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ESSAYS BEFORE THE STATE AGRICULTURAL AND MECHANICAL SOCIETY.

Manure vs. Phosphates.

BY PAUL S. FELDER, OF ORANGEBURG.

Mr. President and Gentlemen of the Society:

There are very few soils so fertile as to dispense with manure of some kind. When such soils do exist, by repeated cropping and removing the produce, they will be eventually worn out, unless replenished in some way. A soil, to be productive, must contain soluble earths, and by repeated croppings some of these soluble parts will become just as certainly exhausted as a corn crib which is continually used out of, and to which no corn is returned, will get empty. All earths are not soluble, and consequently cannot be good for plants, and those which are soluble enter into the composition of vegetables in different proportions. No soil contains them in equal abundance, and if a soil is exhausted of only one of these parts which enter into the composition of a vegetable, it must inevitably cease to produce that plant. By the continued planting and removing of the growth of a soil, some of these parts will sooner or later become exhausted, and when this deterioration commences, it goes on with accelerated speed. There is no portion of South Carolina with which I am acquainted that is not benefited by manuring. Of the whole State, I do not know any section which absolutely requires higher culture and more constant manuring than that portion in which I live, and I doubt if any has paid greater attention or made more constant efforts in that direction than the planters of Orangeburg. So highly are all fertilizers valued, that cotton seed cannot be bought at anything like a reasonable figure. Every planter selling a bushel, feels that he is robbing his soil and adding to the purchaser's. (The first thing noticed by a planter in Orangeburg is the location of the lot and its advantages for making manure.) So certain are our seasons, and so few are the casualties, that we judge the crop we are going to make by the size of the manure pile and the fertilizers that we intend to buy. I have never planted a crop without manuring the land; in fact, I would as soon think of working my horse without feeding him, and I have never failed to receive competent interest on any fertilizers, either bought or made at home. Yet, in the face of all this, and although I have been planting and manuring twenty-eight years, I never had a question propounded upon which I am so ignorant, and which I find so difficult to answer, as the one now under consideration. To me there seems to be no rivalry between them. I have always used both in the same field. Never separated them. Now, the question is, or at least the first to be answered is, "Which is the cheapest fertilizer, whether domestic or commercial?" That places on one hand the lot and stable, and on the other Peru and the phosphates. I am called upon to decide between them, when I use all my spare time to make the one, and all my spare money to buy the other, and have never had enough. It is easy enough to tell the cost of commercial fertilizers. I only have to look at my factor's bill; but how cheap it is, that is another question. To estimate the result: The field is so large, and the expense so great, that I cannot see to the end of it. It is not how much more cotton has it made the land produce this year, but how much has it improved the land also, and how much better and more efficient labor can be commanded in consequence, and how much more cotton seed it will add as domestic manure, and how much it will enhance the value of the lands and the reputation and credit of the planter follows.

Mr. President, who can calculate it? It rises to my view like mountain behind mountain, until I am lost in its contemplation. But, sir, I will endeavor to give my experience in figures and facts as nearly as possible. I can only approximate, as I have never kept any detailed account of my operations. I have never weighed or measured a load of manure or counted the loads to the acre. But what I do know is, that with the use of domestic manure and commercial fertilizers in connection in three years I brought my land up from 200 pounds seed cotton and five bushels corn per acre, to 1,000 pounds of seed cotton, and from fifteen to twenty of corn to the acre. I will try to make an estimate of the cost of lot and stable manure, and do this I will have to give my process of making it. So far as hitting the stable is concerned, that may be put down as nothing. It is necessary for the comfort and good keeping of the animals stabled. Also, the feed and feeding cannot be charged to the making of manure. Thus, in his principles of agriculture, says an animal stabled will make double the weight of his feed in manure, and my experience is a load of manure for every wagon load of litter hauled in. The plan pursued was on a lamp day to take all hands, some with hoes to scrape up leaves, top soil and decaying limbs, and the others hauling it in and scattering it over the lot in which I penned my cattle. I put clean straw in the stables. This was done mostly in the fall on wet days when no other work could be carried on advantageously. About the first of December, in damp weather, I began to throw it up into one large pile, mixing in the stable manure. When about half done I selected some two or three old cattle which I thought it would cost more to winter than they were worth, and in a large stock there were always such. I killed and skinned them and put them upon the pile. I then threw on top enough stable manure to cover them well. After which I finished my pile, completing it with lot scrapings. After each rain, as the liquor settled in the low places, I had it dipped up and thrown over the pile by pouring it into a broad trough with holes bored about in the bottom. About the first of January I began to haul out, putting say eight four-horse loads to the acre. Thus says in his agriculture that thirty-six cubic feet or 2,000 pounds is a load. My fields are close to my lot, so two hands can haul easily eight loads per day. I will put that down at fifty cents per load, makes the hauling four dollars. One hand can scatter an acre, say fifty cents for that. The piling and hauling in we will say costs one dollar. We tanned the skin of the animal buried, and that pays for that—so we have the cost per acre, five dollars and fifty cents. I will remark here that the animals buried will have entirely disappeared in three or four weeks, even the bones will all be gone, except the very large ones. If there is any small little plaster corrects it. That manuring will be equal to 200 pounds of phosphate or guano, which will cost about seven dollars. It is my opinion, then, land dressed with the domestic manure will improve the faster. The great difficulty is in making domestic manure enough. One horse will manure one acre. A cow in a year will manure the same. In my planting I preferred to use both together in the proportion of six loads of domestic and sixty pounds of commercial fertilizers. My average crop with that was 1,000 pounds seed cotton to the acre. Last year I used seed cotton as I ever made by the use of stable manure, plaster, cotton seed and acid phosphate, compacted in equal quantities.

One year, I took six hands, two with axes, to

cut the oak splings, and the other to gather and burn ashes; worked one day. The cost, at fifty cents per hand, is three dollars. I put that on half an acre of land. On another half acre, I put three dollars' worth of guano, and on another, three dollars' worth of Rhodes' superphosphate. The ashes made twenty pounds the most cotton. Ploughing under cow peas, weeds, or any vegetation when in bloom, is a cheap and good fertilizer. The clover is now used with marked success in the sugar-cane fields of Louisiana. Cotton planted after a green crop ploughed in continues green and bears longer than when manured with commercial fertilizers alone. No fertilizer is cheaper than tramping land. No fertilizer is better than that which should be first broken up. Gathering the mud, grass and rotted vegetation in the eddies and streams, is equal to lot manure, and, where the location is convenient, makes a cheap fertilizer. Domestic manure is a more perfect fertilizer than the mineral manures can be. Thus, in his principles of agriculture, says manure acts upon the soil in two ways. First, by communicating to it those juices which are calculated for the nutrition of plants and vegetables. Second, by the chemical action which it exercises on those substances contained in the soil, decomposing them, and recombining them under new forms, and thus facilitating their introduction into the suckers of plants. Every organic body is forced by the combination of these four or more elementary substances, united by vital power in certain proportions. All organic substances which have entered into a putrefaction or decomposition, contain the elements necessary for the reproduction and perfection of the vegetables which we cultivate. Now our domestic manure contains these organic substances in a state of decomposition, and it not only contains all those substances in itself necessary to the vegetation of plants, but it also favors the decomposition of the insoluble humus and communicates a greater degree of energy to the vegetation of plants."

Mineral manures, which do not contain any organic bodies, act solely, or at least, essentially, by improving the texture of the soil, rendering those parts of it soluble which were previously insoluble, and favoring and accelerating decomposition. Now we see from the above that mineral manures are not and cannot be perfect fertilizers, as they are lacking in organic substances, and consequently must exhaust the land of some necessary ingredient for the growth of plants, and unless this is supplied, the lands will ultimately cease to be productive. So if one of the essentials for the growth of a vegetable is lacking in the soil, it would be impossible to grow it until supplied, and that essential may be wanting in a manufactured commercial fertilizer. It could not be so in the domestic fertilizer, because it contained all of the organic ingredients necessary, having been a vegetable before, and when it lost its vitality and decayed, and when its parts are destroyed, they remain to recombine in some living plant. Although these mineral manures may push forward vegetation more rapidly, yet does it not soon cease to bear and shed its leaves, and may that not be for the want of some part exhausted from the soil and not contained in the commercial fertilizer? This supposition is strengthened by the fact that new lands or lands rich in vegetable matter are apt not to rust. As you see, Mr. President, I rather incline to domestic manures, but yet I do not condemn the commercial. I have always used them, and intend doing so, as long as I have means to purchase. In short, I would not plant without them, but I would not have them to supersede the others. I think both are valuable—more valuable together than either one alone. Having now given what I know of this part of the subject, I will proceed to the latter part, viz: The best manner and time of application.

The plan I have settled upon, after repeated trials, is this: Run a turning plow on each side of the old bed, throwing the dirt in the middle, and burst out the ridge, where the stalk grew, with the third furrow. I then scatter my domestic manure in that furrow, and cover it immediately, by throwing two furrows on it. This I do as early as possible, for the sooner domestic manure is put out, the better. I begin in January to haul out, and I never let it stand exposed in the field, and I never clean out my stable until I form my compost heap. When planting time comes, I trench that ridge over the manure and put in the commercial fertilizer, and break out the balance of the land. I then trench or chop and put in the seed. I then work the crop, never taking dirt from the cotton or corn, but always putting a little to it. I think it does best to put in all the fertilizers before planting. I have tried them after the crop was under way, but could never see but that it was time and manure lost. By adopting that plan, the yield of my land is exactly in proportion to the amount of fertilizers used. The domestic manure absorbs and holds moisture enough to make the crop, having all of the wet months of spring for that purpose.

THE ROLL OF CHIEF JUSTICES.—It is noticed, in connection with the death of Chief Justice Chase, that no man has been promoted directly from Associate to Chief Justice of the Supreme Court. The first Chief Justice was John Jay. While he was Chief Justice, he accepted the mission to England, and held both offices for a year. On his return from England he vacated both offices and became Governor of New York. John Rutledge, of South Carolina, who had been an Associate Justice, but resigned to become Chief Justice in his own State, was nominated to the Chief Justiceship by President Washington, but rejected by the Senate. The next Chief Justice was Oliver Ellsworth, of Connecticut, and a Senator from that State at the time of his appointment. He presided in the Supreme Court less than a year, and then, without resigning, accepted the French mission, and held both offices until the negotiation of the French treaty, when he resigned both. John Marshall, of Virginia, who was then Secretary of State, was appointed by President Adams Chief Justice in January, 1801. He remained in the Cabinet until the close of President Adams' administration in March of the same year, when he took his seat on the bench and filled the position of Chief Justice till his death in 1835. President Jackson appointed Roger B. Taney as his successor, and he filled the position until his death in 1864, when Mr. Chase, then Secretary of the Treasury, was appointed by Mr. Lincoln. Although Mr. Chase's incumbency extended through only eight years, he occupied the position longer than any other of the Chief Justices except Marshall and Taney, whose joint terms extended through sixty-four years.

Two urchins, five or six years old, returning from school recently, were overheard discussing great theological questions. "Well," says urchin number one, "the Lord owns all this world, don't he?" "Yaas, I 'spose he does," responded number two, "but dad says the devil's got a big mortgage on it."

—A volume that will bring tears to your eyes—a volume of smoke.

[BY REQUEST.] From the Pickens Sentinel. Manufacturing vs. Agriculture.

In the great upheaval of society in the South, consequent upon the results of the war, in its industrial as well as social relations, the truth of the old axiom in political economy, that agriculture is the basis of national prosperity and greatness is likely to be seriously questioned. And so far as the South is concerned, from having heretofore acted upon the extreme idea that agriculture was the only occupation entitled to general favor and adoption, we are urged to swing round to another extreme, and espouse the manufacturing interest as the one great panacea for all our ills, industrial as well as political. And under the influence of this popular hobby, the farmer, as in other cases, is likely to be made the pack-horse, the hewer of wood and drawer of water, to subservise the interests of the powerful manufacturing corporations of the country. Indeed, so strongly had this popular dogma seized upon the minds of some of our legislators in the last Legislature, that it was gravely proposed, as we are informed by a representative from Anderson, to wrest from the land holder, in an arbitrary manner, his right and title to so much of his real estate (and only so much, mark you), as may be necessary, or may be injured by the flowing back of sand and water consequent upon the erection of a dam across a stream, to subserve the interests of some manufacturing company, who may find it convenient or necessary to erect said dam or dams. Thus virtually ignoring, in behalf of manufacturing corporations, the old well established principle of law, that every man has a right to use his own property as he pleases, provided, he does not injure the property of others in that use. It is no sufficient reply to this objection to say that the land holder upon his real estate, the damage that may be assessed by disinterested persons. A man's interest in his real estate is more sacredly guarded by law than any other—that spot of earth a man calls home possesses a thousand endearments not computable in money—and to wrest from the land holder the most valuable part, it may be, of his homestead, to wit, the bottom land, would be, to say the least of it, perpetrating a great injustice.

Now, Messrs. Editors, I am warmly in favor of diversified industries, of every kind and character, as conducive to the prosperity of our common country, but why the manufacturing interests should become the recipients of special favors by legislative enactment, at the expense mainly of the agricultural interests of the country, is beyond my comprehension. Protection to all alike—favoritism to none by legislative enactment, is our motto. The constant tendency of these huge moneyed corporations, railroad and manufacturing alike, is to oppress the many for the benefit of the few. Already are the farmers of the great Northwest organizing themselves for self-protection against the exorbitant charges of railroad companies, and for the additional purpose of so adjusting the value of farm products as to cause them to "bear a just relation in price to the products of other labor." There is an old and trite saying that the "farmer feeds all," and if the present tendency of things is to continue, we may have to add another, that the "farmer pays for all." It is high time that the farmers of the South, like those of the Northwest, should unite for their own protection. The order of the "Patrons of Husbandry," or "Farmers' Union," seems to be the most effective, and will bring us into complete sympathy with the farmers of every other State and Territory in the Union. The necessity for this union among farmers is so ably presented in an agricultural address of Mr. Bronson, of Kansas, that we ask the liberty of transferring a few extracts to the columns of your valuable paper.

PROGRESSIVE. Extracts from Mr. Bronson's Address.

"For this purpose we present you this address, setting forth the necessity, advantages and practicability of such a Union of Farmers. And we must first call your attention to the fact that all industries as well as all classes of laborers, except farmers, have their unions, compact and methods of self-protection. And just in proportion to the benefit they receive therefrom are they aggressive upon us, striking the cost of all they produce. Not a shoe-maker of Massachusetts, nor his competitor in Kansas. Every hour taken from the artisan's day of labor adds to ours. Every dollar added to the wage takes away from the farmer's. Can we afford to stand idle spectators of the consolidation and mobilization of every interest but ours without an effort at self-defense? The results of these combinations are telling a tale that we must listen to. We must fight them with their own tactics and weapons, or succumb in the contest, as does every disorganized body when coping with organization and discipline. While we are feeding others for less than half the former cost, they, by their compacts, are forcing us to pay as much or more than before. * * * We congratulate ourselves upon living in the country where we do not have to pay 42 per cent. tax, or \$500 for paving 50 feet of street, when in fact an assessment is laid upon the business that we do in that city to pay these expenses. The real estate owner charges it to the rent, the merchant puts the rent on the cost of his goods, and so with every stately edifice, public building and pleasure ground. Trade pays the whole bill; the city is the fleece; officials, professions and tradesmen are the shearers; farmers the sheep—and in these times when the hide goes with the fleece they may be excused for a feeble bleat.

"Men can sell us goods, buy our produce, or lend us money, on the same plane of physical comforts with us, without any principle of equality. Their whole system is based upon profits, while we rarely ever get cost. They live by trafficking in the products of labor; we, by labor alone. Profits flow as naturally to the city as streams to the ocean. Every thing is high there and has to be well paid for. If the proprietor of the Metropolitan Hotel goes into the country and stays over night with a farmer, he is kept free of cost. But if the farmer goes to the city and stops with him, he pays two dollars. The producer of anything in the city finds it expensive to live there also, and adds to its per centage. The purchaser pays both bills. And so this wave rolls back until it strikes the farmer, and there stops; as well as it must; for when all these extravagances are 'referred back to the committee on agriculture,' where can they 'refer' them?

"Let us glance briefly at the situation: let us see what kind of bargains we are driving with others. Few of us realize how little we are receiving for our labor. We suppose that there is no crop on the farm that pays better than the corn crop, and we think this the general opinion, from the fact that full two-thirds of our cultivated lands are annually planted with corn. If we allow that to clear the ground, plow, mark, plant, replant, tend, gather and deliver an acre of corn will take

only four and a half days for a man and team, and one day for interruptions from bad weather, making five and a half days of running time, which is a very close estimate, and then estimate that acre at forty bushels, which is a very high estimate, that forty bushels at twenty cents, which is more than corn will bring throughout the State, we have \$8.00 as the result. Deduct \$2.50 for the use of the land, and we have \$5.50. Just one dollar a day for man, team and tools, and we have fifty cents left for our own labor. If we deduct twenty-five cents for our own board, we have twenty-five cents left for labor alone, out of which we must pay war taxes and clothe and provide for a family. Thus it will be seen that when we pay a man \$15.00 a month, we give over two days of our labor for one of his, and if we pay seventy-five cents a day and board we give just three days for one. If we give one dollar a day and board, we give four days for one. Now, if these figures are correct, and we think they are, they are not only ludicrous but a little solemn, and we would be glad if they were the worst feature of the case, but we fear we shall have to go farther and fare worse. When we employ an ordinary mechanic to repair our houses or implements, we give him from four to six days for one. Our County and State officials from six to ten days for one. Our school teachers, many of them educated at our expense, protected from the weather in a house that we furnish and warm, buy with six hours labor in the school room forty-eight hours of our labor, performed in snow and rain. The physician and lawyer all the way from ten to twenty for one. Estimate these prices in grain and we shall find that many of them earn our corn and oats as fast as a man and team can gather and deliver. The plasterer, the brick or stone mason, that gets \$4.50 a day, which is common, buys with that day's labor an acre of our oats delivered in market, the delivery of which alone is equal to his work. The school mistress with six hour's work buys sixty pounds of our pork, (if she wants it.) The doctor that rides six or eight miles into the country to visit our sick families buys an acre of our corn which it will take two days at least for us to deliver.

"Is it possible that farmers are the only human beings that cannot act in united capacity? Farming is wholly individualized, which accounts for its prostration at the feet of every other human achievement, and the result of union. Our whole social system is union: from the country log-rolling to the confederacy of States, and for farmers to ignore the agencies that are moving the rest of the world forward is more senseless than to attempt the cultivation of their fields without the plow.

"And farmers of our entire country, it is evident that we are now sadly behind, and that whatever may be the cause of it, a union can do much towards removing it. If the cause be over-production, a union will help us all to understand this and decrease our productions. But this is a remedy that should be resorted to only in so far as we ever work ourselves to produce large crops. When conditions are normal the whole world, ourselves included, will be benefited by the utmost our fields can yield. If the cause is found to be mismanagement, then a union can help this materially. If the cause is that we feed others very cheap, while they employ our wants at costly rates, then by united action we can compel a more equitable exchange, reaching back to the greater manufacturers themselves. We want a union to protect our interests, as farmers; to elect men to our Legislatures from among ourselves, pledged to see that Governmental expenses and salaries are cut down to a farming basis, so that the whole income of a farm may be able to pay the taxes thereon, at least; to exercise what little power is left us over railroad charges, so that the roads that we have mortgaged our farms to build, may be compelled to recognize that they exist for us, as well as for them, that they may be something more than anacondas stretched over our country, confiscating a transportation charge the grain that bankrupts us to produce, and which others are finishing to receive."

THE CHEAP TRANSPORTATION MOVEMENT IN THE WEST.—From all quarters of the North and West, says the Savannah News, we hear of movements having for their object a change in the present high, almost prohibitory rates of freight upon Western produce seeking the Atlantic markets. A variety of projects are entertained; some are in favor of increased direct railroad facilities between the North, South and West; others advocate the construction of a grand canal from the Mississippi River to the South Atlantic ports; some are for turning the commerce of the Western rivers up stream to the lakes, and thence to New York; others favor an outlet to the Atlantic at Norfolk, while Baltimore and Philadelphia are both preferring their claims as eligible outposts for the produce of the West. While these various projects divide public opinion according to the local interests which they affect, all minds agree on the one abstract proposition, that an absolute necessity exists for cheaper transportation for the products of the great Western food-producing region. This conviction has taken complete possession of the minds of the people of the West, with whom the best and most effective means of accomplishing the desired object has become the all-absorbing question of the day.

AN INTERESTING EXPLORATION.—The military expedition, which will go into the country of the Sioux Indians to establish two military posts there, in accordance with the act of Congress of last session, is intended to be of a character to impress the Sioux with a notion of the power of the Government. It will consist of 2,000 men and officers, and will be accompanied by a large number of civilians, who will be attached for the needs of forwarding supplies, making surveys and explorations, and for other similar duties. There will be several scientific men with the expedition, who expect the most valuable scientific results from an examination of the great interior basin, which the party will penetrate, and which is till now as much a terra incognita to the white race as the interior of Africa. The hitherto almost undisturbed abode of the most savage and powerful of the Indian tribes will be entered, and preparations made to take advantage of the extension of the Northern Pacific Railroad, to bring them permanently within the control of the Government. The details of the arrangements are not yet far advanced, but the expedition will probably be begun about the middle of June.

—Mark Twain, a few months after his first baby was born, was holding it on his knee. His wife said, "Now confess, Samuel, that you love the child?" "I can't do that," replied the humorist, "but am willing to admit that I respect the little thing for its father's sake."

—The hardest case of matrimonial infelicity is the case of a man in Indiana, who returning from a business journey recently, found that his wife, during his absence, had raffled off all the furniture and departed, and the sheriff arrested him for allowing gambling on his premises.

From the Augusta Constitutionalist, May 14. The West and the South.

Pursuant to the call, the delegates from different parts of the West and South assembled to-day in the room of the Augusta Exchange at 12 o'clock. W. F. Herring, Esq., President of the Augusta Exchange, called the Convention to order. After welcoming the delegates present in the name of the city of Augusta, he announced as the first business in order the election of a permanent President, proposing the name of Col. Henry Moore as President, and G. W. Trotter as Secretary. This motion was unanimously adopted.

Col. Moore, upon taking the chair, thanked the Convention for the honor conferred upon him, asking the cordial co-operation of the delegates present in the furtherance of the great object which he understood to be paramount with them, in which all present, however they might differ as to details, or as to the best means to be used, were nevertheless comprised for the general purpose of promoting intercourse and inter-communication with the Northwest and the Southern Atlantic coast. Such a desire had long existed in the South. All efforts heretofore had been made by the South, unaided, to attain such an end, and whatever of inter-communication the West and the South, the result of art and enterprise, now enjoyed were due her efforts. Recently, however, the great West, grown into power and strength, so as almost to be the great power and the chief strength of the Union, had awakened to the necessity of multiplying the lines of intercourse and strengthening the bands of interest and friendship. Railways were the great channels of modern commerce, which art had so deftly constructed to overcome obstacles as to almost eclipse those channels provided by nature herself. St. Louis was reaching out her arms in all directions southward, and Louisville, with great sagacity, and indomitable perseverance, was still pursuing a policy which he believed she was the first to inaugurate in the West, and Cincinnati and Chicago were moving in the same direction, seeking for reciprocal benefit in inter-travel and intercourse. He was pleased to welcome here gentlemen from the great West, who, he understood, came for no holiday purpose, or with political ends—but came on business, meant business, and nothing but business—earnest, active, enterprising. He was pleased to see also present those from the South, who had spent their lives in such great designs, and was glad to recognize that they had lost nothing of their zeal nor abated one jot of heart and hope for the accomplishment of the great purpose of cementing the bonds of union and reciprocal interests between two great sections, which seemed so eminently fitted by nature to contribute to the prosperity and strength of each other. To each and to all he extended a cordial welcome, hoping that by harmony in action, concert in purpose and combination in interest, the great end for which they had assembled would be speedily and propiously accomplished.

The Chair then announced the Convention organized and ready for business.

Dr. R. Casey announced that there were many gentlemen here from the West who had come among us to see our people and know them and learn their interest in Western railroad connections with the South, and among others was the Hon. W. S. Haymond, of Indiana, President of the Chicago, Delhi and Indianapolis Railroad Company, from whom he would like to hear.

President Haymond then addressed the Convention at length. He said that there was the kindest and most fraternal feeling in the West for the South. No partisan feeling existed there towards the South. The people of the West never had any such feeling, no matter how it may have been represented. The interests of the West and South were reciprocal there was no conflict—no clash. The surplus of the West was just what the South needed, and the South was the best customer of Western farmers. The South produced just that which the West needed. But the barrier of a chain of mountains had interposed. There had been too little social intercourse, too restricted commercial intercourse. The rivers which hitherto determined commercial intercourse on the north side of that mountain barrier flowed northward towards the great lakes. The rivers on the south side flowed to the Atlantic, and the people on either side had followed the course of the rivers looking northward or southward, according to locality. When, therefore, a western farmer wanted Southern products he looked not Southward but East, and sent his products several hundred miles east to be exchanged for southern products. So also the men of the South, needing Western supplies, looked not to the West, but to the northeast for such supplies. Both had to go many hundreds of miles out of the way to get what they wanted, and each suffered by the increased cost of transportation and by the middle men who controlled both sections and lived upon both. There lived an evil that the West ever sternly resented. He saw that Gov. Smith should be remedied. He saw that Gov. Smith had stated that the South needed fifty millions of bushels of corn. The single valley of the Walnut, in which he lived, produced this as surplus. But what could they do with it? It was better economy to use it as fuel, for corn made a good and beautiful fire, than to send it by the way of New York to that market. This might seem strange, but was true. But when he placed one point of the compass at Chicago and another at Augusta, he found that this point was nearer by two hundred and forty-six miles—nearly half the distance to New York, where the corn was as far from the true market as when at home. Again—Western sagacity had already perceived that the tide of commerce was changing, and looked forward not alone to the Southern Atlantic coast trade, but to trade with Cuba and South America, and he predicted that the day is not far distant when this inter-tropical trade—the most profitable of all trade—would be the great trade of the country, and your city of Augusta, standing at the gates of four great ports—Savannah, Port Royal, Charleston and Wilmington—would enjoy to a degree not now dreamed of. But he would not indulge in speculation. The President had said, and he was glad to hear it, that this was a business meeting. The speaker then proceeded to discuss: First—The means of superceding a railroad line from Chicago would have along a railroad line and derive from its termini; Second—The business which might be counted upon after the construction along the line; Third—How much work was already done and could be used by a judicious consolidation with other lines; and Fourth—The small length of roads, comparatively, for which there is yet no provision.

Gen. J. W. Harrison offered the following resolutions, which were unanimously adopted: WHEREAS, The necessity for, and practicability of, a more direct and economical line of transportation between the great Northwest and the Atlantic coast are facts admitted, and need no further argument to produce conviction on all sections interested; therefore

1. Resolved, That the several delegates and friends of such enterprise here assembled with a view to concert of action, do hereby resolve themselves into an association to be styled

"The Chicago, Knoxville, Augusta and South Atlantic Short Line Railroad Association."

2. Resolved, That, as at present advised, we recommend the following general location as embracing the great object in view, viz: from Chicago to Indianapolis; thence to Lexington, Ky.; thence to Knoxville, Tenn. (with a branch from an eligible point, through Cumberland Gap in the direction of Asheville, N. C.); from Knoxville over the line of the Blue Ridge Railroad to Clayton, Ga.; thence over the most practicable line to the city of Augusta and the South Atlantic coast, having proper regard to distance, cheapness of construction and general results of business.
3. Resolved, That, to promote and consummate, as far as possible, the great project before us, a committee of ten be appointed by the Chairman, whose business it shall be to ascertain and embody in a report all such facts and suggestions as may be necessary to bring this enterprise to the attention and favorable notice of capitalists and the people at large, especially the distances from point to point, practicability of routes, approximate cost of each section, general and special resources, consolidation with or purchase of other roads, wholly or partially constructed, with such other matter as such committee shall deem advisable.

The President announced as the committee under the foregoing resolution, Gen. J. W. Harrison, Hon. George Medill, Ferdinand Phinizy, Esq., Dr. W. S. Love, Hon. C. H. Maghee, Hon. W. S. Haymond, Col. Wm. O. Foley, Dr. J. L. Wilkes, Gen. S. B. Sandusky and Col. P. W. Bradley. On motion of Dr. Casey, the name of the President of the Convention was added to the committee.

Gen. Harrison being called upon gave a succinct account of the condition and prospects of the Blue Ridge Railroad of Georgia, and called upon Judge Wm. Gibson to know what Augustus was going to do.

Judge Gibson stated that he was no railroad man, but he was pretty well acquainted with public sentiment, and he believed that when the question of direct rail connection with Chicago was brought before the people by men in whose ability and integrity the people had confidence Augusta would not be backward, as he never had been, but the people would contribute, and honest, patriotic men would spend their time, money and labor, as they always had done, for the public good.

Mr. E. M. Rucker offered the following resolutions:

- Resolved, That as the connection between the Northwest and the South Atlantic coast is of material importance from the vast commercial interests involved to large sections of the country, and that such interests will necessarily secure kind and friendly feelings between distant portions of our common country, that a committee be appointed to memorialize Congress to aid this great enterprise.
- That the gentlemen present in this meeting are requested to call meetings along the line of this contemplated road in order to memorialize Congress to give the route the support of the Federal Government.

Mr. Haymond rose to support the resolution, not because he believed government aid was essential, but because the people of the South should receive aid, as the West and North had been aided by the General Government. Col. Mitchell opposed the resolution upon principle. Col. Rucker supported his resolution because the aid was no longer an open question, but *res adjudicata*, and government aid to internal improvement an established policy. The resolutions were adopted. The Chair appointed under these resolutions the following committee:

Hon. A. H. Stephens, Hon. W. S. Haymond, Gen. W. B. Duke, Gen. R. Mabery, Hon. A. Burt, Hon. Geo. Medill, Col. E. M. Rucker.

Hon. W. S. Haymond offered the following resolution:

- Resolved, That this Association adjourn to meet in the city of Lexington, Kentucky, at the call of the Chairman, to hear the reports of the committees.

On motion of Dr. Casey, the Secretary was requested to furnish a copy of the proceedings to the daily papers for publication.

The Convention then adjourned.

Chicago and Augusta Air Line Railroad.

A number of citizens of Augusta and others interested in the above enterprise assembled at the rooms of the Augusta Exchange yesterday morning, at 10 o'clock.

On motion of Col. Henry Moore, Judge J. T. Bothwell was called to the Chair, and Capt. Wilberforce Daniel was requested to act as Secretary.

The following resolutions were offered by Col. Henry Moore in behalf of Mr. W. F. Herring (who was unavoidably absent), and were unanimously adopted:

- Resolved, 1. That the merchants of Augusta regard direct railroad communication between the great Northwest and the Southern Atlantic coast as essential to the prosperity of both sections, reciprocally benefiting each in the exchange of productions.
- Resolved, 2. That, in our opinion, the construction of a great trunk railway line, leading from the great lakes to the Southern Atlantic coast, is of national importance; that, in our judgment, it will greatly facilitate and develop internal commerce in time of peace, and afford means of rapid transit and concentration in case of war, should such contingency occur.
- Resolved, 3. That we hail the movements now projected in the West for facilitating commercial and social intercourse between the two sections named as the dawn of a new era of prosperity to the Union, and amongst those enterprises most calculated to secure this desirable end the construction of a grand trunk line of railway from Chicago, via Knoxville, Tenn., to Augusta, Georgia.

Mr. Haymond, President of the Indianapolis, Delhi and Chicago Railroad, being called for, addressed the meeting at length upon the advantages to be derived from the proposed railroad.

At the conclusion of Mr. Haymond's remarks, which received the closest attention, Gen. Harrison, President of the Blue Ridge Railroad, addressed the meeting.

Upon the conclusion of Gen. Harrison's speech, Col. Henry Moore made a few pertinent remarks, urging the people to consider the importance of this movement to the interests of Augusta and the whole country, and moved the thanks of the meeting be tendered to the distinguished gentlemen who addressed it, which motion was unanimously and cordially adopted, when the meeting adjourned.—Augusta Chronicle and Sentinel, May 16th.

—The following anecdote has outlived its early youth, but it still reads well: John Phoenix tells the story that he was one day leaving San Francisco by the steamer. Everybody else was taking leave of friends—but he did not know a soul in the crowd. Ashamed of his loneliness, as the boat sheered off he called out in a loud voice, "Good-bye, Colonel!" and to his great delight every man on the wharf took off his hat and shouted, "Colonel, good-bye!"

—A Syracuse paper has received a poem on the loss of the Atlantic, but is afraid to publish it, lest it might kill some of the survivors.