended, all the telegraphs are down.  
 NEW JERSEY.—New Jersey was covered with snow and many buildings completely destroyed by the wind. In Burlington the most terrific blizzard that the old residents of this vicinity can remember struck this city late last evening. The snow has drifted into banks six and eight feet deep in the thoroughfares, completely blocking and obstructing them, causing all business to be suspended. The telephones and telegraph wires are down.  
 BALTIMORE, March 13.—For the first time in the existence of the telegraph Baltimore was cut off from communication with New York and Washington for over twenty-four hours from Sunday night. Not only were wires down but hundreds of telegraph poles along both the Western Union and railroad lines are broken. The temperature fell twenty degrees in ten hours. By 9 o'clock Sunday night the snow was six inches deep and all communication cut off. The wind was blowing about fifty miles an hour. Travel through the streets of the city was dangerous, as tiled roofs and chimneys went flying along the streets. Telegraph poles holding twenty and thirty wires each were blown down in different parts of the city.  
 NORFOLK, Va., March 12.—At an early hour yesterday morning the wind commenced to blow half a gale from the northeast, which continued throughout the day, accompanied by a heavy rain at nightfall. The wind shifted to the northwest and blew a heavy gale, the velocity of the wind reaching 55 miles an hour. Considerable damage was done in the harbor. No casualties have as yet been reported from the coast, which may be owing to the fact that all signal service wires were down. But as the gale was off shore little apprehension is felt concerning serious marine disasters. All out-going shipping has been detained.  
 WASHINGTON, D. C.—Washington will long remember the storm that began on the 13th instant. Boreas took a big hand in it and for seventy-two hours past has tried to show the people of this city how hard he can blow. Col. John M. Wilson said yesterday that there has been twelve snow storms this winter, which are three more than last year.

signal Service predictions for this month, said the "conditions" during his storm "were peculiar." On the Friday previous he could see the formation of two "lows" or storms—one on the northern lake and one in Georgia—with winds coming from the west. No one could tell which of those two centers would reach this position of the county first, but from the direction of the wind at the time no one could reasonably have supposed that the southern storm, which was the smaller, would amount to the terrific disturbance into which it developed. The cause of the difficulty, he said, was the abundance of ice pouring in from the sea.  
 Since Senator Vest's return from Missouri to his seat in the Senate there has been considerable speculation as to whether or not he proposed replying to the speech made during his absence by Senator Ingalls, in which the Missouri statesman was so violently attacked. Mr. Vest says he has not the slightest idea of making a reply. The Democratic Senators all profess to be delighted with the present status of that debate, and think Senator Blackburn's reply to Mr. Ingalls sufficient. Indeed some of them are so well pleased with it that they have given for printed copies of the Ingalls and Blackburn speeches together, with the intention of distributing the pamphlet as a campaign document.  
 Postmaster General Dickinson has satisfactory evidence of the fact that certain dealers in the United States are shipping their goods to agents in Canada to be mailed there, addressed to people in this country, with the intent to evade the higher rate of postage applicable to such goods in the domestic mails of the United States. This movement is to be flanked however. Postmasters have been directed to rate up postage on packages which bear indications upon their covers that they were sent by dealers in the United States or their agents in Canada. The order is specially directed against the dealers in who have sought to avail themselves of the lower postage under the recent parcel-post treaty as compared with the postal rates in this country.  
 In the Senate this week Senator Colquitt of Georgia, made a speech in favor of tariff reform and his colleague Senator Brown, made another argument for protection. The latter seems to have made up his mind to deliver two internal revenue speeches for every tariff reform speech by Mr. Colquitt. Senator Dolph also spoke for protection. Senator Beck spoke on the demonitization of the silver dollar, for which he says Senator Sherman is responsible, and Senators Allison, Ervart, Aldrich, Merrill and Hoar, each took part in a lively discussion of the Undervaluation bill.

Speaker Carlisle's health is said to be much improved by his Western trip.—Wilmington Star.

**WASHINGTON LETTER**  
 [From our Regular Correspondent.]  
 WASHINGTON, D. C. March 16, 1888  
 Washington has been an isolated city since Monday last and is only now in limited communication with the rest of the world. The blockade was partially raised on Wednesday and to-day most of the people bound up in this city from the North and South have departed towards their destinations.  
 While all telegraphic communication with the outside world was cut off and the blizzard was raging as it seldom has before around the National Capital, this city thought itself the storm center, singled out as a target for the special wrath of Boreas. But a comparison of notes with the various cities assailed by the storm king—and especially with New York where well-to-do people froze on their way between their homes and their business—made Washingtonians feel that his antics in this neighborhood were gentle and lamb-like, notwithstanding the fact that he tore great trees up by the roots and turned horses and wagons upside down.  
 When the United States Government establishes its proposed complete postal telegraph system it is to be hoped that such an experience as that of the past few days will have been provided against by underground telegraph wires. The involve greater delay at first, of course, but the money saved from the cost of repairs would in a short time amount to more than the original expense.  
 And now that the delayed and accumulated news of Europe and the North, South, West and East is coming to hand, the question arises, how are the people to "read up" the thirty or forty tons of delayed mail matter. For the people of the District of Columbia it has been suggested that Congress declare a week's holiday and give them a chance to catch up and satisfy their temporarily suspended curiosity.  
 Speaking of the recent storm, Prof. Abbe, who is in charge of the

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**Old Times**  
**COME AGAIN!**  
**FARMERS SAY THEY ARE COMING HOME**  
**TO STAY**  
**PARRISH'S WAREHOUSE, DURHAM, N. C.**

Opened last week and was crowded notwithstanding the cold, freezing weather. Everybody went home satisfied. First days sale averaged \$4.14 for everything sold, and not very good tobacco at that. Not a single pile taken in. Over Thirty Five Thousand dollars CASH paid out. Below I give some of the prices made:

J. M. Terrill, 116 lbs. \$21.50 50 43.00 190 25.00 98 62.00 42 81.00 400 188.72	E. J. Bowling, 20.00 28.00 50.00 73.00 88.00 25.00 23.00 40.55 50.00 74.00 3.00 21.90 37.00 49.00 1.050 Average 27.04. Story & Co. 21.50 28.00 35.50 37.00 40.00 50.00 54.32	J. W. Tingea, 38.00 45.00 50.00 51.00 52.00 53.00 54.00 55.00 56.00 57.00 58.00 59.00 60.00 61.00 62.00 63.00 64.00 65.00 66.00 67.00 68.00 69.00 70.00 71.00 72.00 73.00 74.00 75.00 76.00 77.00 78.00 79.00 80.00 81.00 82.00 83.00 84.00 85.00 86.00 87.00 88.00 89.00 90.00 91.00 92.00 93.00 94.00 95.00 96.00 97.00 98.00 99.00 100.00
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