Thursday, Dec. 17, 1885,

ON THE ROAD.

PIONEERS OF THE THROTTLE.

RECOLLECTIONS OF THE EARLY DAYS OF RAILROADS-RIVAL ENGINEERS OF THE ERIE.

A Port Jervis special says: "The death of old Gad Lyman, an account of which I read in the Sun some days ago," said a veteran Erie railway engineer. "leaves, I believe, only one of the pioneer engineers of that road alive and still in active service. This is Josh Martin, who must be now over seventy. Lyman and Martin, were rivals when they ran on the Erie, and it was Martin who ran the first train into Dunkirk on the Erie, in May, 1851. There is a nice story connected with that, and I'll tell it.

"At the time the Erie road was laid through to Dunkirk locomotive building was in its infancy in this country. Patterson was just begining to attract attention by the superior machines that were rusned out of her two locomotive shops, one of which is now known as the Rogers, Works, and the other was until recently under the control of the late Commissioner Swinburne.

"Rogers and Swinburne were then both struggling mechanics, and both had built engines for the Erie road. In 1849 the railroad had been completed as far as Binghamton, a few days before the time at which all the company's property and granchise would have been forfeited to the State of New York. Josh Martin ran as engineer between Dela-Susquehanna. Gad Lyman had sion train, telegraphed to the agen and Delaware station.

"Lyman was a great friend of Locomotive-builder Rogers, and Martin pinned his faith to Swinbur..e. On the opinion of the two engineers as cancement of their respective in-

The first locomotive that Martin · One,' because, od that was that it h Swinburne for a to give him the anted to give it the show for itself, as it a test of the merit ical skill, and be given into called No. 71. To

n Piermont and Sufferm, Pierthat he felt sure perior machine.

the builder nor Martin could discover any serious defect in her mech- the train reached Dunkirk behind anism, and she was turned over to the engineer without having a tool put upon her. Martin ran her on his division two weeks without losing a second of his time, and made the trips over the division with greater do before. At the end of two weeks he had the opportunity to show what stuff there was in her, and in showing it he made the fame and for

tune of the locomotive-builder. "Gad Lyman, after discarding Swinburne's locomotive, took No. 100, a machine of Rogers' make. He had chanical world."—Dispate,

no trouble in making his time with her. In May, 1861, he was notified many, nephew of Emperor William, that he was to run one of the excur- whose death has been announced sion trains that were to carry guests by cable, was a distuinguished solof the road to Dunkirk to partici. dier. He commanded one of the pate in the opening of the road from armies under Moltke that overran and conquered France fifteen years the Hudson to Lake Erie. The train since.-Star. was to start from Piermont. It was composed of nine cars. That whole train cost less than the price of an ordinary Pullman car of today, but it had a cargo of human freight such

as no other train since then has carried on this continent. President Fillmore; Daniel Webster, his Secretray of State; John J. Crittenden, his Attorney-General, N. K. Hall, his Postmaster General; and W. C. Graham, his Secretary of the Navy, were on board. W. H. Seward, Hamilton Fish, and Stephen A. Douglas, United States senators, were of the party. Ex-Govenor Marcy and Daniel S, Dickinson were also numbered among the excursionists. Seth Dodsworth's Come buy of me, you'll have no loss, Band furnished music during the trip. The train was draped in the national colors, and flags fluttere !

from every spot where one could be only to be the longest railroad ride on one continuous line of railroad under one management that had ever been taken in America, but it was to be historical, because it was to be the inauguration of railroad communication between the seaboard and the

"Engineer Lyman coupled No. 100 to the precious train and started with it from Piermont. Before he got to Suffern he found that his engine was make any kind of time. He resched Suffern several minutes late, and there another locomotive was put on to help him out. When they reached Middletown the train was three quarters of an hour behind the time that had been scheduled for it to run by.

"Then Charles Minot, who was

the superintendent of the road and ware Station, now Port Jervis, and one of the passengers on the excurcharge of trains between Piermont at Port Jervis to order Josh Martin and a great many other articles too nuand No. 71 to be ready on the arrival of the train there to take it on westward. Josh was on hand with his pet engine when the excursion train arrived. Swinburne, the locomotive to the merits of the engines the two builder, was one of the excursionists. builders largely depended for favor He had not known until the train with the canoany, and a consequent reached Port Jervis that his locomotive, which had once been condemned by the company, had been ordered to go on with the train. The Rev. Henry Dutcher, now one of the oldest residents of Port Jervis, was a witness of what occurred then. He ays that Swinburne climbed up on the locomotive by Josh Martin's side looking very pale and trembling violently. He knew that with such a trial as was about to be put upon is handiwork, after a failure of a specimen of his rival's work, his entire future rested. If the trial was

> "Josh,' he said, 'What do you think? Can we do it?'

successful he felt that he was a made

man. If it was a failure he knew

that he had many years yet of bard

st uggling before him.

"Martin stood on the foot-board as as if he had nothing more serious to perform than the switching of a reight car. He grasped the throttle, and turning to Swinburne, said : " 'Swinburne, if I can't make you

the devil with her."

"A minute later they pulled out, and No. 7I was whirling the train along the precipices of the Delaware on the Hudson river, was the division. There has been some fast a terminus of the road then, running over the Delaware division egen tunnel not having been of the Erie since that day, but no until years latter. The train ever made the run between of No. 71 almost Port Jervis and Narrowsburg, a disis heart, and was a tance of thirty-four miles, as quickly Swinburne. He, as that pioneer through train did, made to believe heavy as it was for its day. The alure. He had time was taken by the conductor, construction, and who was the late Captain Ayers, fasted appliances miliarly known as Poppy, and by several of the passengers, and a record made of it. The run of thirtyengine was all four miles was made in thirty-five or, he begged the minutes. The great speed of the train alarmed many passengers, and several left the train at Narrowsburg. er months of per- When the train reached Deposit on be salf of the sixty miles further on, it had made ive, Brandt one day up all the lost time. The schedule e her and go to the time was maintained until the ex treme western part of the road was

time. "As an evidence of the appreciation of Josh Martin's skill in handling his locomptive on that historic occasion, the company presented him with a valuable gold watch and case than he had ever been able to chain, which, I hear, he still wears. The last I knew of the old man he was running a switch engine in the Jersey yard. From the great run of No. 71 Swinburne always dated his great success in life, and

quired great caution in running, and

Prince Frederick Charles, of Ger-

NEW ADVERTISEMENTS.

Wise folks before our day have said

COMPETITION IS THE LIFE OF

The proverb is old, but ever new, And but proves it still is true. All goods are made to sell, But how to buy, please learn as well.

And find I am still of trade, the BOSS. Take care of the cents and the dollars vill take care of themselves, and right here I beg leave to state that a visit to my store and inquiry into my prices will convince you of the fact that no where else fastened on the train. It was not can you save as many cents in one dollars's worth of trade.

CLOTHING!

MEN, YOUTHS, BOYS & CHILDREN, which I will sell at a very low price.

I have the largest stock ever brought to Scotland Neck. A large assortment not able to pull the unusual load and of the celebrated Ziegler Brothers' shoes. I also keep a large assortment of

merous to mention. I also call the atten-

COUNTRY MERCHANTS

to the fact that I can sell them goods

cheaper than they can buy them in Northern markets. Give me a call, examine my stock and be convinced, as it costs you nothing to look.

M. HOFFMAN & CO. Cor. 12th and Main Sts., Scotland Neck.

HIGGS & CO IS THE PLACE FOR

GREAT BARGAINS

-IN-DRY GOODS,

NOTIONS. CLOTHING.

BOOTS & SHOES,

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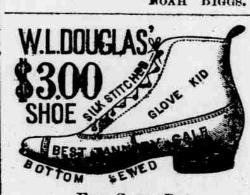
-ALSO A COMPLETE LINE OF-Groceries, Hardware, Crockery &c. Porto Rico Molasses a specialty. We guarantee satisfaction to all who favor us with their patronage.

E. B. HIGGS & CO.,

COTTON! COTTON! I am prepared and will pay the highest cash price or bale cotton. Can be found at the office of N. B. Josey & Co. NOAH BIGGS.

Notice.

My friends who owe me will please take noticethat I am compelled to have what this trip, I'll ditch old 71 and go to is due me this winter. All that do not pay me by the first day of Jan., 1886, will find their claims in the hands of a lawyer. I am compelled to make this announcement and shall carry it out with-NOAH BIGGS.



FOR SALE BY. N. B. JOSEY & Co.

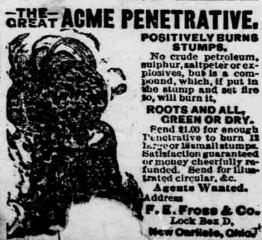
Buggies.

have ready made buggies now on hand. Which are the cheapest in the land; I'll suit you in price and in grade And warrant them to be the best made.

J. Y. SAVAGE. SCOTLAND NECK MARKET.

Reported Weekly by N. P. Josey

Bulk meats......63 to 71 Beeswax......20



THIS IS FOR YOU!

Bring your corn and wheat to beground to the mill of

W. H. KITCHIN.

Bring your cotton to be ginned or sold to the gin of

W. H. KITCHIN.

Buy your lumber of, and have it tongued and grooved by

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If you want harness, horse collars, saddles, bridles, or the best trunks, go

W. H. KITCHIN.

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lieve in Magwampism, but believes the p trounge of the government be-

longs to the victorious party, and that the people are the sovereigns of this

country end not the office holders.

CALL ON

W. H. KITCHIN.

OR

W. . KITCHIN,

EDITOR OF THE

R. NELSON,

DEALER IN GROCERIES AND

Scotland Neck, Sept. 7, 1885.

CONFECTIONERIES. A full line carried, which will be sold at close prices.

BRUNHILD & BROTHER,-

Importers and Wholesale Dealers in FINE LIQUORS AND CIGARS

805 E. MAIN STREET, RICHMOND, VA.

Hicks & Brunhild Bros., TOBACCO MANUFACTURERS. 24th and Franklin Streets.

CALL AND SEE IF YOU CANNOT GET ANYTHING

FROM E. N. NELSON,-IN THE

RETAIL AND WHOLESALE LIQUOR LINE. My Stock contains the hest brands of Old Monongahela Pure Rye Whiskey, Fine Gin, Rum, Apple and Peach Brandy and many other brands too numerous to

Natural Leaf Tobacco and Cigars Specialty, Remember

E. N. NELSON'S Is the place to buy good Liquors Cheap

HAVE JUST RECEIVED A LARGE And well selected Stock of Goods, bought

SPOT CASH PRICES and at the very lowest markets, consisting of the following goods:

CLOTHING, DRY GOODS BOOTS & SHOES, Lv. Warsaw Hardware, Cutlery, Cigars, Tobacco, Whiskies, and all articles usually found

GENERAL MERCHANDISE STORE. If you want to know how I can sell cheap goods, you can easily find out by calculating my expenses, and then you will plainly see that I am not talking to hear myself, but for proof of the above call on me at the corner of Main street, opposite P. M. Returning leaves Scotland Neck the Brick Mill, where you will always find me ready and prepared to wait on all my friends and customers.

EDWARD SHIELDS.

SOMETHING ATTRACTIVE AND NEW IN THE LINE OF GROCERIES, TOBACCO, CIGARS, LIQUORS. AND

EVERYTHING TO BE FOUND IN First-class Establishment. call will convince everyone that we can offer extra inducements to purchasers and satisfy all who may favor us with their patronage.

Country Merchants will find it to their interest to call and see us before ordering goods from abroad.

A. C. PETERSON & CO., Main, Street Scotland Neck, N. C.

IT IS REFRESHING TO CALL

The Originator and Leader of TOW PRICES IN THE TOWN OF SCOTLAND NECK.

-R. W. HARRIS Who keeps always on hand the Finest Domestic and Imported Whiskies, Bran-dies, Wines, Ales. &c., is a candidate for

the patronage of the public. ROCK BOTTOM PRICES and the best grades for the least money

My leading brands are Goldsboro. My-ers & Pitts' Barley Malt, Monticello, Royal Oak, &c —all pure straight Whiskies. I keep everything in the Liquor line and would be glad to have all call and sample. Every imaginable drink which can please

the palate will be served in the most artistic style at my Bar. If you wish to keep cool call and see me. If you wish to feel bouyant and keep healthy drop in at any time.

VARIETY. Look for my sign and give me a call A good Restaurant attached R. W. HARRIS. Main Street, Scotland Neck, N. C.

ONE SIXTY AND ONE FIFTY FIVE-

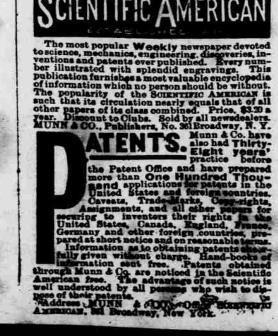
ESTABLISHED IN 1865. H. B. TALIAFERRO. WM. P. SMITH,

of Orange Co., Va. of Fredericksburg. TALIAFERRO & CO.,

GENERAL Commission and Produce Merchants No. 111 S. 12th St., RICHMOND, VA.

Strict personal attention given o the sale of Tobacco, Grain, Cotton. Lumber, all kinds of Produce, and to the purchase of Supplies.

A full stock of Flour, Hay, Mill eed, Seed Wheat. Rye, Winter Oats, and all kinds of Grass Seed always on hand and orders will be promptly



RAIL ROADS.

LBEMALR & RALEIGH RAIL

On and after this date, trams will on this Road by the following Schedn

Tarboro, N. C. April 1, 188 TIME TABLE. Tarboro (Lv.) 6 00 | Tarboro (Ar.) 10 Harrells Harrells 6 25 Warrens Warrens 6 50 Bethel Bethel

Rober'nville 7 15 | Robersonville Everett's - 7 35 Everett's Wil'ston (ar) 8 05 | Williamston (ly) CONNECTIONS:

At Tarboro, with W. W. & R. R Williamston with Roanoke, Norfolk Baltimore Steam Boats for Washing and Jamesville R. R. At Jamesvill Norfolk Southern R. R. at Edenton, JAS. H. PETTY, Gen. Sup't Tarboro, N. C., June st, 1883.

Wimington & Weldon R

Condensed Schedule.

TRAINS GOING SOUTH

DATED July 12,1885. Daily. Leave Weldon | 2 15 pm | 538 pm 4 55 p m 11 50 " Arrive Tarboro Leave Tarboro | 4 05 pm | 6 56 pm Lave Wilson Arrive Goldsboro

4 54 Leave Warsaw 5 54 Arrive Wilmmgton 175) TRAINS GOING NORTH. No. 47, | No. 43 Daily, | Daily

9 27 a m | 8 53 pa 10 13 " | 8 53 pa 11 17 " 11 03" Ar. Goldsboro 12 16 p m 1 04 ··· 1 258 ··· 1 33 ·· Ar. Recky Mount Ar. Tarboro | 4 55 p m | 11 50 a m Lv. Tarboro Arrive Weldon

Train on Scotland Neck Branch Road leaves Halifax for Scotland Neck at 300 at 9 30 A. M., daily. Train No. 43 North will stop at all sis.

305 pm | 245 am

Train No. 40 South will Stop only at Wilson, Goldsboro and Magnolia. Train No. 47 makes close connection at Weldon for all points North daily. 411 rail via Richmond, and daily except Sunday via Bay Line,

Trains make close connection for all points North via Richmond and Wash-All Trains run solid between Wilming. ton and Washington, and have Pullman

Palace Sleepers attached JOHN F. DIVINE.

T. M. EMERSON, Gen'l Passenger Agent. RICHMOND AND PETERSBURG RAILROAD COMPANY, COMMENCING SUNDAY, July 8, '83.)

Trains on this road will run as follows: LEAVE RICHMOND-SOUTH 1:30 A M daily, connecting for Norfolk, Raleigh, Charleston, Savannaq and Florida. Stops at Drewry's Bluff, Centralia and Chester. Pullman sleeper New York

to Savannah. FAST MAIL, daily, connecting for Charleston, Savannah and Florida. This train makes no iocal stops. Pullman sleeper Vashington to Charleston.

6:08 P M ACCOMMODATION, daily (except Sunday.) 6:58 A M freight, daily(except Sunday.) 9:18 A M Sunday excursion LEAVE PETERSBURG-NORTHWARD-

FROM APPOMATTOX DEPOT. A M FAST MAIL. daily Makes no local stops. Sleeper Charleston to Washington. 7:30 A M ACCOMMODATION, daily (escept Sunday.)

3:27 P M daily, Stops at Chester, Centralia and Drewry's Bluff. Pullman sleeper Savannah to New 5:08 P M freight, daily (except Subday)

7:38 A M Sunday excursion. All daily passenger trains make close connection at Richmond for all points north, east and west. THE ONLY ALL RAIL ROUTE TO NORFOLK. Leave Richmonb 11:30 A M daily. Arrive at Norfolk at 4 P M. CIGARS AND TCBACCO IN GREAT Leave Norfolk 12:43 P M daily. Arme

at Richmond at 4.29 P. M. R. KENLY, Gen'l Sup't. SOL. HAAS, Traffic Manager, M. EMERSON, Gen'l Pass. Ag't

PETERSBURG RAILROAD COMPANY, OFFICE GEN'L SUPERINTENDENT PETERSBURG, VA., Nov. 2, 1884.) Trains on this Road will run as follows

GOING SOUTH.

BOSTON AND SAVANNAA FAST MAIL. Leave Petersburg daily (Wash'n st. 3.39 Pm (Ltops only at Belfield) Arrive at Weldonat - -

Mew York Expres loaves Petersburg (Washington St. Depot) daily at 11.54 P m Arrive at Weldon at 150 P m Mail train leaves Petersburg, (Washing ton St. depot) daily except Sun-Arrive at Weldon at Freight Leave Pitersburg daily (except

Arrive at Weldon Local Freight Leave Petersburg 7 13 m Arrive at Weldon at GOING NORTH. BOSTON AND SAVANNAH FAST MAIL. " arrive at Petersburg

Fast Mail leave Weldon at - 2.45 Am New York Express leaves Weldon del rrives at Petersburg at -Mail train leaves Wellon, (daily 22) and Sundays,) at

i'r ght Leave Weldon daily Monday at rrive at Petersburg at Local Freight Leave Weldon daily (cs. cept Sunday) at - -Arrive at Petersburg at-Bleeping cars and first-class coaches

on night and day trains. No change of cars between Through tickers sold to all Eastern and southern points and baggage checked ton and Washington. brough.

Passengers going South will purchase tickets and check bagage at Washington Passengers going North and stopping at Petersburg, will claim their hagging treet depot. at Washington street depot. Agents are not required to open their offices for the sale of tickets for freight trains. North bound Freight will stop all night at Mt. Airy. and all that the property will be discharged at that

passengers will be discharged at that

Dispatcher of Trains'