

## FERTILE TENNESSEE.

A FAIR LAND OF PROMISE FROM MEMPHIS TO KENTUCKY.

What the Louisville & Nashville Railroad Has Done Toward Aiding the Growth and Prosperity of Its Portion Of West Tennessee.

"The hills are ever bluer far away." It is always in some other district or county that things are better or worse, or, at any rate, different from what they are with us. The Anglo-Saxon is a rambling race and is always going somewhere, and sometimes, apparently, he uses very little good sense in selecting a place to go from or to. Why anyone should choose to emigrate to the wind-tossed, snow-draped, fierce plains of Dakota when he could come to the lovely climate and rich lands of West Tennessee is an unsolved problem, unless he is carried away by the romance contained in a letter of the once famous Mrs. Swishem concerning the lands for sale by the Northern Pacific Road, wherein she says: "You can, for ten months of the year, dig through six feet of snow and find lucious ripe strawberries." Why anyone who lives in West Tennessee should wish to leave it for the North, walled plain of Texas, or the swamps of Arkansas, is still a mystery. When one can live in West Tennessee with its grand old forests, lovely farming lands, fertile soil, pure water, varied products, equable climate, old settled country, with schools, churches and society fixed by the crystallization of a century, what could induce him to live anywhere else unless it were utter ignorance of what he was losing? Very little pains have been taken by those who are interested in building up the West, to show to others what the advantages of this favored region. While the Illinois Central Railroad has filled the Northwest with leaflets, folders and all sorts of tempting and wonderfully seductive literature, while it has been possible to reach the States of the Northwest and has filled the travelers with the beauty and cheapness of the land along the line of that road, and has brought thousands of well-to-do settlers to improve the land along the line and add immensely to the freight receipts of the road, the Louisville & Nashville, with infinitely better to offer, has done nothing.

I once asked a prominent official of the Louisville & Nashville to give me some points for an article on the line of his road, and he said: "We have nothing worth writing about until we reach the Alabama iron and coal fields," and I had come to suppose that he was correct; but a recent ride over the Memphis division from Memphis to Guthrie showed me how little he was acquainted with the country through which that portion of his line runs. Capt. O. M. Dunn had often told me of the capacity and capabilities of that country, but I thought it merely the opinion of local and division pride. I started out a doubter and came back a thorough convert. I cannot attempt to describe the line in detail or station by station, but only to give here and there a few salient points.

The country between Memphis and the Kentucky line is comparatively but sparsely settled; it would be greatly improved if the population were tripled, there is abundant support for four times the population at present, and the relative value of the land would be correspondingly increased. The past three years have seen very great advancement and improvement in the development of this region, but I was greatly surprised to find how much there was to see; low ground results, even such as the limited means at their disposal, had been produced by Mr. Dunn and Division Freight Agent Vandenberg by their energy and faith in the future of the country. All along the road between Bartlett and McKenzies, a distance of 102 miles, are a series of farms devoted to small fruits and "truck." This is mostly the growth of the past three years, and the result of the facilities afforded by the Louisville & Nashville, which have equal rights so far as speed, etc., are concerned, with the passenger trains. The strawberry season was nearly over and, owing to the drought, the crop was estimated at from one-half to three-quarters short, probably there was about half a good crop, but even with that discount the Louisville & Nashville has carried for shippers along its line, and within two, or but to exceed three miles thereof, of strawberries in full car-loads, 48,284 crates of twenty-four boxes each, amounting to 1,007,667 pounds of berries, and of peas, 8,104 crates, aggregating 266,863 pounds. This does not include the smaller shipments of less than car-loads, which were about 40 per cent. as much, or a total for this season of 2,251,000 pounds of strawberries and 415,690 pounds of peas. After deducting all charges, freight, commissions, etc., there was netted to the shipper from \$3.00 to \$3.50 a crate. A portion of this expense still remained in the country in the shape of wages paid for picking, etc., giving employment and good wages to otherwise idle hands. The picking is paid by the box and goods hands have made as high as \$5 and \$4 a day. They are shipped North and East, the exports being 30,000 tons and 400,000 boxes.

There are this year, 1,905 acres in strawberries, 1,607 in fruit, 575 in tomatoes and an unascertained acreage in "truck," including at Gadsden and Humboldt, forty acres in cantaloupes, including in all 478 growers. These growers have very wisely formed the "Fruit and Vegetable Shippers' Association of West Tennessee," with president and other officers, executive committee, and a manager who regulates shipments as to place and amount, and thus prevents a glutting of any market and consequent loss. The rules of this association are drawn with much skill and must produce good results and greatly increase the business. The strawberry season commences the last of May and lasts nearly through the month; cabbage and early potatoes commence about the 15th of June and last until August 1st, and there is also the peach, plum and early apple crop. All this is cash, bringing immediate results in solid cash and remaining in the country. The results of this money production are very apparent in the appearance of the farms and buildings along the line, as well as in the increased value of the land. There is no credit in the business, sales are for cash, and therefore the farmer has ready money to make his purchases, and a dollar goes much further than on the credit system. All this due to the fostering care of the "Fruit Growers' Association," and the encouragement given them by the Louisville & Nashville through the exertions of Mr. Vandenberg. During the season which heretofore was the duldest of the year, now is all activity and profit; branch stores are opened at new smaller stations, little industries connected with the business spring up, and the whole region is full of growth and improvement. This business does not interfere with the cotton raising, but on the contrary has largely increased its acreage, and by providing the planter with necessary supplies, removes the necessity of advancements at a ruinous rate of interest.

At Bartlett, some twenty miles out, we pass through one of the largest and

finest deposits of gravel in the South; it is of the best possible quality for ballast, for pavements, for the foundations of street red clay, and sand and iron, forming a strong cement. It is inexhaustible, easily accessible, and is invaluable to the railroad for the purpose of ballast. I most fervently trust that before another season it may be used to replace the floating soil that so invades the cars between Memphis and McKenzies, and reduce all passengers to a uniform suit of deep brown. As the country improves and better roads are needed, this gravel bed will be of inestimable value to West Tennessee and Memphis. At Brownsville, among other industries, is a large and well-equipped canning factory, made necessary and profitable by the fruit raising.

On the Big Hatchie River there is an abundance of the finest quality of hard wood and cypress timber, which is fast becoming very valuable. It is easily accessible and can be purchased at very fair prices. At Humboldt, which has greatly improved during the past three years, I noticed a large wagon factory, a box factory, plow factory, and two extensive marble yards, which do a large shipping trade to West Tennessee, Arkansas and Texas. From McKenzies to the Kentucky line the road runs through a fine tobacco country, which makes Clarksville the second largest tobacco market in the world; it will ship this year at least 50,000 hogshead of tobacco. Capt. Grady has just added to the numerous tobacco warehouses of Clarksville by completing what is probably the largest and best equipped tobacco warehouse in the world. Clarksville has a very elegant and commodious Tobacco Exchange building and the finest coal yard in the South. It is also located in a very superior general farming country, with lovely houses scattered all through it, and with thriving, well kept, prosperous towns and villages at frequent intervals. The Clarksville and Princeton branch runs from Clarksville to Princeton, Ky., fifty-seven miles, through the finest and best region of Kentucky, the famous Blue Grass one not excepted, and brings all its wealth, beauty and productions to add to Clarksville.

At Stewart and Erin a very large lime business has been built up. At Stewart there are two kilns, and at Erin five, of the best improved patterns and with all the modern facilities. They make a very superior quality of lime, and have acquired a large shipping trade West and South. The rock from which this lime is manufactured is of a quality that will stand up to the test of time.

From the Tennessee River to Palmyra, crossing Tennessee Ridge, a distance of sixteen miles, the road runs through a continuous iron ore bed of the finest quality of brown hematite, yielding about 55 per cent. of iron. There is an abundance of limestone for flux easily accessible, and the whole territory is covered with the finest quality of timber for making charcoal. Here are inexhaustible beds of iron ore with all the needed facilities for the manufacture and transportation of iron of the quality superior to that of the furnaces of Alabama and Georgia. The superiority of Tennessee Ridge iron is recognized officially, not only by the United States Government but all over the world, and as cheap or cheaper than charcoal iron can be made there, and several hundred miles cannot be made here for \$7 or \$8 a ton, but it can be made fully as cheaply as the same class of iron at Birmingham or anywhere else south of Tennessee, and no better iron was ever put on the market.

The country but needs the touch of capital and energy to "build and blossom" with the stacks of iron ore and the fires of the rolling-mills. The LeGrange Furnace Company has built a standard gauge railroad six miles to their furnace and ore beds, and is making its full capacity of fifty tons a day. This company, although having river transportation, built at their own expense this six miles of road parallel with the Tennessee River in order to get the output of their furnace to the railroad and a market rather than depend on the water. The Bear Springs and Dover Furnace property is for sale and development, and offers great inducements to some enterprising iron man. This belt of ore is inexhaustible, of uniform quality and percent, and reaches, with varying width, from the Ohio River to Florence, Ala. All the various industries of the country are represented along this road. There are saws, conducted and thoroughly equipped flouring-mills at Brownsville, Humboldt, Trezevant, Henry, Paris, Clarksville, Guthrie and Russellville, each of which does a large shipping trade. Those at Paris and Clarksville are the largest, and manufacture in sufficient quantities and of such quality, to enable them to compete with the largest mills of the country in the markets of the South and the Southern Atlantic cities.

With very little exception all the land along this line and tributary thereto is of the finest and most fertile quality, especially adapted for fruit, large and small, and early vegetables, as well as wheat, cotton and tobacco. The climate, temperature and natural conditions offer unequalled inducements to home-seekers. It lies between the North and the South, with the advantages and promises of each, and the climate is neither too hot nor too cold. It is an old, well-established country, with plenty of churches, school of high grade, well defined society, cultured, educated, hospitable people, plenty of timber, most thoroughly watered; there is scarce a farm, if there be any, which has not a pure spring of water, or a fine spring, and the waters are never cold enough to raise the question, "Who owns the ice on the mill pond?" If there is a country anywhere having all the conditions requisite for an earthly paradise it is surely West Tennessee. The fact that this line of railroad crosses many leading lines of railroad and comes in direct competition with the Tennessee and Cumberland Rivers and their tributaries and for quite a distance runs parallel with the Cumberland, near the junction of the latter with the Tennessee, is a protection to this country against any danger of "over-charges and unjust discrimination." There are at least 1,000 desirable farms along and contiguous to this line of railroad inviting the industrious and economical settler, and which can be purchased on easy terms at prices ranging from \$5 to \$20 per acre. There are at least 120,000 acres of the finest quality of timber on this line, nearly all oak—mostly white oak, with a small percentage of red—which has only been touched here and there with the axes. The following list of lumber-mills and shops, which, as near as I could learn, is a complete list of all on or near the road between Memphis and the Kentucky line, shows how little this immense body of valuable timber has been interfered with, and at the same time proves that it has become quite an interest.

This article, all imperfect as it is, will give an idea of what there is along this line and how much the past five years have added thereto. It will show of what improvement and growth that country between Memphis and Guthrie is capable. There is no estimating the climate wealth and advantages of this portion of the South. All it needs in addition to the facilities it now possesses is an intelligent and persistent protection of them to those

who are seeking homes and places for business. The only way to build up any country is by the constant and continued publication of its advantages; they must be told over and over again. Here all that is needed is to tell the truth. The imagination can be allowed to remain dormant, for use in some less favored land. It is not needed in telling the story of the Memphis division of the Louisville & Nashville Railroad.

LUMBER, STAVES, HEADINGS, SHINGLES AND HANDLES.	Daily Capacity.
Palmyra, Tenn.—	
Ed. W. Cook, shingles.....	10,000
E. W. Williams, shingles.....	20,000
Shilo P. O., Tenn., Palmyra, Tenn., Station—	
J. O. Fletcher, shingles.....	20,000
W. C. Allen, shingles.....	10,000
Tenn., Tenn. P. O.—	
Erin Stave and Lumber Company, staves, headings and lumber (foot lumber).....	10,000
Staves and heading.....	20,000
Harris & Bump, staves and heading.....	12,000
Turner, Day & Woodworth, handles (saw heads).....	4
"O. O. Thomas, shingles and heading.....	12,000
Tenn. Ridge, P. O., Tenn.—	
J. A. McRae, shingles and heading.....	12,000
W. B. Cooper, shingles.....	10,000
Thomas & Donald, shingles.....	12,000
H. G. Fisher, shingles.....	10,000
A. C. White & Co., lumber (foot).....	10,000
Reynolds, Tenn.—	
J. C. Cook, lumber (foot).....	6,000
W. G. French, shingles.....	10,000
John Elrod, staves.....	10,000
H. G. Fisher, shingles.....	10,000
Faxon, Tenn.—	
G. S. Collier, lumber (foot).....	6,000
Ed. W. Cook, shingles.....	10,000
Hubbell & Pratt, lumber (foot).....	6,000
W. H. Hudson & Sons, staves.....	24,000
Springfield, Tenn.—	
W. J. King, lumber (foot).....	3,000
McIntosh & Manning, lumber (foot).....	6,000
R. P. Wall, lumber (foot).....	4,000
Wilder & Co., shingles.....	7,000
Trezevant, Tenn.—	
Hillman, Frost & Co., lumber (foot).....	4,000
Todd & Boyer, light barrel staves and heading (foot).....	6,000
Atwood, Tenn.—	
J. H. Colwell, Co., lumber (foot).....	6,000
Milan, Tenn.—	
Adams & Sons, shingles.....	6,000
Adams & Sons, handles and pump timber (dozen saw handles).....	24
Faxon, shingles (foot).....	2,000
Gibson, Tenn.—	
S. L. Ferris, lumber (foot).....	5,000

Monthly. KALAKAUA.

## FINAL ANNOUNCEMENT.

Prof. F. D. Seward, Optician, Will Leave Memphis June 10, for the Pacific Coast.

Office over Floyd & Mooney's Restaurant, 281 Main.

Prof. Seward is endorsed by the leading oculists of the United States and all the leading physicians of Memphis, including Dr. Mitchell, Manly, Baddeke, Lippincott, Jones and Henning.

## INFORMED.

Prof. F. D. Seward has practiced in this city very successfully for the past two years, and has established a reputation as a thoroughly competent and strictly scientific oculist, and as such we heartily unite in recommending him to the people of this city, and in doing so we can say from personal experience that those who may need his services in the all-important matter of adapting glasses for impaired vision can depend upon him as a safe and reliable oculist, thoroughly understanding his business.

Office over Floyd & Mooney's restaurant, 281 Main street.

Call at once and have your eyes correctly fitted with proper glasses.

## Artificial Glass Eyes.

Prof. Seward, Optician, 281 Main.

## Thermometers, Hydrometers.

Balance of Prof. Seward's stock of tested thermometers and hydrometers will be sold below cost for the next few days, at Heister's drug store.

## FITZKIN C. WRIGHT.

Journalist and Writer.

Newspaper articles of all kinds written. Letters, essays, reports, circulars, etc., written or arranged for publication. Speeches prepared, descriptive articles, advertisements, local notices, any kind of articles, from a letter-leave to a challenge, or from a sermon to a theater party written. All communications strictly confidential. Address, care of business office of either daily paper.

## "A Thing of Beauty is a Joy Forever."

Among the beautiful sights which present themselves to one's vision in Memphis is the lovely machine embroidery now on exhibition at the office of J. W. White Sewing Machine, at their elegant new quarters, 295 Second street. Light and airy lace curtains grace the side walls, handsomely embroidered in silk and arabesque. Rich and elegant portieres, embroidered in heavy rope silk in scrolls and arabesque, hang in fancy array, and back to the days of ancient grandeur. Graceful banners hang suspended on the wall, dotted here and there by sprays of beautiful flowers and trailing vines. Lying prominently about the room are samples of the celebrated and much sought after Persian embroidery. Above a massive and richly embroidered lambrequin hangs a work of exquisite art. Machine painting, copied from a painting by that queen of animal painters, the celebrated Rosa Bonheur. A pair of Jerseys, led and caressed by a pretty milkmaid, while the shepherdess in a white apron and cravat of cravat work—a large St. Bernard dog, whose large and well-shaped head and expressive eyes indicative of a philanthropic nature. Among all these beauties of sewing machine art one is puzzled to determine which is most deserving of praise. A piece of semi-transparent is a sort of bolting cloth six feet in length, upon one end of which is etched a large and lovely spray of white roses, and upon the other a fishery smack, which, with swilling sails, careens gracefully before the breeze, and as the prow breaks the angry waters one can fancy they see the white-capped waves break and dash their silvery spray across the bow. The gentlemen comprising the firm, Mr. J. W. White and Mr. C. H. Belmont, with the foresight and generosity characteristic of the true business man, have decided to give every lady who registers at their office during the exhibit a chance to draw a White Sewing on the last day of the exhibit—May 29. Messrs. Ogil & Belmont are the first to introduce a feature of this kind in their line, and deserve credit for their enterprise. In this, as in point of merit, the White takes the lead.

## Pictures, Watches, Clocks, Organs.

Anything needed to fit up and adorn your home, low for cash or on easy terms. Rhodes Furniture Company, No. 333 Second street.

## LADIES' cape collars a specialty at Memphis Steam Laundry, 224 Second street, branch office 31 Madison street.

Attention is respectfully called to the ad of W. J. Chase & Co., 185 Main street, dealers in hay, corn, oats, bran, and agents for Carleton Cow Feed.

Have Memphis Steam Laundry furnish towel rack with equipments, 25c per week.

## DR. HARTMAN.

UTTERS A WARNING AND GIVES SOME ADVICE TO PARENTS.

That All Who Love Their Children May Well Read.

All parents who love their children—and what parent does not love his children?—will be especially interested in the reading of Dr. Hartman's treatise on the subject of diseases that are particularly prevalent during the summer season and with which children are the greatest sufferers and of which they are the commonest victims. As all recognize the fact that anything Dr. Hartman has to say on the subject of this kind is rendered exceptionally valuable by his long and pre-eminently successful experience as a physician and surgeon, and is, consequently, worth far more than ordinary attention, it seems quite unnecessary to take any particular pains to suggest that our readers give what follows a most careful perusal.

"Yes," said Dr. Hartman a short time since, "this hot season is a very dangerous one for children. It is dangerous enough for all, old as well as young; but it is especially dangerous for children. There is a certain class of diseases for which the development of the summer is very favorable. They are not only exceedingly painful, but very dangerous. When they seize hold of the tender organizations of children they are very apt to be fatal unless promptly treated by the right remedy. There are five of these diseases, each of which deserves a little special mention.

"First, there is what is known as colic or cramp. This is a violent seizure of the stomach or bowels, or both, that causes the victim a pain that is often intense. It is often caused by indigestion, especially in children, which is the abdomen swells up, the intestines are spasmodically distended, and there is often vomiting. Nausea is the chief feature of bilious colic, with almost constant vomiting. The pain is often long-continued and great. It is liable to run into jaundice. Then there is the epidemic colic. This is not only often characterized by a pain that is agonizing in its severity, but it frequently leaves the system in a most exhausted and weakened condition. Lastly, there is lead colic, or, as it is properly known, painters' colic. This is, of course, not so common in children, but it is often caused by indigestion, especially in children, which is the abdomen swells up, the intestines are spasmodically distended, and there is often vomiting. 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