

PROGRESSIVE FARMER

INDUSTRIAL AND EDUCATIONAL INTERESTS OF OUR PEOPLE PARAMOUNT TO ALL OTHER CONSIDERATIONS OF STATE POLICY.

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"OLD FOGY" TAKEN TO TASK.

"Old Fogy" in his last paper in the PROGRESSIVE FARMER of the 21st January, says many good things which will strike home to the hearts and minds of many a hard working farmer and laborer. But he lays down several propositions which thinking men can never accept, and I wish to give some of the reasons why. He writes strongly, and fluently and just takes everything by storm, and endeavors in his strong, earnest way to lead us into ways, which to him seem safe and right, but to others, who love the Alliance and the hard working oppressed people just as well as he does, seem dangerous and wrong. I agree with all he says till he jumps on the railroads, and wants to hand them over to government control. He says 1st, that railroad companies should be compelled by law to charge less for hauling passengers on freight than on mail trains. Not so; a man need never travel on a freight train, it is a slow, tedious way to travel, is fraught with much more danger than the faster and more comfortable regular passenger trains, and if I am not mistaken there is a law which forbids railroads to haul passengers on freight trains. There is no injustice in the companies charging the same rates on both classes of trains; nothing can compel a man to travel one way if he desires to travel another, and where the injustice comes in I can't see. Again; he claims that a rich man can travel cheaper than a poor man; how does he calculate that? It doesn't cost a poor man one cent more to travel one mile or a thousand, than it does for a rich man to travel the same distance; if either of them wish to travel a short distance they will purchase a local ticket, if a thousand miles they will purchase a thousand mile ticket, both save by the operation, both pay the same rates, and where is the injustice? Let a rich man and a poor man go to any ticket office to buy tickets to the same place, and the charges will be alike to both, unless one wishes to travel second class. He says that competing lines arrange their schedules to injure each other. Granted; competing merchants, towns, newspapers and everything which comes into competition with something else, arrange their schedules for their own aggrandizement regardless of the injury inflicted on their competitors. If it is right for one, it is right for another, otherwise let us stop all competition and dissolve the Farmers' Alliance, for we are competing against the world for our rights.

He asks if railroad rates could be reduced and still be profitable, and cites in reply the fact that the Central Railroad, of New York, is compelled by law to carry passengers at 2 cents a mile. Very well, but that road does a greater passenger business than any other road in all this great country, and the same reduction of rates on

many other roads would result in financial ruin and bankruptcy. No wonder that the stock of the New York Central is up to 108 and 115, when we consider the immense business conducted over its lines.

He tells us that the government roads of India have not near our advantages, yet are prosperous. India is a monarchy, and people travel only on government roads, labor, fuel and such things are cheaper there than here, the rolling stock is lighter and not as costly as ours; and thank God this land of ours is a republic.

And now for his great question of vital importance: "Should roads used for the transportation of the people's produce or to further commerce be used for profit? He holds that they should not, but that like our county roads be kept in good condition by the people, for the people, for their advantage and benefit. Brother, these roads are put down at an enormous outlay of money, energy and everything else that goes to make any business profitable and successful, and they are built by private means for private gain and public ease, speed and convenience. Should they be run for profit? Should the merchant, the mechanic, the lawyer, the doctor and all others engaged in business conduct their business for profit? Or should profit be overlooked and we just pursue our several avocations for fun? Think of a man investing his money in something that never paid a dividend; think of a man after years of hard study investing his brains and getting no monetary consideration save just enough to keep him going, is that what you are doing? And your question is answered. Yes, let the roads be run for profit, or cease every pursuit under the sun. Let your colleges be closed, your workshops be empty and silent, and all business conducted for profit cease.

The idea of taxing the people to keep up roads. Just try it once and you never in all your life heard such a howl as will rend the vaulted sky. How are you going to manage it? Tax the people and then make them pay for the transportation of themselves and freight. Or will you tax them and let each tax receipt be a free pass over all the lines for the taxpayer and his family, and as much freight as he desires to ship? Tax us if you will to support the roads, but don't make us pay for our rides, or you will surely raise a dust. And are you going to work the railroad and keep it in repair as the county roads are? That's what you said. Now just think of all the able-bodied men turning out four days in each year to work the railroads. What would become of it? Granted that the railroads are for the public good, they are also for personal profit just exactly as any other public enterprises is, from the college to the farm. There is nothing on earth conducted just exactly to suit everybody; and while railroads have their weak points, remember that nothing is able to stand by itself. "Better be content with the ills we have than fly to others that we know not of."

Talk about government control of railroads, its all bosh. Give the railroad system into the hands of the government and it would cease to be of benefit to the people, for it would immediately become a vast political machine to be used for the benefit of the party in power. Place the roads today in the hands of the present administration, and before to-morrow's sunset the edict would go forth displacing all employees not in full sympathy and accord with the Republican party, the heads of tried, true and trusted officials would fall under the guillotine of policy, and their places be filled by incompetent officers whose whole duty would consist in drawing a nice, fat salary while the public for whose good it was constructed would work the road. Government control, indeed. You would centralize power, the very thing most repugnant to true Republican principle. Give the government the railroads, steamship and telegraph lines, throw in a few manufacturing monopolies and then there would be only one other step to take, viz: elect a king or some other nuisance the weight of whose little finger would be heavier on the people than the heaviest yoke ever fastened upon us by all the railroads in the country. But again, place the roads in the hands of government as it exists, and what would be the result? You would not only have the negro in the postoffice and the mail car, but he would punch your tickets, smash your baggage, run the engine and do his level best generally to land you in kingdom come. Think of a sable-hued conductor clad in blue and brass, accompanied by his ever present odour, strutting through

a train taking up tickets, collecting fares, "sassing" the passengers and otherwise conducting himself as a conductor. Think of seeing them at the window of the ticket office and at the depots as accredited agents of the government holding positions once filled by honest, decent white men, your friends. Think of them assisting your wives and daughter onto and off the cars; think of this Southern Alliancemen, the picture is not overdrawn, think of all this and lend not your aid to any such scheme. Talk about its not becoming a political machine, it would be pie. Oh no, there would be no discrimination then. Just try it and see if the Republican North and West would not discriminate against the solid Democratic South. Why, its just exactly what they want, and it will require our best efforts to keep such things out of the hands of a millionaire Congress which to day holds us in its power.

No, never let government get control of anything which can be used to the detriment of the country at large or any section of it. Just so surely as you give it a taste of this great power you will have to give all. No use talking about honest government, there is no such thing.

Let government control all else, but let it keep its hands off of the railroads, and the Farmers' Alliance.

A UNIT.

RESOLUTIONS ADOPTED

By the Farmers' Alliance of Chowan County, N. C., January 3, 1890.

WHEREAS, There has been much dissatisfaction and disadvantage in the wrapping and selling of cotton during the present and past seasons, some exchanges proposing to sell cotton as a net article or allow a just tare on cotton wrapped bales, and others do not; therefore be it by the Chowan County Farmers' Alliance

Resolved, That we request the North Carolina Farmers' State Alliance, at its next session, in Asheville, August, 1890, to adopt some such resolutions as the following, (which we adopt):

"We demand the selling of cotton as a net article, and we will not patronize, willingly, any market whose exchange refuse to accede to the fair proposition of selling cotton as a net article or allow a just tare on cotton wrapped bales, and that we will use our influence against the trade, of any kind, in any such unfriendly market."

Resolved, That we demand of our next Legislature the enactment of such laws as will enforce this regulation in the sale of cotton in this State.

Resolved, That we will do all in our power to defeat any tobacco trust and maintain the Alliance factories.

Resolved, That we ask the various Subordinate and County Alliances throughout the State to adopt these or similar resolutions, and co-operate with us in securing to all the benefits of honest dealing.

Resolved, That we appoint the Secretary a committee of one to copy and transmit copies of these resolutions to the National Economist, Washington, D. C., the PROGRESSIVE FARMER, Raleigh, N. C., and Fisherman and Farmer, Edenton, N. C., for publication, and request other friendly journals to copy. L. W. PARKER, Pres't.

WOOD PRIVOTT, Sec'y.

Hear what one of America's greatest statesmen thinks of the two old parties. These words were uttered several years ago, but they were as full of truth as an egg is of meat and the only change in either party since their utterance is for the worse. Here they are:

"We have two parties in this country, and what are they? They have been going down, down, until they have almost reached the lowest depths. What a commentary upon the politics of a great Republic! They represent two colossal organic appetites thirsting for spoils. The two parties are like wild beasts trying to devour each other. The American citizens are intelligent and far above the average citizen in the old world. They are the prop and stay of the republic and have the spirit of freedom in them handed down from father to son. They are honest, intelligent and energetic. The men that make the laws for them on Capitol Hill do not appreciate them.—Roseoe Conkling.

There is not gold and silver enough in this world of ours to pay the interest on the debts for one year.—London Economist.

CLODHOPPER, SR., WRITES AGAIN.

MR. EDITOR:—I have, but a few days since, returned from a visit to the "Lone Star" State, the birthplace of the Farmers' Alliance. I have just finished reading the last number of THE PROGRESSIVE FARMER—No. 49, vol. 4—21st January, 1890. No farmer or laboring man should deny himself the pleasure and benefit of reading such a paper, especially the number named above. Would that every true man could read over and over again this number. I have been a reader of THE PROGRESSIVE FARMER for years and honestly feel that I get more than value received for the subscription price.

I am glad to see, that Old Fogy is still at his post, doing his duty honestly and fearlessly. All such men should be heard in behalf of this great country, which now promises to fall into the hands of a few thousand monied men and corrupt politicians. The railroads are not only a great power for good, but for evil—for evil more than good. Any and every institution which exerts an evil and corrupting influence over the people should be wiped out or made to reform.

When a railroad company will send an agent or agents to attend State political conventions, for the purpose of buying up the delegates, that certain corrupt and rotten men may be nominated to fill the first offices in the gift of the people, such a railroad should cease to exist.

When a combination of railroads will use their money to buy up the State legislature, all such railroads should be made to surrender their charters. When a railroad company gives a free pass to any State or county official, said railroad should not be permitted to transport any more passengers, and no official who will receive such a pass should remain in office any longer than proper proof can be obtained to establish the fact.

No Judge who will carry a railroad free pass should be allowed to exercise the duties of Judge one day longer than the fact can be established, for such a Judge cannot be a pure man.

We have many evils upon us to correct, and we have many more evils threatening us, which we must labor to avert, all of which we can do, provided we, the farmers and laboring men of this great country, will be a unit in our efforts. Railroad attorneys and mercenary agents are good men to steal clear of. Never vote for one to fill any office of trust.

A mercenary man will not do to trust. Do not forget this.

I am of the opinion that the farmers' Alliance and Industrial Union, by the co-operation of the Knights of Labor, will be able to save this great and grand Republic. To do this we must act as one man in all of our demands for right laws. The silver question is one of great importance to every man who loves his country more than he does gold.

CLOD HOPPER, SR.

THE FARMER AND POLITICS

A friend of ours interviewed for us one of our members in Congress in reference to the Alliance.

The Congressman expressed himself freely as follows: The Alliance will not affect our parties in any way. The people have so long been accustomed to follow their parties that it is impossible for them to forget their old love. Let us crack the political whip, and you will see them fall in line. Let the Democratic party cry "Nigger," and every one of the Alliancemen will forget their signs and pass words, and vote for Jackson as he has done for the last fifty years.

Let the Republicans sing "Protection," and tell the negroes that they are in danger, and our party lines will be intact.

It was suggested that the whites and negroes might work together; that the ranting demagogues who have done so much to keep the races apart might be set down on, and that if confidence was restored that the two races would harmonize as they did during our last war, and that the darkey might take his old master for his political adviser as he does for his business adviser—in short, that the solution of the negro problem was to be found in the Farmers' Alliance. It was admitted that this would be for the benefit of both races and that their political interests were alike and that the political hucksters North and South were the only ones to be benefited by keeping them apart.

Now, brethren, this is the hope of all the cross-road politicians. They

expect to be able to vote you just as they please. They expect to crack the party whip over you, and in Democratic strongholds show you that you would be opposing the grand old party, and that to solicit negro votes would be a heinous crime.

In Republican districts they will tell you we must oppose a solid South. We must break it up; we must stick together or the Confederate brigadiers will capture the country. Our bloody shirt will have to be sold to the paper dealers and our occupations will be gone forever.

The railroad men and their papers will give you taffy and try to induce you to stand up to your colors and party. And why? Simply because they have made a living off of you they have gotten the boodle on the office and they want to hold on to the old method. There are those who will tell you that the Alliances must not go into politics, but would be more than glad if we would go into their politics. Brethren, for one, no politician, no member of Congress or any one else shall lead me by the nose any longer. I shall vote for our interests, and the political hacks and henchmen can say just what they please.

OLD FOGY.

HARRY TRACY AT HOME.

EDITOR FARMER:—I arrived at home three weeks ago and was astonished at the prosperity of our farmers. I have seen more evidences of material prosperity since I have returned than I saw during the past years' lecturing tour in ten other States. With only five days' notice the opera house in Rockdale was full to repletion of the "old guard" Alliance members, battle-scarred but still in the ring for the war; up to snuff, and know just what the fight is about, and never fail to answer when the roll is called. I had heard so often while in the East that "the Alliance in Texas was played out" that I was afraid almost to come back to even try to revive it. But lo! and behold! on my arrival I found the woods full, the towns full, the roads full; in fact I found Alliance men everywhere except hanging around saloons, and as lively as crickets and as determined as bull dogs. The Alliance in Texas dead indeed! She's the liveliest corpse that ever winked an eye, and she's kicked the life out of every demagogue and sore-head that has come near her. Not only that she's onto the outcome of the St. Louis meeting and every one is determined to back up Bros. Polk, Macune and the committee in their efforts and they say that every Texas Congressman has "got to fish or cut bait;" that if they don't their names will be left out of the pot next year. All see the way out of our difficulties now and say, to a man, "we are on deck and intend to engineer the boat to the landing 'prosperity,' if they have to ship a new crew."

I have talked with every leading business man in Milam county, also from several other parts of the State, and every one of them say that Texas is in a better financial condition than she ever was before, and that all that Texas needs is a continuation of the Farmers' Alliance. These same men, to a man, almost, two years ago despised the Alliance as bad as the devil is said to hate water.

Our brethren, in educating themselves, have also heaped coals of fire on their enemies' heads. When I think over the past in Texas, and what our organization has had to contend against, and then to see it in its present condition, I am truly astonished, to have succeeded under all the circumstances—seems like a dream. Yet all's real; she's here and she's on top and still making the fire fly.

Our State Alliance is blessed with able and good officers. Our exchange finally crawled out of her troubles and is solid, scudding along under a spanking breeze, showing to all her traducers clean tackle, taut rigging, and all safe on board.

Brethren of North Carolina, the Texas brethren send you greeting, and assure you that it will not be necessary to ship any tar to Texas to make the brethren stick, but assure you that Texas has charge of the left and all's well.

At my postoffice, Rockdale, over one hundred copies of the National Economist are taken by subscribers; how is that for high? That's why she is "getting there, Eli." I tell our Texas brethren that North Carolina is solid on three things: 1st, the Alliance; 2nd, Stickability; 3d, Hospitality and pretty women; and that when Texas or any other State keeps up with North Carolina in Alliance matters, they must rise before day

and set up late, and work all the time. I hope to visit Tarheeldom again soon, for in all my travels, in all my life, I never fell in love with so many people as I did in the seventy five days that I spent in North Carolina. Never, no never, and I am going to come if I can. But good Lord, by to-day's mail I got eleven letters from brethren in different parts of Texas. "Bro. Tracy, come and see us." When can you come? We will give you a rousing time if you will give us an appointment, &c., and before I knew it I had out thirty-two appointments, and of course this is just a beginning. So you see it's the same with me everywhere—work, work. Well, that's what I am in the Alliance for and I can't say "no" when the brethren say "come." I was more than proud of North Carolina's representatives at the great St. Louis meeting. Every one of them showed up excelled by none and equalled—well, I won't say.

Brethren, keep THE PROGRESSIVE FARMER in your house; keep the National Economist by its side. They are a lively pair of twins and make any household travel towards peace, prosperity and happiness, and tell you how and when to hit our enemies under the fifth rib. God bless the brethren in North Carolina.

Fraternally,
HARRY TRACY.

LETTER FROM HUNTING CREEK

HUNTING CREEK, N. C., Jan. 21, 1890.

MR. EDITOR:—As Corresponding Secretary of Hunting Creek Farmers' Sub-Alliance, No. 1454, I write you a few lines. Our Alliance was organized the 26th day of December, 1888, with 11 members and now numbers 27, with several applications for membership on file. The order seems to be growing in this county. Our Alliance is making arrangements to trade with the Business Agent of the Farmers State Alliance. When we begin to do so and the people begin to see the financial benefits accruing therefrom, I predict for the order hereabouts a boom on a gigantic scale. Some are holding aloof, thinking it is a political scheme, and various objections have been urged, but they are beginning to disappear. With best wishes for the success of THE PROGRESSIVE FARMER and the cause of the Farmers' Alliance, I am

Fraternally,
C. C. WRIGHT.

GRAPE CULTURE—REPLY TO A. J. C.

AUBURN, N. C.

MR. EDITOR:—Planting, I prefer November; distance, eight feet each way. Strong two-year old vines are best if quantity of manure is limited. Compost cotton seed and woods mold, wood ashes and woods mold, lime and woods mold, if you want the highest price on fine fruit. Do not let your vines carry all the fruit they show. The following will give satisfaction: In seeding Martha, Concord, Champion and Hartford Prolific, the yield is from four to seven thousand pounds per acre, according to land, variety and cultivation. Vines producing fruit for exhibition, should carry light crops; when the berries are the size of squirrel shot, thin from two to three from every five, tie the shoulders up from off bunch, shorten the wood two joints above the fruit, keep laterals removed; leading horticultural societies require three bunches of each variety with two and one half inches of wood on each side of the bunch. A piece of plank one foot wide and two feet in length, covered with paper contrasting with the color of the grape, raise the plank a few inches, front resting on the table. This shows the fruit to the best advantage.

W. H. HAMILTON.

Puck talks to laboring men in this way: "You are in the soup. Just where your friends, the politicians, left you when they were done with you last November. You are in the soup, and there you will stay for the next four years, unless in the meantime you learn wisdom of exercising common sense." The laboring men have been taught the necessary wisdom by bitter experience and sad disappointment. They have learned that of all trusts (and there are several of them) that the trust in politicians is the worst. The laboring classes will take care of themselves in the future, and the country, too, if necessary.—Call.

The fall of the Roman Empire, long ascribed in ignorance to slavery, heathenism and moral corruption, was in reality brought about by a decline in the gold and silver mines of Spain and Greece.—Allison's History.