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AN IMPERATIVE NECESSITY FOR SOWING LARGELY OF SMALL GRAIN THIS FALL.

EDITOR SOUTHERN CULTIVATOR.—From a careful reading of the *Cultivator* for several years, I am satisfied you thoroughly appreciate the value of small grain to the Southern farmer, and that you have been unremitting in your efforts to encourage a larger growth. On account of its importance, it should be kept constantly before our farmers, until every one is converted to the belief that he commits a great error when he fails to devote a fair proportion of his land to oats, wheat, barley and rye. The maximum of success in farming can never be obtained without the aid of these cereals, for to whatever extent a farmer may plant of corn and cotton, it is always in order to supplement with fall sown grain. It may be sown at a period when neither of these can be, and requires comparatively little care, producing a spring harvest. It is no argument against grain growing to say (as many do) that at the proper time to sow they are too busy picking cotton and gathering corn, and that harvest time comes at a period when every energy is devoted to chopping cotton and cleaning corn. A slight expense in extra labor here pays by far the largest profit of the operations of the farm, and how foolish to be deterred by such reasoning (?)

From indications now, it would seem that the South, is destined yet to become a great wheat and oat producing country. It will be that when we produce enough to meet our home consumption, and that we ought to do, for the simple reason that we can do it so easily. We may never care to raise them for export, on account of the competition of other sections, but we may advance another important industry (wheat growing) by any surplus. Whether barley and rye shall be grown other than for grazing or soiling is yet to be demonstrated. For these purposes alone, however, they are invaluable. At present the oat is the most valuable cereal to us, and next to it wheat. As a money crop oats are far ahead of wheat, considering the comparative yield and price. How long this will continue, of course depends on "supply and demand." We certainly ought to grow enough wheat for home consumption. If every farmer in the South would, this fall, devote one acre of good land to wheat and three to oats per mile, what a difference it would make in our resources next summer!

I do not know to what extent crops are a failure in other sections of Georgia, but in this I know there will be a great deficiency in the provision crops, and cotton is not promising more than three-fifths. There will not be one-third of a crop of sweet potatoes and peas, and not much over a half crop of corn, I am afraid. It is as bad in South-western Georgia, the papers state. Dry weather has prevailed generally throughout the State, and caused more or less damage it is certain. In view of this, it is not imperative that we should be unusually active this fall, in endeavoring to meet these deficiencies by a larger spring harvest? In all probability, the coming season will be a fair and perhaps fine one for grain. Let us not procrastinate, and when September and October comes be unprepared and say, "Well, I believe I will wait until spring." Get seed ready at once. Sow by the 15th of October—bearing in mind this fact, that if put uniformly 3 1/2 to 4 inches deep, the plants will withstand the severest frozes of winter, and also suffer much less from May and June droughts.

If perchance any one farmer should be induced to sow, where he had intended not to sow, or to sow more largely, by anything I may have said, I would be glad to have a postal from him next June, setting forth his conclusions in the matter. S. A. C.

NEW DEVELOPMENT.—It has come to light recently, that a large quantity of the 5,000 Remington Rifles, belonging to the State were sold to sporting organizations during the Republican rule, by the officer having them in his charge, and that worse than all, this individual has appropriated the little fund raised through this side speculation, to his own private purposes. To what extent this has been carried on, has not yet been definitely ascertained, but it has been pretty heavy. Adjutant General Moise is on the track of the whole transaction, and the guilty party will soon be brought up and made to answer for his theft. When the whole thing is sifted through, which will soon be done, our people will know what became of the many thousand missing State arms.

Dr. Caldwell, of Iowa, states that in 1862 he was present at the exhumation of a body which had been buried two years before. The coffin had sprung open at the joints, and the hair protruded through the openings. On opening the coffin the hair of the head was found to measure eighteen inches, the whiskers eight inches and the hair on the breast five or six inches. The man had been shaved before being buried. In 1847, a similar circumstance occurred in Mercer County, Pa. In digging a grave, the workmen came upon the skeleton of a man that had been buried ten years. The hair was as firm as during life, and had grown to a length of eleven or twelve inches.

AGRICULTURAL PROGRESS IN MECKLENBURG, NORTH CAROLINA.—THE WORKING OF THE FENCE LAW.

Having a business call to Charlotte last week, we made use of the opportunity thus afforded for taking a look at the surrounding country, to note the progress of our neighbors, and to inquire into the workings of the new fence or stock law in that section. To make a good beginning, we started under the care of Capt. Wadsworth, directly to his celebrated farm, situated to the west of Charlotte, just outside of the limits of the town. We were prepared to see a first class farm, but did not expect to find one so complete in all its arrangements, combining such a number of small industries, under one general management.

Capt. Wadsworth has adopted the true system of farming, for which our country is adapted—that of mixed husbandry; practicing a system of rotation, under which corn and cotton are followed by small grain, which in turn are succeeded by clover and the grasses. Concentrating his manures upon the cultivated crops—corn and cotton; his thorough preparation for, and cultivation of, these crops, insures a fine yield, and leaves his fields in fine condition for the grain, grass and clover which are to follow; and the lands are virtually at rest, and rapidly recuperate by the accumulation of vegetable matter, while protected by the last named crops, although furnishing large quantities of hay for his stock. Stock raising is also a part of this system of mixed husbandry, and he runs a dairy farm as a part of his system, having one of the most convenient, commodious barns, with all modern arrangements, for the protection and convenience of his stock.

He pays particular attention to the production of fruits of all kinds,—such as apples, peaches, pears, plums, cherries and grapes, having a fine vineyard of the last, for which he finds a ready market in Charlotte, turning the remainder, if any, into wine. Hogs, turkeys, geese, ducks, chickens, pigeons, &c., are raised in large quantities, and the large flock of from seventy-five to one hundred turkeys, scattered over a pretty meadow, was alone a sight worth going to see. This farm is worth an article in itself, being a model for this country, which every one should imitate, leading as it does, in the right direction, and showing, as a forerunner of better days, what can and will be done with this favored country of ours under a more intelligent and more perfect system of agriculture.

There are said to be many fine farms and much fine stock around Charlotte, but after a visit to one of her gold mines, which is now in successful operation, we turned our attention to an examination and inquiry into the operations of the new fence or stock law. This law has been in operation in the adjoining county (Cabarrus) for three years, and a farmer from that county told us that it was now giving general and almost perfect satisfaction; and that no injustice was done to any one under the new order of things. It has prevailed in some townships of Mecklenburg for several years, but it was difficult to pass it in and around Charlotte, as every one owned a cow or two, for which they had free pasturage. It passed, however, last winter, and nearly every one acknowledges that it is better, and the only complaint that we heard was, that the change came too suddenly, and that some people had to make extra exertions to get their pastures in readiness before the crops were planted. We talked with white and black, landlord and landless, and all acknowledged that when the contracts for another year are made, every inconvenience will be arranged, and every one satisfied with the justice and fairness of the new law. Among the results, or effects of the new law, we may mention that all of the vacant lands around the town have been put under cultivation and made to produce fine crops; dairy farms have been established, and milk and butter can be purchased for less than it takes to feed a cow, (milk now selling at 25 cents per gallon); permanent pastures have been established around the town in which cows can be pastured at reasonable rates; and besides, since the stock have been enclosed, vegetation is more luxuriant, and a cow tied out to a stake with a long rope can easily pick enough grass to keep her in good condition, at this season, without feeding.—The farms and fields that were under fence remain so, but all around Charlotte fields are to be found without a fence; and there is a small patch of corn on Main Street, near the centre of the town, without a fence, which remains untouched by man or beast; and in a few years we expect to see her beautiful yards and lawns unprotected by anything save hedges, or very light ornamental fences.

Our observations and inquiries in Mecklenburg only serve to strengthen the conviction long felt, that the stock law is exactly what is needed to put our people upon the high road to agricultural prosperity.—Spartan.

PLAIN RICE PUDDING.—To twelve cups of rice add one of sugar, well washed, and cook to taste; flavor with vanilla, and a little salt and about a teaspoonful of butter. Excellent baked in a slow oven for three or four hours.

In the country they blow a horn before dinner; in town they take one.

CHOLERA IN POULTRY.

An Essay Read Before the Summer Meeting of the State Grange at Anderson, S. C., on the 10th of August, Prepared by J. H. Foster, of Lancaster County, S. C.

Of the few diseases poultry are liable to, none seems to deserve so much attention as cholera. From some points of resemblance between this ailment and Asiatic cholera among men, it is probable they have a like origin; that is, either symiotic or animalcular. Such symptoms as diarrhoea, collapse and rapid fatality, without any apparent symptom, are common to both. Also the fact that Asiatic cholera usually commences in India, and that several large breeds of chickens have been imported from that country during the last twenty or thirty years. It is a well known fact that diseases and malarious effects are common to the whole animal kingdom. Enlarged liver is a reliable sign in chicken cholera. So uniform is this that one can foresee an attack by inspecting that organ. However desirable definite ideas of its nature or essential elements of its cause may be, its prevention is still more desirable. It is often communicated to the healthy through the drinking water. Their water should be frequently renewed during the day, and troughs dusted over with pulverized copperas, or rinsed with diluted carbolic acid.

Geese that are confined to a yard and compelled to drink at a common trough take the disease; otherwise they have not been known to have it.

All poultry that manifest any symptoms of cholera should be separated from the others, and fed with cooked food moistened with diluted carbolic acid, and a few drops of muriatic solution of iron in their water. A large per cent. are soon too much prostrated to be able to eat; they can even be saved then if cooked food be pushed down their throats three or four times a day, it being moistened with diluted carbolic acid. The main measure for protection against this scourge is to burn all that die of it. If the dead are buried the larvae of the common blue fly will still be propagated in great numbers, and when near maturity will leave the carcasses, come near the surface, be scratched out and eaten, and thereby poison others. As all will not take the trouble to burn dead poultry, it is well to keep a watchful yard dog—so watchful that any cur that might have been eating a cholera-killed fowl should not loiter around one's premises. It is evident that this is one of the ways by which this disease is spread.

THE DEATH OF ADMIRAL SEMMES.—Mobile, Ala., August 30.—Admiral Semmes died at ten minutes past seven o'clock this morning, at Point Clear.

He was born in Maryland, and entered the United States Navy in 1826. He was rapidly promoted, and in 1855 attained the rank of commander. When the war between the States commenced Admiral Semmes, who was well grounded in politics, and a States Rights and anticonsolidation man, earnestly cast his lot with that of his friends and compatriots of the South, and the gallant services he rendered to the Confederate cause, soon won for him the admiration of his countrymen, as well as the plaudits of his enemies. As early in the war as the summer of 1861 he took command of the Confederate commerce raider, which played such havoc with the merchant marine of the United States. It was as the commander of the "290," or, as she was better known, the Alabama, a ship built in England for the Confederate States, that he won his highest fame. Bold, fearless and zealous, his vessel became, for a time, absolute monarch of the seas, inflicting immense damages upon the mercantile marine of the enemies of his country.

On the 19th of June, 1864, the Alabama was sunk near Cherbourg, France, after a desperate battle with the Federal war steamer Kearsage, commanded by Admiral Winslow, a native of Carolina. Nine of the crew of the Alabama were killed and twenty-one wounded. Admiral Semmes, after the destruction of his vessel, was rescued by the English yacht *Deerhound*.

Since the war he has resided in Alabama, among his kindred and friends, loved and respected by all men who knew him, leaving a volume of admirable interest concerning his adventures and service in the Confederate cause.

LIVELY TIMES IN CHICAGO.—The Chicago Tribune says: In this city the avalanche of grain from the country has put a new face on everything. Railroads are now full of business, and thousands of idle men set to work. All the lake vessels are in demand for the grain trade, and extra men, at increased wages, are set to work loading and navigating them. Orders for goods from the country are coming in, and this is beginning to work up trade among the merchants, and of course that sets idle men at work, boxing, packing, carting, and handling. Altogether, matters are rapidly brightening, and the auspices are favorable.

An ambitious Philadelphia couple were on Sunday last married whilst on their way to Atlantic City, on the morning excursion train. The ceremony was witnessed by a car full of friends, the wedding cake was cut and other festivities were indulged in.

LIFE ON AN OCEAN STEAMER.

STEAMER BRITANIC, WHITE STAR LINE, MID-OCEAN, June 22d, 1877.

In this letter, I propose to give some of the characteristics of an ocean-steamer, and particularly of this vessel, and the "Germanic" of the same line, as they are constructed and furnished exactly alike.

An ocean steamer differs very widely from a lake or river steamer. The load or cargo of a lake steamer is placed all on the main deck, and, of course, above the water line. In an ocean steamer the cargo is put in the hold far below the water line, also our baggage, except what we require in our state rooms. A lake steamer draws only from 5 to 8 or 10 feet of water. This steamer draws 25 feet of water. A lake steamer is propelled by a screw, situated nearly 25 feet below the surface of the water, in front of the rudder, but in rear of the vessel. This screw has four steel flanges, and is only 23 feet 6 inches in diameter. Yet its propelling power, being so deep under water, is tremendous.

The hull of a lake steamer is constructed of wood, and has guards extending out four or five feet beyond the hull. An ocean steamer is constructed of iron—great long iron plates forming the hold, and these fastened by bolts to an iron framework. There is hardly a particle of wood below the water line. There are no side guards. A lake steamer is wide in proportion to its length. This steamer, the *Britanic*, is 470 feet long and only 45 feet wide.

The following are the principal statistics respecting this vessel. Length 470 feet; width 45 feet; tonnage 5004 tons; engines 760 horse power; indicated power, 5000; eight boilers, with 32 furnaces under them; consumption of coal per day 95 tons; number of officers and men, including sailors, firemen, cooks and table waiters, 152; average speed of ship, 15 knots to the hour, (a knot is one-sixth of a mile longer than an English mile); diameter of screw 23 feet, six inches; diameter of shaft 22 inches.

The dining saloon is about fifty feet long and extends from side to side of the ship, having five rows of tables, with fixed revolving chairs, seating 182 persons.

On leaving port the tanks are filled with 28,000 gallons of fresh water, which, by means of pipes, is carried to every part of the ship. If this supply should fall short, one gallon per minute can be produced by condensing steam from the great boilers.

There are two great engines to drive the ship, and nineteen other engines to do the other work of the ship. By two small engines the cargo and even our baggage is lifted into and out of the ship. An enclosed wheel on the upper deck, worked by a small engine, drives 15,000 cubic feet of fresh air every minute through pipes into every state-room, and to all parts of the ship. The ship is steered by steam! In the wheel-house on the upper deck a man stands behind a small wheel, not three feet in diameter. (A child could control this wheel in the roughest weather.) By means of rods which extend from this wheel to an engine placed on the main deck near the stern, the man turns the wheel one way and it opens a valve in one of the cylinders of the engine, or by turning the other way, the valve in the other cylinder is opened, in this way steam power is applied directly to machinery which controls the rudder. If the man in front lets go of the wheel, the engine is locked and holds the rudder in the exact position in which it was left. This steering arrangement is comparatively new, and is, as yet, applied to but few vessels. If by any accident this engine and apparatus should get out of order, there is placed directly in front of it the great double wheel for four to six men to handle, and which can be put in gear in five seconds.

There is arranged throughout the ship a series of electric wires, so that if we are in our stateroom or smoking room, and wish to call a steward or waiter, we have only to touch a button. A bell rings in the steward's department, and the "Indicator" tells where the servant is wanted.

This and some other of the vessels of the White Star Line possess improvements which are not found in many of the other steam vessels. The dining saloon and state-rooms are as near midship as possible, and are on the main deck, and far above the water line. By this arrangement but little motion is felt, and the port-holes can be left open unless the weather is very rough.—Although the waves are now rolling from 5 to 10 feet high, our vessel moves along without any pitching, and I am writing as agreeably as if in my own parlor. In all modern built steamships, there are below the water line air-tight compartments, so that if an accident should happen and a hole be stove in, a single compartment would fill with water, but do no other damage; only adding a little to our cargo. As to safety, I would rather go from New York to Liverpool in this vessel than to go from New York to Chicago in the cars. A gentleman next to me on the ship told me that this was his thirty-fourth trip across the Atlantic, and this, he said, was the finest vessel he had ever sailed in. We asked him if he had ever met with an accident. "No," said he, and then added, "I was once on a *Quarrier*, about ten years ago, when a portion of the captain's room on the upper deck was carried away

and I found about three feet of water in my stateroom. Two sailors were washed overboard, but this was hardly an accident!" To show how little the wind and weather affects our progress, we sailed the first day from noon to noon, 361 miles; 2d day 364 miles; 3d day 361 miles; 4th day 360 miles; 5th day 317 miles. The chief engineer (there are seven assistants) told me we could with perfect safety make one mile an hour more, but the company would not allow it. They confine him to 95 tons of coal per day.—They would allow no racing. The average time of crossing the Atlantic in these vessels is about 8 days, or two days less than the average time made by some of the other lines.

I have a good word for temperance people. Our captain, Thompson, presides at the head of one long table, and is surrounded by distinguished ladies and gentlemen, who at dinner indulge in wine, champagne, etc. Capt. Thompson never takes a drop of wine; only a glass of milk,—and this he takes at breakfast, lunch and dinner, not even taking tea or coffee. And he is a perfect picture of health and strength.

We have some noted characters on board. Gen. Daniel E. Sickles, Rev. Dr. Roberts, of Elizabeth, N. J. Rev. Dr. Crosby of New York, and the brothers William and John Jacob Astor, and their families, who own about one-third the real estate of New York. The two brothers, in dress and general appearance, look like a couple of respectable farmers, though rather more tanned than farmers in general. One would never take them for millionaires. They are becoming quite sociable and communicative.

We have on board, for freight, six thousand tons of American cheese, six hundred tons of American beef, and five hundred thousand dollars in specie! The beef is placed in immense refrigerators, as also the milk we use and our principal provisions. The milk is put in air-tight cans and placed in the refrigerator, and is about as sweet to-day as when we left New York.

Last evening we had a grand entertainment on board, consisting of singing, piano solos, recitations and prestidigitation. I have attended many less interesting entertainments in New York. Rev. Dr. Crosby presided. At the close, a collection was taken up for the benefit of the Liverpool Sailors' Orphan Asylum; and a hundred dollars in gold was realized. G. C. C.

A FAT MAIL JOB.—Washington, August 20.—It will be remembered that in 1865 the Pacific Mail Steamship Company entered into a contract, and obtained from Congress an annual subsidy of five hundred thousand dollars for ten years, for carrying monthly the United States mails to Japan and China; that the contract terminated about the first month of last year. The government, after paying five million dollars in subsidies to this company, found, by its table of receipts, that only \$150,000 had been received in return for postage on mail matter received and sent by the steamers.

The direct loss to the government was therefore \$4,850,000, and if the loss of the interest on the payments be added, the amount will exceed the \$5,000,000 paid as a subsidy. At present, the mail is carried by steamer at regular ocean rates. It is probable that Congress will be asked to pass a law, providing that the owners or managers of steamers coming to or departing from our ports, shall receive and transport such mails as our consuls at the foreign ports of departure may wish to send home, and such other mails as the postmaster at the port of departure in the United States, may wish to send to the country to which the steamer is bound, receiving as compensation for the service, the sea postage rates fixed by Congress.—Five thousand to ten thousand dollars fine to be the penalty of refusal.

THREE INFANTS KILLED AT A CAMP-MEETING.—The Rock Hill Herald of the 29th, vouchers for the truth of the following statement: On Sunday last three infant negro children were killed at the negro camp-meeting at Steele Hill, in upper Lancaster, by being stamped and rolled upon by shouting women. Strange to say, too, these tragic proceedings took place not under the arched where the main crowd was gathered, but off a little way in tents. Not two deaths occurred in the same tent either. These circumstances throw around this extraordinary occurrence a horrible suspicion of murder under the guise of religion. As far as we have particulars it appears that a number of women were carried from the arbor to tents, in a very excited state, and that after being placed in the tents where the children were, these tragic scenes were enacted.—Our latest information is that two of the children were killed almost instantly, while the third one is alive, but with its back broken and many other bodily injuries; it is expected to die. This place, Steele Hill, was the scene of some ugly rioting during a camp-meeting there one year ago, and we think it is now time for some legal proceedings to be instituted against somebody.

This is the season when newly-married couples make their appearance at the watering-place hotels, languish on four-dollars-a-day diet for one week precisely, and then go home to the realities of corn beef and cabbage for the balance of their natural lives.