RAILROAD DISCRIMINATION.

HO IT AFFECTS THE DEVELOPMENT OF SOUTH CAROLINA.

The Address Delivered Before the State Press Association, by Wm. M. Jones.

The press of South Carolina has strongly counselled diversity of crops They are located near the great commerand diversity of industry. It has done cial emporiums and can place their surplus products on the market at the least hundred miles, is \$1 a ton. From Richplus products on the market at the least hundred miles, is \$1 a ton. From Richmously, but without avail. It is not my purpose to-night to adduce arguments to support the wisdom of this counsel, but to seek the cause which has made it so barren of results and to seek a remedy.

UNJUST RAILROAD DISCRIMINATION.

of the railroads of unjust discrimination

prosperity of the country which sup-

ports it. This is a partial fallacy. It is the interest of the people to buy nothing which they can make profitably; it is to the interest of the railroads for the people to buy everything abroad, and raise cotton only to pay the debt; to have no local factories to produce nothing which local factories, to produce nothing which they consume. Before the War of Secession, when the people produced what they used and used what they made, there was little demand for railroad service, and their traffic was light.

Now, when we bring our meat from Ohio, our corn from Indiana, our flour from Illinois, our molasses from Louisiana, our shoes from Massachusetts and our clothing from New York, and when we ship our whole cotton crop to pay the debt, the traffic of the transportation companies has become immense. The production of these things at home would materially diminish the business of the railroads. Hence it is the interest

In this day of sharp rivalry the margin of profits, without which no incustry can live, has become so narrow that

favor my competitor with lower rates he can undersell me, draw away my custom, ruin my business and drive me from the field. It is thus that the giant Standard able to strangle our struggling factories cities hangs on the will of the railroad effectively secured.

to paralyze almost any enterprise.

SOME PRACTICAL ILLUSTRATIONS. tant on the Piedmont Air Line 12 miles, of this State. Favoring through rates it would be unjust to require them to adjacent ditch. This is shovelled up to sail state of this State. Favoring through rates and cheap load and haul freight the first mile for with the utmost gravity and deposited with rate from Richmond, Va., is 10 cents a distributing rates. In a single decade the same amount for which they merely all along the centres and the cavities and highly rates. Spartanburg doubled her business and haul it the second mile. But when they have the foreign shipper.

\$32 a carload, or \$1 a mile. The same ing rates. freight from New York to Greenville is

12 cents per mile.

have been fostered by the railroads, and they have prospered. They are the cotton factories. Their products are not specially intended for home consumption. Their goods are shipped principally to foreign markets, and their growth does not diminish railroad business, but rather stimulates the production of the export crop. Hence the railroads have lent them a strong helping ton; the raw cotton is charged \$13.60 a ton. The same goods, shipped by a merchant to New York, would be charged \$26.60 a ton. The railroads have favored cotton factories, and they have prospered; the have discouraged all other factories, and they have per-

THE ADVANTAGES OF THE SOUTH.

natural advantages are they are more than over-balanced by the acquired advantages of the North. They have cheap coal, skilled labor, experience in management, ample capital seeking invest-Esq., Editor of the Spartanburg Herald. are reduced to a minimum. They are and their trade has flowed thither. As ply a local demand for their products.

favorable freight rates. These advantagainst our home industries in favor of their foreign competitors.

HOME AND "FOREIGN" FREIGHTS.

It appears on the surface that the prosperity of a railroad depends on the prosperity of a railroad depends protection which would build them up. Both the free trade sentiment of our

> United States prohibit any import duty against Northern goods. But surely it is not demanding too much to ask the protection which nature gives us-the protection of distance? Surely it is not asking too much to demand that the products from factories shall be distributed throughout our own State as cheaply as the products of foreign competitors? Surely it is not requiring too much to demand that the railroads, built frequently at the expense of the people, for the development of the State, shall not use their power of unfair discrimination to crush and ruin the struggling industries of the State. and drain her wealth into the coffers of

people and the Constitution of the

foreign rivals? OPPRESSING THE FARMERS.

The effect of this policy is hardly less of the railroads. Hence it is the interest hurtful to the farmers. Exceedingly low of the railroads to suppress all home through rates have induced the neglect of the railroads to suppress an nome manufactures and shut up agriculture to of all other crops, and the almost exclutries and prosperity of her people to the sive culture of cotton. This brings in interests the railroad managers have not its train extravagance and debt, and in railroads should not be allowed to do so. scrupled to sacrifice the welfare of the the end dishonesty. When the people should not be allowed to do so. She State, if she owned the roads, would State. They have accomplished their own supplies they had less not do these things even for gain, nor purpose by an exhorbitant and cutrageous discrimination against State enterous discrimination against State enterous discrimination against State enterprises in favor of their foreign competitions.

CRUSHING THE HOME MARKETS.

The this day of sharp rivalve the martheir barns are empty. The money all comes in at one season. They are right then, if poor all the balance of the year.

The fight of the State to restain and the post roads and military roads out of the comes in at one season. They are right then, if poor all the balance of the year.

The fight of the State to restain and the post roads and military roads out of use, and relegated all roads but railroads to the condition of cross-roads or bythe freight rates control its existence. A While they have the money they squandos by a railroad commission. I do low freight may foster, a high freight der it needle sly, and before the year export of the state of the state of the state of the state of the squandown of the square will strangle it.

But profits rest even more absolutely on competition, and this, too, depends on the arbitrary will of the railroad rulers. I may secure a just and reasonable freight rate under which my beside register and the rest of the rest ness can prosper; if railroads please to Who can foresee the result of one more interference.

OUR INTERNAL COMMERCE. autocrats. They can cause business to in their infancy.

The discrimination practiced against flow into it, or to go elsewhere. They the shippers in South Carolina is enough focused advantages at a country crossroad in Georgia and Atlanta sprang up teeming with enterprise and wealth. A withdrawal of these advantages would A gentleman contemplated the estab-

it at its convenience. The rate to couragement to wholesale internal com- eign shippers for exactly the same ser-Pacolet, on the Spartanburg and Union Road, 12 miles distant, is the same, \$17.60 a carload.

We have in Spartanburg a struggling We have in Spartanburg a struggling to the same of the s door and blind factory. The freight to Greenville, thirty-two miles distant, on the Atlanta and Columbia, where twenty classes of freight. The defendant in the hollows, in which in wet weather it has made a study of air currents and sugar cane each 98 against 92 for both forms a kind of quagmire, through the Atlanta and Columbia, where twenty classes. Condition of sorghilm and the hollows, in which in wet weather it has made a study of air currents and sugar cane each 98 against 92 for both the Atlanta and the Atlanta and Columbia, where the hollows, in which in wet weather it has made a study of air currents and sugar cane each 98 against 92 for both the Atlanta and the Atlant the Atlanta and Charlotte Air Line is more important—their cheap distribut- as to this cost. This charge should in-

THE WHOLESALE TRADE OF THE INTERIOR.

cents a bale.

These instances are not exceptional, and I have mentioned Spartanburg only her sister cities. In 1881 the rate on rate should be based on the actual cost because the rates there were more easily fertilizers from Spartanburg to Wellford, of transportation, and not on the basis attainable. Other cities will be found on the Atlanta and Charlotte Air Line, of "whatever the traffic will bear." Un-

sumers fifty-six mills per mile, a dis- that the people have been compelled to ascertained and established by law, the eastern coast and in the neighborhood "If clouds are moving to the north of of garden products is reported at 96 per crimination of nearly 600 per cent resort to wagon transportation. The rights of the shipper become so plain of the large cities. The Park roads, lines drawn from Salt Lake City and cent. against 88 last year. against our South Carolina producers. I covert freight on the Augusta and Spar- that no expensive railroad commission is with which people have been made fa- Quebec through St. Louis and the lower Is it strange that in the face of such distanburg Road to Campobello, eighteen necessary to protect them. He knows miliar during the past thirty years, have wind blows in the same direction; or if, correspondents reporting the state of crimination our local enterprises lan- miles above Spartanburg, is S3 a ton; the rate per mile, the distance he has shown those who have never been abroad with a clear sky, small balloons show the the whather, 146 report good, 70 fair guish and die, and foreign factories miles above Spartanburg, is \$3 a ton; guish and die, and foreign factories musurp our home market?

SPECIAL RATES FOR COTTON FACTORIES.

There is one class of factories which have been fostered by the railroads, and Cantage library and the extra cost for handling shipped and have the class of freight is \$7 a ton. Wagons shipped and the extra cost for handling shipped and have thus shipped and have the class of freight is \$7 a ton. Wagons shipped and have thus shipped and have the class of freight is \$7 at ton. Wagons shipped and have the class of freight is \$7 at ton. Wagons shipped and the extra cost for handling shipped and the extra cost for handling shipped and have thus shipped and have thus shipped and have thus shipped and have the class of freight is \$7 at ton. Wagons shipped and have thus shipped and have

Railroad and Col. Hammet, president to call these facts to your attention. from Greenville to New York at \$10.80 a of the Picdmont Factory, concerning the rate on cotton from Greenville to Piedmont, ten miles distant. The railroad's charge was 83 cents a bale, which, with drayage, made the cost one dollar a bale. Col. Hammet showed that the wagons would haul it for 50 cents a bale. He could get no reduction, was forced to employ wagons, and saved \$2,500 a year by doing so. All shippers who continued to use the road were com-The South has natural superiority over the North for manufacture. We have cheap food, cheap labor, mild climate people have business enough to estab-

DISCRIMINATION AGAINST CHARLESTON.

inland cities. Charleston, too, has ex-perienced the weight of this policy. A few years ago Charleston was the Mecca of the merchants of upper Carolina. But ment at a low rate of interest. They of the merchants of upper Carolina. But have giant establishments, filled with the railroads have so arranged freights the most improved labor-saving machintait it is just as cheap and quicker to ery and run on a scale where expenses get their goods directly from New York, located in a dense population who sup- an instance of the unjust discrimination against Charleston, I cite fertilizerspossible expense, and they have very mond, Va., over twice as far, it is but favorable freight rates. These advant-ages enable the great factories of the North to manufacture goods cheaper right? Should railreads of the State be than our infant factories can possibly do.

So great are these advantages that even John Stuart Mill, the great apostle of free trade, admits that some governing. Should raintest of the principal city of the State? Charleston is naturally the port of South Carolina. She is entitled to the trade of the mental protection is necessary to the es-tablishment of factories when they have get a fair showing, and the State should The prime cause of our continuance to compete with a country whose factories have an established business and the State should see to it that she has that opportunity. This policy of the railroads has been whose processes of work have become ruinous to the State's prosperity. It has traditional. The infant factories of the stopped her small factories, saddled the

Is there no remedy for this wrong? Have the people no rights to be regarded? This has been the claim that the railroads have set up. They assumed that the stockholders were the absolute owners of the roads, and any attempted regulation by the Government was re-pelled as an unwarranted infringement on private right. During the weak and truckling rule of the Radicals this bold assumption was acquiesced in. It is now absolutely exploded. It is now held in every State in the nation that growing people; on the contrary we are the most growing people in the world. We are the railroads are public highways, constructed for the benefit of the people. That the management of these highways is given to a corporation by the State, as trustees of her sovereign power, a trust not to be abused. The power should be exercised with equity and ustice, as the State would exercise it. The State could not justly discriminate between its citizens, and its agents should not be permitted to do so. The State could not with equity build up one of its cities at the expense of other cities, and its agents should not be permitted to do so. The State would not sacrifice the industries and more results of the results to the state with the state would not sacrifice the industries and more results of horsested to the state would not sacrifice the state.

The internal commerce of the State rates to our home producers as cheap in Oil monopoly was built up and its strug- has been ruined, and the growth of our proportion to distance as those granted gling rivals crushed to death. It is thus rising cities has been checked by this to their foreign competitors. This, I ging rivers crushed to death. It is thus rising claes has been checked by this to take to death to death. It is thus rising claes has been checked by this to take to death to death. It is thus, it that the giant factories of the North are same ruinous policy. The prosperity of believe, can be easily, cheaply and tradition.

A UNIFORM RATE FOR ALL SHIPPERS. Under the Inter-State law all through rates must be reasonable and equitable. These rates must be public. This we cannot interfere with and would not.

It should be regulated in justice to the

Woman's Face.

George Elliott. Not any, we are happy to answer, provided the glow of health tempers the teader expression. The pale, anxous, bleodless face of a consumptive, or the eyident sufferings of the dyspeptic, in duce feeling of sorrow and grief on our and unlimited water-power, which is lish a wagon line for their transportation.

| Sold everywhere | Alter diseases of the respiratory system as within twenty lines of the lish a wagon line for their transportations by using Dr. Harter's generally to keep the other parts of the body in healthy condition.

AROUT DIRT ROADS.

liaving Good Roads.

But this effect is not confined to the The Evil and Remedy-The Economy of (From The Nation.) About this time of year Americans begin to give an amount of attention to roads and road-making which is sadly wanting during the rest of it. There is

probably no people in the world which has made such progress in the arts of civilized life generally that seems to care so little for what a good many social philosophers put among the very fore-most of them, the art of road-making. In fact, some philosophers have pronounced the history of roads the history of civilization. Nothing distinguishes a civilized country from a barbarous one so markedly as the ainerence between the means of communication between one locality and another. As a general rule, one knows that a people is rising in the scale by seeing its roads improve; one knows that it is declining by seeing its roads go out of repair. Nothing marked so vividly the great plunge into barbarism which Europe took after the fall of the Roman empire as the disappearance of the superb lines of communication which led from the forum straight as an arrow to every corner of the Roman world. Nothing, too, tells the tale of Chinese decadence so distinctly as the ruin which has overtaken the great roads and canals which at an earlier period connected the capital with

the provinces. When an American goes to Europe for the first time, nothing seems odder than the superiority of the European roads in countries which can make no pretence of equaling the United not among the poor nations of the globe; on the contrary we are probably the very richest. We are not indifferent to

material improvement; on the contrary the most frequent charge made against us is that we give too much attention to it, and yet we are worse off, by far, in the matter of roads than any other highly civilized community.

The original reason of the American

indifference about roads was probably the rapidity with which the early settlers scattered themselves in small communi-ties over wide areas. The fewer people there are to the square mile of inhabited territory, of course the costlier roads become; and when population is very much dispersed, as in frontier settlements, people cease to think of good roads as a fuxury within their reach, and devote themselves simply to the task of keeping them passable. This tendency to neglect the art of road-making would probably have disappeared early in this century if the railroads had not come in as the great lines of communication, thrown ways. The railroads not only did this, but they dispersed the settlers over still

formidable to upset a carriage), and any-

that whatever rate per mile the roads fix with any material that is at hand, and ties and hiding from view the projecting per cent. in favor of the foreign shipper.
There could be no claim by the railroad
were established and supplied the local
ing and starting the car, there seems no
strong clay is obtained in this way, the
made a manufacture of the foreign shipper.
There could be no claim by the railroad
were established and supplied the local
result is often satisfactory enough. But over the road as a plaster, it rapidly beas to this cost. This charge should in-clude not only the cost of loading, but which horses toil wearily. The one ad-clude not only the cost of loading, but was to the wearily control of the same of the limitation of the missakes of the clops has year.

The estimated increase in acreage of the same of t the cost of extra shifting and starting. process over the early colonists is the fore to make long air voyages. In 1859 or 101 for the State, and condition at 99 shovel, worked by oxen or horses, as a ingly favorable conditions and the rate substitute for the manual labor of the of a mile a minute. The Graphic balbeen reported 1 per cent. decrease, and three poor little heart-broken girls, we

the report of the South Carolina raincage and that the average rate charged to foreign shipper, Greenville and Columbia Railroad, for each to. of freight was nine mills per mile; for South Carolina shipper to home constant is this local freight. The local trade has been described in 1881 the freight on flour to Pacolet by the shipper.

The form the south Carolina raincage are stroyed.

In 1881 the freight on flour to Pacolet by the shipper.

The grape and berry crops are would have grown very luxuriantly.

When once the through rate per mile is fixed by the railroads and published, and when the cost for extra handling is more densely settled districts on the wall of the pacified as very promising. The grape and berry crops are sported as very promising. The constitution of fruit is reported as very promising. The constitution of fruit is reported as very promising. So, pearles, 36; pearles Campobello was 70 cents a bale, while tection.

Campobello was 70 cents a bale, while tection.

The wagons were eager to carry it at 50 But whether the remedy I have sugnot having a standard at all. Some of tion very carefully, and when he leaves gested is the best or not, the evil to be those who tax themselves most freely the earth he will have the benefit of all tary Magazine goes far to destroy what Greenville and the other cities of remedied exists. It is an oppressive in- suffer most, because the plentiful supply the knowledge that the Signal Office can light have been in such no-Upper Carolina are in a like condition.
In the seventh report of the South Carolina railroad commission is published a correspondence between President Carolina railroad commission is published a correspondence between President Carolina railroad commission is published as political ring, who can be prosperity of South Carolina railroad commission is published as political ring, who can be prosperity of South Carolina railroad commission is published as political ring, who can be prosperity of South Carolina roads, but breeds a political ring, who can be prosperity of South Carolina roads, but breeds a political ring, who can be prosperity of South Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political ring who can be prosperity of south Carolina roads, but breeds a political Haskell of the Columbia and Greenville It is for this reason that I have ventured of goodness in roads, and do not make he will have accomplished what no one in his laboratory has shown that the prospecific requirements as to what shall be in this country has been able to do. It portion of phosphorus disclosed in the done to keep the roads in order, it is has been the experience here that a balnever possible to bring trustees, or loon cannot remain up even twenty-four is quite as great as that ascertained to "What furniture can give such thish to selectmen, or roadmasters, to a proper consecutive hours, to say nothing of exist in the species of fish that are also account. They always escape if they forty-eight. Expansion under the heat used for food. Mr. Atwater says that a room, as a tender woman's face," asks can show they have put on the annual of the sun soon weakens a ball-on. spring plaster; and when it is washed away, as it is sure to be a little later, they throw the blame on the freshets; and the simple citizen, not knowing what to say in answer to them, says ton being asked by the Prince of Wales, matter are respectively found. The nothing. We have seen the plaster ap- "Why is it you people here manifest so thesh of tish has water where meats have

mer for the safety of horses and carriages. The waste of all this, through the wear and tear of animals, vehicles and harness, is of course immense. As it is not easy to calculate it, it makes but little impression on the popular mind, but it probably far surpasses the cost of

demand for the use of the sledge-ham

thorough repair or macadamization. Until a standard has been set up, increased votes of money for road making will in populous districts simply result in the multiplication of the people who

live by "politics." There is little doubt, too, that not only was the light wagon, for which America is now famous, produced by the badness of our roads, but it now helps to keep the roads bad by diminishing, in the public eye, the inconvenience of them. The wagon in which Americans delight, and which no other nation has yet been able to imitate, really gets over bad roads almost as easily as a saddle or pack horse. We have seen it jump a fence behind a runaway with a certain grace and dexterity. But bad roads tell years. on it rapidly also, though not perhaps as rapidly as on heavier vehicles. It is hardly an exaggeration to say that a light wagon would last one-third longer on an English or Swiss road than on ours, and would be a far greater luxury. Nobody shows more appreciation of the smooth, hard park roads than the trotting men, although they prefer the dirt road to "speed" on; and they may be said to be the only class of the community to whose needs or wishes attention in the matter of road-making has been paid. The owners of heavy vehicles have been left to get along as best they can, although they use roads for busines and not pleasure. In no department of our material progress, in fact, is there so much need of reform as in our roadmaking, and above all in our road repairing, whether we look at the matter

The Cotton Movement.

The New York Financial Chronicle, in its weekly cotton review, says that for the week ending Friday evening, the 3d instant, the total receipts have reached ,599 bales, against 9,865 bales last week, 10.626 bales the previous week, and 12,-666 bales three weeks since; making the total receipts since the 1st of September, 1886, 5,175,887 bales, against 5,185,176 bales for the same period of 1885-6, showing a decrease since September 1,

1886, of 9,279 bales.

The exports for the week ending the same time reach a total of 8,349 bales, of which 6,804 were to Great Britain, 30 to France, and 1,515 to the rest of the

There was an increase in the cotton in sight, Friday night, of 18,009 bales as compared with the same date of 1886, an increase of 2,868 bales as com- year as compared to 1886. pared with the corresponding date of 1885, and a decrease of 239,450 bales as

infinitely worse now than before their merchange if it was simply practicable to I have attempted to show that our process in it is a same period last year. The receipts at the same towns have been 1,137 bales stroyed the entire corn crop on the botter of the same towns have been 1,137 bales stroyed the entire corn crop on the botter than at the same towns have been 1,137 bales stroyed the entire corn crop on the botter than at the same towns have been 1,137 bales stroyed the entire corn crop on the botter training the Indians endeavored for their training the Indians endeavored for the Indian present need is low distributing rates no holes or rocks in it sufficiently less than for the same week last year, toms, forcing farmers to buy at the be- obscure the trail and perplex the purand since September 1 the receipts at all ginning of the season. thing better than this an unattainable the towns are 22,218 bales less than for But our farmers are cheerful, hopeful

One has only to go a few miles out of any of our large cities to find the roads bales, in 1885 6 were 5,309,167 bales, and the crop cultivated at less cost up to this was following them. The chase was in every direction being repaired in the in 1884-5 were 4,740,004 bales. Although time than any crop for years, they have continued with all the speed that could exact manner in which they were returned the receipts at the outports the past some reasons for rejoicing. Labor in the made for thirty miles. Again darkpaired by the struggling colonists be- week were 7,599 bales, the actual move- nearly every locality has been more ness compelled a halt, and again at crack tween 1630 and 1700—that is, nothing is ment from plantations was only 2,844 plentiful. But this State can pass a law providing attempted beyond filling up the holes bales, the balance being taken from the stocks at the interior towns. Last year them to prepare for the worst, and, as film of smoke that rose in the distance lishment of a fertilizer factory in Spar- ty would be a dream of the past. Ten for through freight, that same rate shall affording facilities for the water to run the receipts from the plantations for the one correspondent puts it: "They hold tanburg. It is found that the freight years ago it was the policy of the railrate from Spartanburg to Wellford, disroads to build up the internal commerce cost of extra handling added. Of course, the mud of compost out of the roads to build up the internal commerce cost of extra handling added. Of course, the mud of compost out of the roads to build up the internal commerce cost of extra handling added. Of course adjacent distal. This is shovelled up

OVERLAND BY BALLOON.

a young aeronaut who expects to come drawbacks in the production of the rice across the country from St. Louis in a crop that the present estimates may be in this case for extra expense in handling, for the shipper is required to load
lis own car, and the railroad is to hand
it at its convenience. The rate to gist and a reporter. June 11 has been fixed for the ascension, if the atmospheric conditions are favorable. If they are not, the trip may be delayed until estimate that the acreage has been inback again into the ditch, or down into the meteorologist gives the word. He creased. Condition of sorghum and forms a kind of quagmire, through thinks he can avoid the mistakes of the crops last year.

which horses toil wearily. The one adpast.

invention of the large iron scoop or Wise traveled 1,200 miles under exceed- per cent. olden days. A foreigner, seeing it at loon went up in 1873 and was a failure. the condition for the State 91 per cent., work for the first time, is always disposed A few years ago Professor King ascended the same as last year. in like circumstance, and other rates in like proportion. Instances could be multiplied indefinitely. By reference to the report of the South Caroliar railroad commission we find that the average was a state of the fruit crop of the same as last year.

A few years ago Professor King ascended to believe that the road is being prepartoto being prepartoto believe that the road is being prepartoto believe that the road is being prepartoto being prepartoto believe that the road is being prepartoto believe that the road is being prepartoto b twelve miles as it does to ship it 400 many a mile of country road in which, miles, and that, too, when it is loaded many a potatoes or corn cago under conditions which sent him spring. The grape and berry crops are

Endurance of Society People.

THE CROPS IN THE STATE.

How They Appear to the Correspondents

The Department of Agriculture has received 246 special reports from its township correspondents regarding the crops, of an average date of June 1, of which the following is a summary: COTTON.

The crop is from two to three weeks earlier, and stands better than last year. The crop is clean and growing rapidly, and is now verging to limb and square, and looks vigorous and healthy. It has

Carolina at 102 per cent.; middle Carolina 102, and in lower Carolina 100. An average for the State of 101 per cent. This is above the condition at the same period in 1882, 1883, and in 1884, when it was reported at 96, and in 1886 at 86 per cent., showing that the crop is in a later that they felt the danger of their better condition than for a period of wives and children.

The growth of corn was somewhat retarded by the dry weather in April and early May, but recent rains in nearly every section of the State has improved its condition very much. It is good on sandy and bottom lands. Owing to the favorable spring and ab-

sence from floods, the bottom lands have been better prepared and planted earlier

at 72 per cent.

The condition of the crop in upper Carolina on bottoms 99, on uplands at 100; in middle Carolina on bottoms 90, on uplands 98; in lower Carolina 87 on bottoms, on uplands 92; making an average for the State, on both bottoms daughter of Boone. The fathers were and uplands, 94 per cent., against 83 per from the health or the pleasure point of cent. compared to the crop of last year. WHEAT AND OATS.

Wheat and fall sown oats were injured by freezes, the former a little and the the Indians, if possible, before they latter very much; but where the oats were too thin for a stand they were resown in early spring.

The correspondents report that the crop will yield much better than expected, the recent rains having very much im-proved the condition of the crop. Harvesting has commenced in some localities. The condition of both crops is re-FERTILIZERS.

The amount of commercial fertilizers sold in the State for the past season, as is shown by the books of the Department, is less than the season of 1885 and 1886. Correspondents report that the

The imports into continental ports following percentage of commercial fer-for the same period have been 20,000 tilizers were used this year: Ammoniated, 46; acid phosphate, 43; kainit, 12; chemicals, 9; and that 32 per cent. purchased was used for composting, that 72 per cent. of kainit was used this

GENERAL SUMMARY. compared with 1884.

Old interior stocks have decreased than in 1885, and this year 16 per cent. do the same. When a creek was crossed during the week 4,453 bales, and were more than last, still making a decrease they waded in its water to a distant

started with nothing and still have it."

RICE.

The reports from nearly every section The New York World has discovered a good crop, but there are so many

The condition of sorghum and sugar

Cat of two hundred and twenty-three

good brain food, but an article by W. O Atwater in the June number of the Cenwe are a race of fat-caters, and that the difference, so far as the nutritive qualities are concerned, between fish and ordinary meat is in the different propor-A prominent society lady of Washing- tions in which water and oily or fatty "Why is it you people here manifest so thesh of tish has water where meats have Pierce's "Golden Medical Discovery," the sovereign remedy for consumption and other diseases of the respiratory system as within twenty miles of New York, year well as dyspension and extract the respiratory system as within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and strive within twenty miles of New York, year and compension and compen KENTUCKY PIONEER LIFE.

INCIDENTS OF EARLY DAYS IN THE "DARK AND BLOODY GROUND."

me Account of the Exciting Experiences of Daniel Boone and His Followers.

(From Harper's Magazine for June.) The dangers which Boone and his companions encountered in the fields came to the very doors of their cabins, and constantly menaced their families. Indians lurked singly or in parties to seize a prisoner or take a scalp whenever an incautious white should give the opportunity. Frequent combats (and each combat ended, as a rule, in the death of one or both of these engaged) had

habituated the men to danger. It was

Late on a Sunday afternoon in July, 1776, three young girls ventured from the enclosure of Boonesborouge to amuse themselves with a canoe upon the river that flowed by the fort. Insensibly they drifted with the lazy current, and before they were aware of their danger were seized by five warriors. Their resistance was useless, though they wielded Correspondents estimate the crop on the paddles with desperation. Their bottoms at 28 per cent., and on uplands canoe was drawn ashore, and they were hurried off in rapid retreat toward the Shawnee town in Ohio. Their screams were heard at the fort, and the cause well guessed. Two of the girls were Betsey and Frances, daughters of Col. Richard Callaway, the other was Jemima, absent, but soon returned to hear the evil news and arrange the pursuit. Callaway assembled a mounted party, and was away through the woods to head off

should so overcome the poor girls as to cause their captors to tomahawk them, and so disencumber their flight. Boone started directly on the trial through the thickets and canebrakes. His rule was never to ride if he could possibly walk. All his journeys and ported at 91 per cent. for wheat and 82 nusts, escapes and pursuits, were on per cent., for oats, against 75 per cent. foot. His little party numbered eight, and the anxiety of a father's heart quickened its leader, and found a ready response in the breasts of three young men,

might reach and cross the Ohio, or be-

fore the fatigue of their rapid march

the lovers of the girls. Betsey Callaway, the oldest of the girls, marked the trail, as the Indians nurried them along, by breaking twigs and bending bushes, and when threatened with the tomahawk if she persisted, tore small bits from her dress and dropped them to guide the pursuers. Where the ground was soft enough to receive an impression, they would impress a footprint. The flight was in the best Indian method; the Indians march-Last year it was estimated that 19 per ed some yards apart through the bushes

thing better than this an unational laxury—has almost settled into a national the same time in 1885-6.

The total receipts from the plantations when it is recollected that less fertilizers far; but he had fixed the direction the last been purchased, labor cheaper and lindians were taking, and at early dawn The nightfall of the first day stopped of day on Tuesday the pursuit was re-The failure of the crop last year taught newed. It was not long before a light showed where the Indians were cooking their own wonderfully; most of them a breaskfast of buffalo meat. The pursuers cautiously approached, fearing lest the Indians might slay their captives and escape. Col. John Floyd, who was one of the State is at this time favorable for of the party (himself afterward killed by Indians), thus described the attack and the rescue in a letter written the next Sunday to the lieutenant of Fincastle,

Col. William Preston:
"Our study had been how to get the prisoners without giving the Indians time to murder them after they discovered us. Four of us fired, and all of us rushed on them; by which they were prevented from carrying anything away except one shot gun without ammunition. Colonel Boone and myself had each a pretty fair shot and they began to move off. I am well convinced I shot one through the body. The one he shot dropped his gun; mine had none. The place was covered with thick cane, and were prevented from making any further search. We sent the Indians off almost naked, some without their moccasins, and none of them with so much as a knife or tomahawk. After the girls came to themselves to speak, they told us there were five Indians, four Shawanese and one Cherokee; they could speak good English, and said they should go to the Shawanese towns. The war club we got was like those I have seen of that nation, and several words of their languages, which the girls retained, were

known to be Shawanese."
The return of the rescued girls was the occasion for great rejoicing. To crown their satisfaction, the young lovers and proved their prowess, and under the ye of the greatest of all woodsmen had nown their skill and courage. They and fairly won the girls they loved. Two weeks later a general summons went turoughout the little settlements to aton Kentucky soil. Samuel Henderson and Betsy Callaway were married in the presence of an approved company that elebrated the event with dancing and leasting. The formal license from the county court was not waited for, as the court house of Fincastle, of which couny Kentucky was part, was distant more han six hundred miles. The ceremony consisted of the contract with witnesses, and religious vows administered by Boone's brother, who was an occasional preacher of the persuasion popularly nown as Hardshell Baptists. Frances Callaway became within a year the wife of the gallant John Holder, afterward creatly distinguished in the pioneer anals, and Boone's daughter married the son of his friend Callaway.

Rule that works both ways-The Golden