

PROGRESSIVE FARMER

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

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THE NATIONAL FARMERS' ALLIANCE AND INDUSTRIAL UNION.

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A RAILWAY COMMISSION.

How it Works in the State of Georgia.

A Letter Submitted by "The Railroad Commission Club of Buncombe Co." For the Consideration of the Public—What has been Done Elsewhere Might be Done Here.

THE RAILROAD COMMISSION CLUB OF Buncombe county, ASHEVILLE, N. C., Oct. 7, 1890.
Editor of The Citizen:—Herewith find a letter from Hon. L. N. Trammell, Chairman of the Georgia Railroad Commission. We send you this letter as an argument in favor of a railroad commission for North Carolina. We respectfully ask publication of the letter in The Citizen, and beg to direct particular attention to those parts of the letter that treat of protection of weak roads and the increased value of railroad stock since the establishment of a commission in Georgia.

Yours truly,
S. R. KEPLER, President.

CHAIRMAN TRAMMELL'S LETTER.

Hon. T. J. Brown, Sherman, Texas:
DEAR SIR:—In reply to yours of the 31 inst., asking to be informed in reference to the workings, effects, influence, etc., of the railroad commission in this State, I give you the following statement of facts, without detail or elaboration:

The railroad commission of this State was organized October 15th, 1879. Its annual cost to the State is \$10,000; \$2,500 of this sum being appropriated to each of three commissioners, \$1,500 to a secretary, and \$1,000 to advertising, publishing and office expenses.

A very large reduction in the charges made by railroads, for freights and passengers, have been made since the organization of the commission in this State. To show this reduction I state that in 1879 the charge made for the transportation of passengers was five cents per mile, whilst the rate now charged is three cents per mile, and to show it in freights I submit the following table of rates in 1879 and in 1890, taking the Savannah division of the Central Railroad as an example.

Rate charged by the Central Railroad Company per 100 pounds:

ARTICLES.	10 MILES.	20 MILES.	30 MILES.	40 MILES.	50 MILES.	60 MILES.	70 MILES.	80 MILES.	90 MILES.	100 MILES.
Rice	15	20	25	30	35	40	45	50	55	60
Flour	10	15	20	25	30	35	40	45	50	55
Grain	10	15	20	25	30	35	40	45	50	55
Cotton	10	15	20	25	30	35	40	45	50	55

Rate allowed by the Railroad Commission per 100 pounds:

ARTICLES.	10 MILES.	20 MILES.	30 MILES.	40 MILES.	50 MILES.	60 MILES.	70 MILES.	80 MILES.	90 MILES.	100 MILES.
Rice	8	10	12	14	16	18	20	22	24	26
Flour	5	7	9	11	13	15	17	19	21	23
Grain	5	7	9	11	13	15	17	19	21	23
Cotton	5	7	9	11	13	15	17	19	21	23

This immense reduction in charges for freight and passengers has been

accomplished without injury to the railroads. They have prospered whilst the people have benefited. The market value of the stocks of our most important railroads has been steadily increased.

This is shown by the following comparative statement of the prices at which the stocks of the Central Railroad and of the Georgia Railroad and Banking Company, the two most extensive railroad systems in this State in 1879, were selling in 1879 and are selling now:

Selling at in 1879.	Selling at in 1890.
Georgia R. R. stock 78	301
Central R. R. stock 79	121

Not only have the charges of railroads been reduced, and the value of their properties enhanced; but there has been an immense increase in their mileage since 1879. The records of this office show that for the five years previous to the establishment of the commission in 1879, there were built in this State less than one hundred miles of railroad, showing an annual average of about twenty miles, and since 1879 to the present time there have been built in Georgia two thousand miles of railroad, making an average of two hundred miles per annum.

The sentiment of the people of Georgia toward a railroad commission can be determined by the following facts: All candidates for the office of Governor in the past eight years, the members of the present Legislature, without a known exception; the present candidates for Governor; the candidates for Congress and for the legislature at this time, who have been announced, have been and are in favor of a railroad commission. In addition, I may state that the press of the State and the Farmers' Alliance favor a railroad commission, and that many organizations of the alliance favor an increase of the powers of the existing commission.

The establishment of a railroad commission, with the proper powers to make joint rates for all connecting roads in your State would certainly result, in my judgment, in the building of many roads from trunk lines into sections that otherwise will never have the benefit of a railroad. This would follow because the railroad commission, by the making and enforcing of a joint rate over the two roads (the new and the trunk line) to the commercial centres of your State would be a guarantee against the exercise of unfriendly hindrances, and the establishment of such arbitrary rates by the trunk lines as to head off and crush out the new road and thereby making its construction impracticable.

With such a joint rate, however, the new road would be able to reach your commercial cities with their shipments over the trunk line upon such just and reasonable terms as to insure their construction and make them paying roads. In the absence of such a regulation the new roads would be forced to build long and expensive through lines to reach the commercial thoroughfares, at a cost so great, in many instances, as to entirely defeat their construction. Without such power vested somewhere to overcome the arbitrary rule of trunk lines, they may entirely prevent, by the means above alluded to, the building of roads in large sections of your country, and absolutely lock them up against all railroad facilities except as furnished by themselves upon their own terms.

Wish such a regulation, however, and the enforcement of such a rate all sections of your State that are able to build a short road and connect it with any other road can do so with the assurance given by the authority lodged in a commission of being justly and fairly dealt with, which would, as I have said, insure the building of railroads into sections that are now without them.

One other reason, and probably the strongest one that can be given showing the necessity of a railroad commission, grows out of the fact that the stocks of railroads are now held largely for speculation, and not as an investment. If they were held as an investment it would be to the interest of those holding them to give to the country such a service at such rates as would add to the wealth and population of the country, which would, in return, remunerate the roads by the increase of travel and larger tonnage, as the natural results of increased population and wealth.

But when the stock of the roads are held as they now are, for speculative purposes alone, the holders have no interest in the future of the railroads, or in the future of the country which they traverse or in the people of the country. Their interest is in the reports and in the next dividends. As

these are to govern and regulate the prices in which they look for advantageous sales and large profits, this state of affairs causes an irresistible demand by the holders of the stock upon the officers who are managing the roads for favorable reports and large dividends, which can only be given by exacting such high rates of the patrons of the roads, and the country through which they pass, as to strip every industry and every interest that the road may touch of all profits, with most disastrous results to the country and to the people.

A railroad commission, clothed with proper authority, could prevent all this by the establishment of rates that would be just to the country and to the roads by disregarding these demands made by speculators in stocks, and prescribing and fixing a rate for the roads by which the country would be developed, enriched and made populous. The stimulus that such a favorable rate would give to all pursuits and all industries would in return pay the roads, by reason of increased travel and a larger tonnage, more than they now make by the high rates upon their light travel and small tonnage.

In conclusion, permit me to state that I do not wish to be misunderstood as attributing all the prosperity of Georgia, and especially of her railroad interests, to the fact that she has a railroad commission.

Georgia feels the impulse toward progress and development which stirs in all her sister States, and is reaping some of the general benefit of the times. But I do honestly believe that the railroad commission has been a great factor in her prosperity, and shall be glad to know that the great State of Texas has organized a commission with the proper powers, and has placed the administration of those powers, in proper hands.

Yours respectfully,
L. N. TRAMMELL,
Chairman of the Railroad Commission of the State of Georgia.

A SUGGESTION.

Oaks, Orange Co., N. C.

MR. EDITOR:—As it is sometime yet till the legislature will meet, if you will allow me space, I would like to suggest to the people of Orange county that we discuss in the Alliance and elsewhere, also through the columns of THE PROGRESSIVE FARMER and State Chronicle if they will lend us a helping hand in the matter, as to the best method to adopt for the improvement of our public roads. Who will be first to suggest a plan? We need better roads, and in order to have them it is necessary that we have a better system for working them. Let any one who will suggest a plan, then let us discuss the plans suggested as above stated, unite upon some plan and ask the legislature to enact into law.

Respectfully,
SCIPIO.

THE NORFOLK EXCHANGE.

MR. EDITOR:—Please allow me space to answer once for all the many letters I am daily receiving from the brotherhood in North Carolina relative to "the Norfolk Alliance Exchange." This Exchange is established by R. M. Humphrey, National Superintendent of the colored Farmers' National Alliance and Co-operative Union, whose main office is in Houston, Texas, and is chartered by the laws of the United States and recorded. It is for the benefit of the members of the colored Farmers' Alliance in North Carolina and Virginia, and each member is expected to pay \$2 to form a business agency fund. They are paying it in rapidly and we hope this fall to collect this from the entire 40,000 membership, thus giving us \$80,000. When I was appointed manager I was required to give bond for faithful performance of a contract which requires me to place this money in bank and United States bonds. My bond, together with this money, secures all other money handled or contracts made. It is in no way connected with the North Carolina business agency at Raleigh. It is the duty of every Alliance man to sustain his business agency or exchange. Bro. Worth will succeed just in proportion as you furnish him support. This exchange will succeed in proportion to the amount of stock secured by paying the \$2 each and the trade that passes through it. I solicit no trade that should go through Bro. Worth's office, but desire to cooperate for mutual benefit. I do solicit cotton shipments to me for the following reasons: As a rule Norfolk is the

best cotton market for North Carolina. I am here and have most perfect arrangements for handling cotton. By getting large lots together each day, as I am now doing, I can get more for it and have it handled cheaper. There is no chance for loss by accident, for every bale is insured from the moment it touches the wharf till sold. I think my bond, together with my "agency fund," is better security for faithfully making out sales and remitting than nine tenths of the commission men can show.

I have written the above in the interest of perfect understanding and hope its constitutionality will not debar it from your columns.

W. J. ROGERS.

FROM WOODFORD ALLIANCE, NO 1,240.

MR. EDITOR:—As I have not seen anything from our Alliance in your valuable paper, I take up my pen, as Corresponding Secretary, to let you and others know how we are getting along. We number about 25 males and about 20 females. We are helping to fight the good cause. We have ordered a good many things through the business agent and we get them much cheaper than we do to buy them from the merchants. We are now helping the members that have had bad luck. We have now raised nearly \$20 to help four members, three for doctor's bills and one for loss by fire. We also have a very good lecturer, Prof. E. P. Hauser. He keeps things awake with his good lectures. He lectures elsewhere also.

J. A. WARD, Cor. Sec'y.

CAMDEN COUNTY ALLIANCE.

From the proceedings of Camden County Alliance we publish the following extracts:

Rev. T. B. Boushall, Lecturer, read the address delivered by Elias Carr, President of the N. C. F. S. Alliance, at Asheville, N. C., after which he made a very appropriate speech for the good of the order, also exemplified the unwritten work.

Bro. H. C. Lamb offered the following resolution:

Resolved, That this Alliance requests that each Sub Alliance tax each member one dollar a year for the support of public schools. This fund is to supplement the fund levied by the State and county for the purpose of having a term of one or more months added to the present term, said amount to be paid to the teachers by the Sub-Alliances.

On motion it was adopted.

On motion these proceedings be published in the Falcon and THE PROGRESSIVE FARMER.

The Alliance adjourned to meet the second Friday in January, 1891.

W. R. DOZIER, Sec'y.

E. S. MERCER, Pres't.

RESOLUTIONS BY WARREN COUNTY ALLIANCE.

Resolved, That we, the members of Warren County Alliance, in regular session assembled, do hereby renew our allegiance and pledge our faith to support the demands of the Alliance, both State and National, and ratified by the Sub Alliances.

Resolved, That we do hereby endorse THE PROGRESSIVE FARMER and believe it to be the exponent of true Alliance principles and its editor, our honored National President, the people's friend. And we do urge upon all Alliance men to read THE PROGRESSIVE FARMER to the exclusion of all other papers which seem to be endeavoring to damage our order.

Resolved, In reference to Senator Vance, we desire to assure him that he has our hearty support, so far as he endorses our Alliance demands and no further, and that, if elected, we shall expect him to obey the instructions of the North Carolina Legislature, regardless of his opinion of their constitutionality.

Resolved, That we have confidence in his ability and do urge him to use influence in procuring the passage of a bill embracing the Sub-Treasury principles.

Resolved, That we, as Alliance men, revise and remember the papers and public men as enemies, who are endeavoring to cripple and defeat our efforts.

Resolved, That these resolutions be forwarded to THE PROGRESSIVE FARMER and the State Chronicle with a request that they publish the same.

H. E. WHITE, Sec'y.

If near a town or city won't it pay you better to look up private families as buyers of your butter, than to sell it at the store?

NEW INDUSTRIES.

Enterprises of Various Kinds to be Put in Operation and Things Likely to be Done at an Early Day—Rip Van Winkle Cannot Stay in the Old No. 3 State. (Manufacturers' Record.)

Roxborough—Joseph Younge has, it is stated, built a grist mill and a saw mill.

Laurinburg—It is reported that a stock company is being organized to erect a cotton factory.

Winston—The Twin City Investment Co. has been organized with a capital stock of \$25,000.

Cumberland—The Cumberland Mills is reported as having put new machinery in its cotton mill.

Gilsonville—The Eureka Mill Co., recently reported as organized, will, it is stated, erect a lumber mill.

Winston—A cotton factory will probably be established in Winston. M. A. Blair can give information.

Raleigh—A stock company is reported as having been organized to publish an agricultural newspaper.

Reidsville—The grist mill and box factory of J. H. Walker & Co., reported in last issue as burned, will, it is stated, be rebuilt.

Burlington—The Aurora Cotton Mills, recently reported as being enlarged, contemplates putting in an incandescent electric light plant.

Mt. Airy—The Granite City Land & Improvement Co. has been incorporated and purchased 900 acres of land. T. B. McCargo is secretary.

New Berne—The Stinson Lumber Co., lately reported as to operate a saw and planing mill, has contracted for the addition of a band mill and outfit.

Tarboro—L. N. Cox, of 16 Fifth street S. E., Washington, D. C., has purchased the water works, lately mentioned, and will enlarge and improve same.

Price's Store—B. F. Feeley has organized a stock company, it is reported, to develop the silver mines in Rockingham and Henry counties previously mentioned.

Wilkesborough—George Finley and others are reported as having organized a \$100,000 land and improvement company at Gordon City, opposite Wilkesborough.

Marion—A stock company has been organized, as stated in last issue, by W. H. Roberts, J. H. Atkin, M. F. Morphin and others to establish a barrel, keg and bucket factory.

Hyde County—The Wilmington Improvement Co. is reported as having made a proposition to the State board of education for the purchase of 100,000 acres of swamp land in Hyde county, known as Hyde Park for 45 cents per acre.

MOORE COUNTY IN SESSION.

Resolved, That the Moore County Alliance instruct all the delegates here-to-day to see to it that all the members of his or her local Alliance register and vote the coming election.

Resolved, That the delegates and members now present, including the ladies, resolve themselves into a committee of the whole to urge and persuade all the members of our order to continue to attend punctually to his and her Alliance and stand firmly by the colors of our order and cooperate for the good of the same.

Resolved, That we denounce the tariff law that has been passed by Congress.

Resolved, That whereas, we farmers and Alliance men have asked for relief from the heavy burdens which we have borne more than twenty five years, and instead of relief they have laid heavier burdens on us further to enrich the rich manufacturers and monopolies.

Committee on Good of the Order.
D. B. SHIELDS, Sec'y.

GASTON COUNTY ALLIANCE.

MR. EDITOR:—The Gaston County Farmers' Alliance met on October 31, 1890, with the Stanley Creek Alliance, No. 433. Every Sub Alliance in the county was represented. After the installation of the officers elect for the ensuing year, the Alliance adjourned to the grove near by where the good brethren and sisters had spread a bountiful repast, and was partaken of freely. After dinner the Alliance was called to order by the President, and the following resolutions were passed:

Resolved, That this Alliance, wishing to obtain a flexible currency to enable us to transact business without

being at the mercy of the monied monopolists, fully endorse the Sub Treasury plan and are willing to give our suffrage to the candidate for Congress who pledges himself to the support of this plan in the best shape in which it is possible to be obtained.

Resolved, That this Alliance advise all Alliance members not to support any paper adverse to the cause of the Alliance.

Resolved, That the above resolutions be sent to THE PROGRESSIVE FARMER for publication, with the request that all papers friendly to our cause copy the same.

Fraternally,
L. G. CATHEY, Sec'y.

A LETTER FROM FORSYTH COUNTY.

LEWISVILLE, N. C., Oct. 1, 1890.

MR. EDITOR:—I would like to say a word, by the way, to the voting men of the Forsyth Alliance and the Fifth district.

Elections will soon be upon us, and as the day for sentimental politics has passed, let us, to a man, see that Alliance men are our representatives in Congress and the Legislature. Of course, where Alliance men are elected on our county tickets, it will be a gratification, but it is of minor importance as compared with the State and National issue. It would be well for us to carry the clause, which declares us "non partisan in politics" close to our hearts, and stand by it on election day.

There should be no interest as to old party issues; the slave to his old party deserves the sympathy of all his Alliance brethren. We can show by support of our own men of either party, that there is such a thing as party affiliation, and that we are going to stand shoulder to shoulder until we accomplish the end we design, which is the Sub Treasury plan perfected and completed.

J. W. MILLER.

RESOLUTIONS PASSED BY BERTIE COUNTY ALLIANCE.

WHEREAS, Certain political newspapers in this State have assumed a hostile attitude toward our organization and its demands; and, whereas, we believe these newspapers are creating lukewarmness in the ranks of the voters in our county. Therefore be it

Resolved, That Bertie County Alliance unitedly disapprove and condemn the course of all such newspapers, wherever published, in the vicious and malicious manner they have chosen to speak of our organization and its demands.

Resolved, When such papers by continued abuse and misrepresentation of any officer or other prominent member of our order, shall by such unfair means seek to divide our strength or destroy our unity, that we will no longer give countenance or support to such paper, but will withhold all patronage, even to its advertising, and we ask all members of our order to unite with us in maintaining these resolutions to their fullest extent.

Resolved, That these resolutions be sent to THE PROGRESSIVE FARMER for publication, also Windsor Ledyer Sec'y.

Let it be remembered that now, as ever, the people are the builders of the nation. Kings and queens, senators and cities are but the extraneous forms, the gilded drapery that clothes and decks the internal and majestic form. Pyramids may lift their towering heads to the sky and proclaim the name of a mouldering and departed Pharaoh; but Egypt was made by its toiling millions. Pericles and Phidias may write their names on the grand and lofty facade of a marble Parthenon, but the power and glory of Greece found their form and expression in the bravery and devotion of its people. Vespasian may be remembered by the stupendous ruins of acrumbling colosseum, but its conception was the work of an humble artist, and the patient persevering toil of the faithful mechanic reared on high its ancient walls. And so was it all along the track of the ages. Behind all heroes, and temples, and arches, and thrones, and crowns, and empires, have gathered the people, the swarming millions that have made them what they are. The bewitching power of forms and names is no more the talisman to move and inspire the world.—The Pacific Union.

There is a vast difference between butter made from cows in moderately clean stables, fed on provender not really nasty, and that of cows kept in clean, light stables, free from bad odors.