

Sondra Perry, *you out here look n like you don't belong to nobody, heavy metal and reflective* (2019)

Script

INTRODUCTION

You (breath) Out Here Look n Like You Don't Belong To No (pause) body

Heavy Metal and Reflective

METEORITE

Around 4.5 billion years ago a meteoroid made primarily of iron began forming as our solar system developed.

Somewhere between 4700 or 2200 years ago, a shower of meteorites—tiny ass stones to colossi weighing 37 tons—impacted the earth in Chaco Province, 620 miles northwest of what we now call Buenos Aires, Argentina.

The province declared meteorites part of the public domain in 1990 and prohibited the export of meteorites from the area. Still, smugglers continue to unearth and sell these meteorites in underground markets and on the internet.

IRON ORE

“Earth’s major iron ore deposits are in rocks that formed over 1.8 billion years ago. The iron ore deposits began forming when the first organisms capable of photosynthesis began releasing oxygen into the waters. This oxygen immediately combined with the abundant dissolved iron to produce hematite or magnetite. These minerals deposited on the sea floor in great abundance, forming what are now known as the “banded iron formations.”

RAILROAD SPIKES

“Most *conjure* workers work with railroad spikes; because the spikes are forged in iron, they are very powerful. Unlike the nail, the railroad spike is used by the *root worker* for all types of protection *conjure*. The concept is that iron is unbendable, so it will not break. Railroad spikes are used in *conjure* to nail your land down; some say you can nail your house down with them to reduce risk of foreclosure and seizure of property via eminent domain.”

“The Taconian Orogeny, which occurred approximately 450 million years ago during the Middle Time Period, is responsible for the formation of Manhattan, along with the creation of the Taconic Mountains and the deformity and metamorphosis of the rocks of southeastern New York. In the present, Manhattan is formed by three warped strata (layers of rock) that fold into each other. Collision events drastically twist and upturn rock layers to the point that is it very difficult to tell what collections of rocks and distortions belong to each event. In the early 21st century, a collision event called gerrymandering creates geological links from this place, Hudson Yards, to Harlem, using political orogeny to shift unemployment data so monumental constructions of steel, iron, and glass can emerge while other [...] *things* are removed from sight.”

10% of the sale of this item will benefit ASPCA

Antique Mid-18th-century Rattle Shackles from Dark history Authentic original

Do not miss the opportunity to own a piece of the darkest and most feared side in history!!

Very scarce, very collectible, very hard to find

Condition = very good, rusty, old

Size = 6 1/2" diameter approx.

Weight = 1 lb. 8 oz. (both)

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Free shipping (USA)

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“Engineer’s office, yancey’s mills May 6th 1850

:To the President and Directors of the Blue Ridge Railroad Company Gentlemen,

Thinking that it will be advisable to keep you informed by quarterly reports of the progress of the work in my charge, I have the honor to submit the following in lieu of the April report, which was not made then, in consequence of the strike which took place, about that time, among the Irish laborers and suspended some sections of the work. I am happy to state that it led to no serious disturbance and that operations have been resumed without change of former prices: most of those who had taken a part in this business have left the line.

We have made an opening at the top of the deep cut, on each side of the mountain, independently of the progress of the excavation at the bottom of each cut, in order to reach the heading of the tunnel sooner and thus to accelerate its completion.

On the West Side, where many persons apprehended the interference of water, none has been found so far, even under a spouty surface. But the excavation is not so favorable, being, so far, a soft, friable rock, which crumbled by exposure to the air: should it continue to, some delay will be experienced by the necessity of making brick for arching, and of building the portal at once, in order to guard against slides which this rock is liable to. Today, however, a slight change has taken place for the better in the color and hardness of the rock, and, though we are getting near the entrance, the difficulties and delay just mentioned may not be experienced or may be obviated by extending the deep cut.

Here we have had to turn the turnpike in two places: near the deep cut, out of its reach and below the cut, as a point where the embankment has gained elevation

enough to pass over it; we had likewise to divert the course of the creek which occupied the bottom of the valley, to save the cost and maintenance of two bridges or culverts.

On the east side, water is found in a comparatively large body; but here it matters little; the declivity will readily carry it off. As to the rock, it is much mined, even in a width of 16 feet, where several seams occur of quite a different character, some of it being the same crumbling brown slate; the rest hard trap rock in round boulders or hard slate: probably the roof will require no arching, at first, at least.

Almost all along the line, excavations uncover much more favorable soil than we had being led to expect from the surface: this will materially reduce the cost and make the cuts more open to the sun; though, on the other hand, it increases the proportion of excavation, especially with the large slips which take place in this soil; and thereby more numerous spoil banks, or broader embankments, will be formed, than were contemplated. The only place where rock of the hardest kind is found in a large body is on the west of Robertson's hollow; but it does not extend through that cut, which is 62 feet deep at one place.

Across this and Dove Spring hollow, banks of between 70 and 75 feet are raised, covering each a large and rapid stream; the plan I have adopted to dispose of these mountain torrents will be both safe and far less expensive than the large culverts originally contemplated, and will, I hope, meet with your approbation; it consists in filling the bed of the run with large rocks, through which the water passes pretty freely; and supplying, besides, on one side, several square culverts as a vent in case of overflow or temporary choking of the rocky bed.

The rock at the second tunnel, between these two hollows is now very hard and solid: whether it will stand without arching is yet problematical; and, in view of the contingency when such arching may become necessary, it is a question which I purpose submitting respectfully to your board, whether it would not be more expedient to increase the excavation at once for the purpose of constructing an arch, than to postpone it until the necessity shall be imperious, when it would certainly cost more. Indeed, the same question will present itself at all the tunnels; for, while great economy will result from dispensing with arches, yet no absolute

security can exist without, however hard the rock may be; as it is impossible to foresee what effect exposure to the air and hidden defects in the stratification may ultimately produce.

From the monthly estimates, as well as from the following statement, you will perceive that the force employed is not quite sufficient to reach the limits of the annual appropriation. I have directed the contractors to increase their force, which could not have been done before, while the cuts were shallow; owing to the impossibility of employing many hands on ground which by its steepness forbids hauling with carts until part of the road bed has been formed for it. In addition to this, the number of hands on the tunnel section cannot receive a full complement until these are entered, when hands of a special character must be engaged.

The force employed by each contractor is as follows:

- 1st Section, Kelly, Larguey:
 - Foremen, 4
 - Drillers, 25
 - Quarrymen, 28 to 57
 - Pickholders, 14
 - Smiths, 4 to 18
 - Carpenters, 2
 - Drivers, 7 to 9 besides 7 horses and carts and some wheelbarrows.
 - Total men, 84
- 2nd, 3rd, and 4th Section, Mordecai Sizer and Company
 - Foremen and overseers, 9
 - drillers and miners, 60 to 69
 - white laborers, 30
 - negroes, 42 to 72
 - masons, 4 with 16 teams, 10 carts and 8 railroad cars.
 - Total men, 145

- 5th Section, John Kelly and Company
 - Overseers, 5
 - Masons, 2
 - Carpenter, 1 to 8
 - white laborers, 52
 - Black smiths, 2 to 54
 - Total men, 62
- 8th Section, T. J. Randolph
 - Overseer, 1
 - Quarrymen, 8 to 9
 - Negroes, 22
 - Not at work, 5 to 27 with 5 carts
 - Total men, 36

It will be perceived that Col. Randolph's force is much too small; I have asked him to increase it; but as he works negroes altogether, he cannot very conveniently do it, at this time. Probably, as his work is light, it may be better not to hurry him this year and throw the increase upon the other contractors, by which means they may be enabled to finish as soon as Colonel Randolph.

The season is now fair, and we all hope, and earnestly desire, that your honorable Board may find it convenient to inspect the work in its present stage; it has progressed far enough to develop the character of the ground.

This report was designed to accompany the draft; but was delayed by objections made by a contractor to his estimate, which claimed my immediate personal attention, measurements and calculations.

Very respectfully submitted Claudius Crozet."