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6-20-1890

## Weekly Kentucky New Era, June 20, 1890

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### Recommended Citation

Weekly Kentucky New Era, "Weekly Kentucky New Era, June 20, 1890" (1890). *Weekly Kentucky New Era*. 242.  
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## THE LYING OF RACK.

It Is Progressing at a Lively Rate  
The Southern States.

What the State Maps Made Five  
Years From Now Will Show.

The Baltimore & Ohio Railroad Company at its monthly meeting, reported an increase of net earnings during the past seven months over the corresponding time last year of \$1,354,499. The net increase in April, 1880, compared with April, 1880, is \$140,151. The company contemplates changing the immense apparel shops at Mt. Clare in Baltimore, into recreation shops, which will give a new impetus to that place, which, of late, has borne a rather deserted appearance.

Work is progressing very rapidly on the Baltimore & Annapolis Railroad, and West-run Railroad, which was referred to in the construction column at the time contracts were let. It is stated that fully 5,000 men are engaged in construction.

In some parts, is very difficult. At the headwaters of the Twelve Pole River, in West Virginia, there is a small town called Twelve Pole. The contracts call for the completion of the road by June 1, 1901.

The route of the Georgia, Tennessee and Alabama Railroad has not yet definitely decided upon. Several surveys have been made—one from Tallapoosa, Ga., to Chattahoochee via Catoosa, Ga., another from Tallapoosa, Ga., to Tallapoosa, to Tecumseh, Bluff, Rock Run, Cedar Bluff, Fort Payne and Stevenson, Ala. A letter from the Georgia Railroad Commissioner, of Tallapoosa, secretary of the company, in which he states that the permanent organization of the company is now being organized, and that stock subscribed to the enterprise to insure its success.

A rumor that the Louisville and Nashville Railroad Company is negotiating for the Little Rock & Memphis Railroad, is causing considerable speculation as to the company's policy in the future. It is probable that either of the great Eastern com-

the Richmond & West Point Terminal, has ventured west of the Mississippi. With one or two notable exceptions, the railroads of the South have nothing worth having in the South, except the Father of Waters, but heretofore the Goulds, the Missouris, Kansas & Texas, and the Atchafon, Topeka & Santa Fe, have been content to stay where they are, and it pretty much takes themselves on the road.

At the rate work is progressing little time will elapse before the Marietta & North Georgia Railway, and its northern extension, the Knoxville & North Georgia, will be in operation, covering a very direct line from Atlanta to Knoxville, the Western & Atlantic completing the gap between Marietta and Atlanta. The gauge of the Marietta & North Georgia will also be widened, and the entire line will be standard gauge by July 1st. The company has a charter granted by the Georgia Legislature for an extension from Marietta to Atlanta, and it is not unlikely that it will soon be authorized to build a line of its own road north of Atlanta.

Road, (Umbarger Gap & Louisville Road), which has largely the same route, there will be a continuous one from the Middleburg and Atlanta.

A New York dispatch states that a new trans-continental scheme is under way, which will take in the South and West. It is a more central portion of the country than the S. R. and Gen. Thomas, of the East Tennessee, Virginia & Georgia, and Collis P. Huntington, of the Northern Virginia, are in the head of the project. The plans are not only a change, as far as this continent is concerned, but even affects the Pacific Mail Steamship Line, the route of which is proposed to make San Francisco, instead of Tacoma, Wash., as is now the case. The route of the new line is said to extend through Baltimore, Cincinnati, Chicago, St. Louis, New Orleans and the other cities along the system of the Richmond & West Point Terminal.

From present appearances, this new trans-continental scheme is the South as one of railroad extensions, says the Manufacturers' Record, of Baltimore. Not only are nearly all the trunk lines building new lines, but the smaller ones are endeavoring them to give and receive traffic from other great railroads, but they are also pushing their main lines to points at some distance from their present termini. For the next five years, the maps made at the end of that time, many of the States will show that they are as well divided as ever, and as well as Illinois. A gratifying fact in connection with this is that there are still several very large areas of country that have never before had railroad facilities.

**HIS WARNING.**

The Sad Fate of a Young Cigarette Smoker.

No form of tobacco is so dangerous as that found in cigarettes, because it takes the nicotine of the smoke as taken unfiltered and undiluted into the lungs. Even if the paper in cigarettes is not so poisonous, the tobacco within is sure to be so.

Not long ago a choirister boy of St. Mary's Church, Brooklyn, died in St. Joseph's Hospital. His bright boy was only fifteen years of age, and many friends. This is his story, as he told it to his nurse:

"I am confessed that his disease, of which he told me he had, originated from cigarette-smoking. Some days, he said, he smoked twenty cigarettes. As he continued to smoke, the appetite failed him, and he knew such fate that he could not withstand it, and began to affect his health."

"But why," asked the nurse, "did he not stop?"

"Oh, I couldn't," he replied. "I could not get them I almost went wild. I could think of nothing else. I worked extra hours, instead of spending my regular wages for cigarettes, so that my grandmother might not suspect me. For months I kept up the habit, though I knew it was killing me. Then, all of a sudden, I seemed to fall to pieces."

During all his sufferings he never forgot what had brought him to this condition. A few days before his death, he called the nurse to his bedside, and said he thought he had lived in vain if only those boys who are still living would only remember his pain and death.—Young Paul.











