

Transmontane Gratification

Julia Verne wrote a whole book on the subject "Around the World in Eight Days." But he didn't write the book in eight days. And he didn't try to make a trip into the Blue Ridge Mountains in even one day. The party which went from Anderson to Walhalla Monday morning on the "gratification trip," saw so many things that many of the members feel that they had almost been around the world, and it would require many days to tell of it.

And soon as it was announced by Capt. Jno. R. Anderson, superintendent of the Blue Ridge Railway, that the road would operate the gas-electric train and give Anderson two additional trains west of this city, the people along the line, were so much pleased that the Anderson Chamber of Commerce decided to have a "gratification trip." It is a matter of regret that many who had intended to go were prevented by the sorrow which came upon the city Sunday, but there were more than a score of business men from this city and the delegation was increased at Pendleton, Sandy Springs, Autun, Denver and Seneca, and others came through the country from Westminster. When the train leaving Anderson at 7:20 arrived at Walhalla there were between 40 and 50 visitors aboard.

It was indeed an "Anderson" train. At the throttle was that veteran driver of the fussy gas-electric—Holcombe Anderson, and the ticket taker was that prince of railroad men, Capt. W. "Julio" Anderson. And just for good measure Capt. John B. Anderson, the superintendent of the road, made one of the "boosters."

Arriving at Walhalla, the party was met by in a truly hospitable manner by the citizens of that staunch old community, and after a few minutes of handshaking and becoming acquainted, the party was soon put aboard for a transmontane ride. For the day was being celebrated as much as a compliment to the people of Walhalla for building a "speedway" over the mountains as it was on account of the action of the officials of the Blue Ridge and the Southern Railway in putting on the gas-electric train.

That trip was a revelation to every visitor who had been given the opportunity to see what Walhalla has been doing in the way of road building. The reporter for the "Intelligencer" was taken aboard a "Chalmers" by Col. R. T. Jaynes, and in 23 minutes after leaving the hotel, the car had passed the home of Mr. Fincher on the top of Stump House Mountain. The road was as smooth as Anderson's much boasted Williamston highway. From there to Mountain rest, the home of Albert Brown, the superintendent of construction of this mountain highway, the trip was made in very fast time, with the exception of one short stretch of a quarter of a mile where the force is now at work widening and grading the road, and this will be completed by the end of the week. The time from Walhalla to Mr. Brown's was made in 45 minutes, 22 miles.

This car did not stop at Russell's but went on a mile further to Whitmire's in Saluda county, Georgia, and the stretch from Albert Brown's was made in 23 minutes, or 13 minutes to Russell's. It requires just exactly five minutes to climb Calias Mountain on the way. In other words the running time from Walhalla to Russell's was less than an hour and a quarter, whereas before this road work was done it required half a day. That is a great achievement.

Col. Jaynes, who promoted this highway, and Albert Brown, who supervised the heavy construction work on Galina mountain, are justly proud of what has been done. The sturdy citizens of Walhalla gave \$1,000, for the work and the mountaineers made it about \$5,000 in actual value.

Mr. Brown said that he could hardly believe what had been accomplished, when he considers the condition of the road one year ago compared with its present splendid condition. The road is built upon a survey made by I. W. Harrison and W. O. Hughes of Walhalla, who spent two weeks upon it last summer. The road over Stump House Mountain was surveyed some 15 years ago by Col. Jno. V. Strubling and needed very little alteration. Superintendent Foster of Oconee county has given valuable assistance to this survey and has done a grand deal to make the highway possible. This is only a part of his work, however, for he has improved all of the roads of Oconee county.

Albert Brown was in charge of the construction of the road from Stump House Mountain to Seneca, and Albert Whitmire built the road from there to the State line, a distance of a mile. This is a beautiful piece of work. There remains a stretch of about eight miles to be completed to Highlands. This is all within the State of Georgia, the road from Highlands to Seneca being on the

other lines has been completed, by Transylvania county, North Carolina. The three states corner right here, and the road cuts off a corner of Rabun county, Georgia, a rough and rugged piece of travel. This must be completed in order to make the whole road a success. For it is an axiom that no road is any better than its weakest link. Anderson has been asked to put up \$500 as her share of the fund necessary to eliminate this weak link and to make the whole road a speedway. The Anderson men present at the meeting yesterday pledged the money.

Last year it required half a day to make the trip from Walhalla to Russell's, and a whole day to Highlands. Now the trip to Russell's can be made in an hour and a half by any kind of automobile, and as soon as the weak link is strengthened, a person can leave Anderson in the morning, go to Highlands for dinner and cat supper in Anderson. This is a triumph in road building and is a great thing for Anderson, as there are back in those mountains hundreds of farmers growing truck who will then be able to place it upon Anderson market, whereas it now is wasted.

So much for the business of the transmontane trip. There were about 15 cars in the cavalcade, and the outing for the Anderson and other visitors it was a rare treat, this spin to the top of one mountain and over to the top of another, and then into one of the most beautiful spots in all creation. The valley of which Russell's is the head, is incomparable for loveliness. Flanked on both sides, at possibly the distance of a mile by the serrated ranks of fir tipped mountains, soft in that hazy mystery which gives the name ethereal "blue" to this magnificent range, the valley follows the bold Chattooga for several miles, and in its whole extent is one vast field of rustling corn, such as any Anderson county farmer would be proud of.

Russell's is not a town, or yet a country store, but the home of a splendid mountaineer of the name, who is more of a king today in this lofty principality of his than is any crowned head of Europe. The hospitality of this home has been sought so much that it has become necessary for Mr. Russell to enlarge his home to the proportions of an old fashioned English road house, which it resembles in the charm of its whole surroundings and the neatness of its appointments. The spring just in the rear of the house issues a bold stream of water almost icy cold, so cold as to be a phenomenon much remarked upon.

And it is somewhat remarkable that although the party left Walhalla not earlier than 10 o'clock, and stopped a few minutes at Albert Brown's and LINK SEVEN at the summit of Tunnel Hill, yet there was time for the party to take a plunge into the inviting waters of the Chattooga, and many of them availed themselves of the opportunity. And yet the entire party returned to Walhalla in time for dinner, which was served at 1:30.

This dinner was given by the business men of Walhalla, complimentary to the visitors and dinner was dispatched and a number of long speeches made, and yet some of the party left Walhalla on the 8:20 train and missed a portion of one speech. To attempt to follow all that was said would be impossible, suffice it to say that the spirit of the occasion was one of extreme cordiality among all of the communities represented, and the Blue Ridge railway and its management was given a rousing send off for the splendid work it has inaugurated in putting on a train service which will bring all of the towns into closer communication.

Mayor W. M. Brown of Walhalla, a citizen who takes the lead in progressive work, made a strong address of welcome in which he laid out a policy of friendship for all of the communities, and he called attention briefly to some of the things to be accomplished by building the highway through to Highlands and Caswell's valley.

W. C. Hughes also made a stirring address of welcome and the editor of this "Intelligencer" was called upon to respond. Then the towns along the line were called upon. Dr. Jas. F. Kinard made a chaotic and earnest talk about Anderson and Anderson College which was enthusiastically received. Capt. M. L. Hunter from Pendleton, F. H. Shiner from Westminster, V. L. Norman from Seneca, were among the South Carolina representatives.

One of the most interesting talks was by Prof. Harbison of Highlands. After telling what had been done in road building in that section, and what remained to be done, he opened the eyes of the assembled company by stating some facts and statistics. Highlands with reference to the climate and the administration of the

soil to producing everything conceivable for the table. He declared that if Anderson College would make the trade, he could furnish the city of Anderson with cabbage heads enough to get the heads of his girls educated here. He said that there is no end to the variety of vegetables that may be raised and are being raised in Highlands, and that the only drawback has been the lack of means of transportation. Complete this road and Anderson will be shipping market and distribution point for the greatest truck garden east of the "Valley of Gods" in California.

Col. R. T. Jaynes made an eloquent plea for the "Play Ground of America." He declared that in opening the playground to the well to do it would also open the markets of the world to the greatest truck gardens in the world, the valleys and coves of Western North Carolina.

Secretary Whaley of Anderson and Col. E. J. Watson, state secretary of agriculture, made addresses. Col. Watson announced that he is now on a trip, making a map of this highway to be sent all over the United States wherever tourist travel is solicited. He congratulated the people of Walhalla upon their wonderful achievement and stressed the remarks of Prof. Harbison as to the fertility of the great plateau of the Highlands.

At the conclusion of the hearty dinner and the speeches, the party dispersed to get better acquainted with Walhalla. Some took a spin to Westminster, a distance of 12 miles, over a splendid road built by Walhalla at a cost of \$4,000. Among other points of interest visited was the 200 acre peach orchard of Jesse Carter. He was in the midst of shipping a carload of Elbertas to New York, to be distributed there at a price of \$5 per crate—but, as Kipling says, that is another story.

The entire party assembled at the Blue Ridge station at 6:30 and caught the last return trip of the gas-electric and at 8 o'clock all were in Anderson declaring it to have been the most pleasant day's outing any party of Anderson people had ever had.

Mrs. R. C. Hoyt Visiting Here.

Mrs. R. C. Hoyt, of Columbia, who came to attend the funeral of Mrs. C. W. Webb will remain a few days in the city. Mrs. Hoyt is the only surviving sister of Mr. C. W. Webb, and formerly lived in Anderson, and has many friends here who will be delighted to have her with them again. She is well known throughout the state, having been connected with The Baptist Courier for many years, and her contributions to that paper have been read and enjoyed by many.

FEDERALS ARE OUSTED

On board U. S. S. California, Mazatlan, Mexico, July 13.—(By wireless to San Diego, Cal., July 14.—The constitutionalists are sweeping the Pacific coast of Mexico. Many evacuations, occupations, armistices and the exchange of prisoners are reported to Rear Admiral Howard, commanding the American Pacific fleet, and the indications are that within a week the federals will be in possession of only Mazatlan and Salina Cruz.

At Santa Rosalia a mining port on the outer coast Lower California, the federals and constitutionalists held a conference yesterday at which it was decided to make joint cause with General Carranza. The same procedure is expected to take place at La Paz, another Lower California port. At Guaymas, an armistice has been agreed upon to expire at midnight July 20.

Four large merchant merchant vessels of the Naviera Line are loading rapidly, and it is expected all federal troops will be out of Guaymas within a few days. Negotiations for exchange of prisoners began with the signing of the armistice.

Both federal and constitutionalist generals at Guaymas expressed profuse thanks to the American commander there for his assistance in negotiating the armistice.

Admiral Howard's policy of strict neutrality won the confidence of both parties.

Senator Smith Replies To Campaign Charges

Senator E. D. Smith yesterday departed from his usual custom of not paying attention to charges made against him and refuted some of them by presenting the record. One of these was the charge that he had voted against the separate coach law. Senator Smith showed that the only thing which could be construed this way was his vote against an inferior proposition for a bill which was better, which subsequently became the law. In opening his speech he took note of the gibes at the parade given by some country people in compliment to the senator and declared that he was surprised "that any Southern man, any South Carolinian, seeing that splendid pageant this morning should dare to criticize any cause for whom it was inaugurated, because in that pageant there was a combination which should fire the heart of every South Carolinian."

"In that parade there came into conjunction this morning the two things that make our State prosperous and glorious—the silken fibre of cotton, in which there is every store and church, every school house, the comforts and convenience of every home; and wearing the bloom from that cotton, was the pride and glory of South Carolina—the immaculate and matchless womanhood. I was no grander emblem for my coat of arms than the bloom of the cotton worn by noble South Carolina women, and I thank God that was my badge this morning."

In answering certain charges made in the campaign, the senator said:

"Now let's get down to the record. Before I begin to talk cotton and the currency question, I want to refer to some statements this morning. The governor said that I had voted to give \$2,000 to the family of one lynched. Mr. Tillman and the reform party of South Carolina wrote that into the organic law of this state, and when I went to the state legislature I took a solemn oath that I would preserve, protect and defend the constitution of this state, and so long as there is a law upon the statute books, or in the organic law of the state, so long, so help me God, I am going to obey that law."

"I do not propose to perjure myself, and perjure my soul, to some people, a majority of them, have made a grievous error, I shall stand by that error, if it be, until the sovereign people have corrected it. "He said that I had voted against the Jim Crow car bill. Mr. Pollock, who is on the platform today, had offered an amendment, or a substitute, to have separate coaches for the races. Turn to page 423 of the House Journal of 1898, and read the record of the vote of those who voted

with Banks Caughman, when the other substitute had been laid on the table, to put a division in our coaches thus separating the races, and if you do not find that E. D. Smith voted for the separate coach law, I will quit this race. Search the record. "I am not going to defend anything I have done. In that respect I must repeat the language of the governor. But thank God, I do not have to defend anything I have done, when I say that in all my public life I have stood by the crowd to which I belonged, and you have not got men enough, you have not got offices enough, you have not got money enough to make me desert them, or spend my time explaining a lot of ancient history, perverted by politicians. (A voice: "You are right.")

"He called up the question of Mr. Sims' appointment. That was Mr. Tillman's appointment, but I gladly confirmed him when it came up, because I had promised Mr. Tillman that whomsoever the president nominated for district attorney between Mr. Thurman, whom Mr. Tillman had named, and Mr. Weston whom I had named, we would confirm and that I would acquiesce in the appointment of Mr. Sims for United States marshal. I stood for Mr. Weston for district attorney and won my fight. Mr. Weston was my friend. He went from one side of the country to the other, giving his time and money with E. D. Smith fighting the battles of the people for better prices for cotton, and that is more than these other lawyers were doing. When I had an office to give, I gave it to the man who had helped me put shoes on my babies' feet, had helped me put bread in their mouths, who had helped me to clothe their backs, who had helped me to put knowledge in their brain, and I do not give a hurrah whatever else he might be, except a republican, I do not give a continental so long as when the people called he responded. That is what Frank Weston did. I would infinitely rather appoint a poor type-setter working for an honest living, whose heart was loyal to democracy, who in the struggle for the necessities for life was working to make an honest dollar, who of necessity had taken a job as a typesetter, even on a republican newspaper in order that he might keep soul and body together, who ever while his heart was breaking his soul was marching with Hampton, in that gallant fight to redeem South Carolina from the rapine and lust of negro rule. I say that I would rather appoint him than a senator on my staff a white South Carolinian who was running on a republican ticket with negroes to keep their heels upon our state. Choose between us."

HIDING PLACE OF \$54,000 UNKNOWN

Woman Held By Police Refuses To Tell Where Money Is Hid

New Orleans, La., July 14.—Mrs. Charles C. Craven, who the police say admits she has hidden \$54,000 in cash and jewelry, alleged to have been obtained by her late husband in several robberies, was arrested here today as a suspicious character. Her husband, Charles Craven, was killed in a clash with a railroad detective near Wildwood, Fla., five months ago. The detective was trying to arrest Craven for riding on a freight train.

According to representatives of a detective agency who aided in the arrest of the 20 year old widow, they had watched her movements in Atlanta for several days hoping she would reveal the hiding place of the money and jewelry she is supposed to have buried. She buried this near Savannah, Ga., the police today said she told them. She is held simply as being a suspicious character and she refuses to say where she has hidden the money. Even in face of her alleged admissions the police are at a loss to know on what charge she might be permanently held.

BLEASE HONORS CRAIG'S REQUEST

Grants Permission for North Carolina Troops To Pass Through South Carolina

Columbia, July 14.—In reply to the request of Governor Craig of North Carolina, for permission for the troops of that state to pass through South Carolina en route to the joint encampment to be held at Augusta, Ga., Governor Blease today replied that the permission requested was unnecessary as the troops did not intend to enter the state for military duty. "However," Governor Blease wrote, "if you prefer permission from me for your troops to pass through, as a courtesy to you, it is a pleasure for me, and I hereby grant such permission."

New Way to Kill Bugs. Electrical apparatus has been invented for killing insects which are harmful to the growth of trees and grain. A metallic net supported on a two wheeled vehicle is suspended over the ground where the insects are to be killed, and 6,000 volt energy is allowed to discharge from it to the ground. The net and the earth are energized from the one terminal of a step up transformer on the vehicle, the other terminal being grounded.

TOWNVILLE TRUCK IS DOING THE WORK HAULS MERCHANDISE THERE FROM STORES HERE HAS A GOOD START

This Is the Kind of Service That Anderson Needs To Clemson College

For months The Intelligencer has been harping on the desirability of a truck line from here to Clemson College, to haul parcels of merchandise. Such a truck line has been inaugurated between Townville and Anderson, and its future will be watched with interest.

The following has been given out by the chamber of commerce relative to the Townville line.

The initial trip of the Anderson-Townville auto freight and passenger service was made this morning when the large Reo truck, with a capacity of 4,000 pounds, with Mr. J. E. Carnes at the wheel, left Townville at 8 o'clock, arriving in the city of Anderson shortly before 10 o'clock. The first trip over the route was made "light," the return trip to Townville being anything but light. The merchant and manufacturers and farmers of the Townville section gave the owners and proprietors, Whitworth and Carnes, bills for what they wanted brought back, and when the truck departed on its return trip it was loaded down with lumber, sugar, tobacco, and in fact all sorts of groceries, heavy and light, etc. The truck carried "tonnage" all right and the proprietors expressed themselves as being well pleased with the first day's results.

They were asked where they got the idea to establish this auto service, and they replied that a similar service was inaugurated between Carnesville and Lenoir, in Georgia, some time ago, and it has worked out a satisfactory and paying investment. The distance between the two Georgia towns is only 10 miles, while the distance between Townville and Anderson is approximately 18 miles. The Georgia service consists of three or four round trips a day. The proprietors of the Anderson county service stated today that they plan to make two round trips a day between Anderson and Townville. They have equipped their truck with seats for passengers and a nice top has been secured, which will make the ride between these points very pleasant. "We go just fast enough to have a nice breeze," declared Mr. Carnes. "I did not change my gear from high on the 'trip. The roads are not as good as they should be, but we managed to make the trip in an hour and three quarters. Loaded, we will make the trip in about two hours."

"It is our intention to leave Townville at 8 o'clock in the morning and arrive at Anderson about 10 o'clock every day," said Mr. Whitworth. "We should not get our load together by noon and our schedule, which we will adopt as soon as we get straightened out, will probably read for us to leave at 12 o'clock. We will make another trip in the afternoon."

The rate for freight between Anderson and Townville is 15 cents per 100 pounds, while the passenger rate is 50 cents, the round trip being \$1. The truck will have its capacity of 30 to 40 passengers in the morning, for reservations have been made already by that many who want to come here for the senatorial campaign speaking.

The proprietors expect to make side trips on Sundays and other holidays. Last Sunday the truck carried 26 passengers from Lenoir to Tallahassee, Fla. Secretary Whaley of the chamber of commerce stated yesterday that the proprietors of the truck should be given every encouragement. He hopes that it will be only a short while before a similar service is inaugurated between Anderson and the Highlands and between Anderson and other points.

PARADE FOR SENATOR SMITH. The friends and admirers of Senator Smith made a demonstration, which had tolling effects on the large crowd that had gathered just before the hour for the meeting, to be called to order, when a parade, formed down near the office of Mr. J. S. Foyler suddenly made its appearance on the square. The parade was headed by four gentlemen, mounted, each carrying a large "Smith" banner. These escorts were Messrs. D. L. Barnes, N. W. Cann, R. L. Cheshire and Chas. Robinson.

Next in line was a two horse wagon decorated, carrying the well known band from the Zion school, in the Wild Hog section of the county. The band played popular airs as the parade circled the business block. Placed on top of a bale of cotton, and with streamers reading "Farmers' Friend," E. D. Smith, for United States Senator" was seated in the wagon. As the four mule teams moved off, the Smith wagon rounded the corner into the open part of the square, a tremendous uproar of yells greeted it, making a demonstration which almost equaled an ovation for the senator. Mr. Willis McGee of the "lower" part of the county was driving the team of four, and on the sides of Senator Smith were standing Messrs. W. B. Graham, John T. Milford, Oliver Bolt, W. H. McDade and a few other substantial farmers of the county.

Then there were several wagons loaded with girls and boys and men, the wagons representing the various sections and communities of the county, the cotton choppers.

The parade was unique and carried the point for which it was intended. The young men completely covered with cotton, riding mules, and the decorations and bale of cotton on the wagon occupied by the senator, carrying to the public, with no doubt at all the sentiment so well known over the state that the advance in the price of cotton was the work of the senator, and that the farmers appreciated that fact and are with him.

PLUCK DID IT, TOO

How Jesse E. Carter Has Made Barren Hillside Escome a Land of Plenty

One of the most pleasant side trips connected with the Walhalla Anderson business men's trade excursion Monday was that taken to Westminster by Col. Jaynes, who furnished his car for the trip, with Capt. Wm. McLaughlin, Secretary Whaley and other guests. Col. Jaynes wished to show the Andersonians the beauty of the highway between Walhalla and Westminster, constructed at a cost of about \$5000, and also wanted the party to inspect the peach orchard of Hon. Jesse E. Carter of Westminster, which is located within about a mile of the business district of that city. The trip was made to Westminster in less than 25 minutes and no attempt was made to hurry, but the road is almost as smooth as glass and beautiful

fully laid out, so that with the down grade the car just seemed to glide along of itself without the use of its mechanism. The roadway is perhaps the best piece of community constructed highway in the state, and it incidentally is believed to have saved the court house to Walhalla, as when Seneca began an agitation several years ago to secure the removal of the seat of government from Walhalla to Seneca Westminster and Walhalla combined and built this splendid highway, which cemented the fellowship of the two cities and Seneca dropped the agitation and the court house remained at Walhalla, where it will no doubt remain always. This is so especially when it is remembered that Walhalla is within a quarter of a mile of the exact center of Oconee county.

But the peach orchard. It is the best orchard in South Carolina and relative to much better revenue producer than any in Georgia, though small in size as compared to some in that state. It is about ten years old and Col. Carter, its owner, has fostered its development from the day he started it as a pioneer. He has given it expert care and used every experimentation to eradicate pests, etc., known to orchard science. He has planted a variety of trees especially hardy in a soil similar to that at and near Westminster and has kept the trees in splendid shape, making neither time nor money to make it as perfect as possible. And he has done just that.

There are something over 200 acres in the orchard which is planted in a semicircle, the trees centering toward the center of the semicircle and the scope of territory covered by the trees planted in rows of equal distance, tapering toward the outside, the smaller number are planted from the center of the semicircle outward, also leguminous crops which, needed as soil builders, which is one of the secrets in orchard development along scientific lines. The land cost \$4.50 per acre. The orchard though but ten years old has already paid for itself and has a good cash credit in the bank. Col. Carter recently received a cash offer of \$18,000 all of which he refused. He has made when it is remembered that he purchased the land at a low price and that the orchard has a cash balance on hand now.

The product of this orchard is sold mostly in Eastern markets, and there mostly in the exclusive market of New York. A solid carload of Elbertas was being prepared for shipment to New York when the Anderson party inspected the orchard. Monday's local express shipments are also made. Col. Carter has demonstrated the financial returns possible to receive from a peach orchard properly managed and he has proved that it is one of the big developers of the near future, if not the present, in all the western Piedmont. Though a pioneer he has had the singular good fortune to make his orchard pay from the very start and to have a new, small fortune, and generally farmers do the work and others profit.

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VOLCANO ACTIVE

Redding, July 15.—Lassen county peak broke forth again early today in an eruption of magnitude unequalled since the volcano first broke to renewed life on May 30. At 1:45 this afternoon the ascending column of steam and ash had risen to double the height of any previously seen, the most noteworthy in the series of outbursts.

Preaching at Neal's Creek. Rev. H. C. Martin will preach at Neal's Creek church on Sunday, July 19th at 4 o'clock, p. m.

Fortunate Indians. In a composition dealing with the habits and customs of American Indians, a boy deeply impressed with their free-and-easy life wrote the following: "The Indians had few laws, but they were well-violated."