

## IN MOONSHINE LAND.

Hunting Down Illicit Distillers Is Dangerous Work.

Revenue Agents Engaged in the Pursuit Are Not Troubled by the Ubiquitous Life Insurance Agent.

“WHERE there ain't no ten commandments, and a man can get a big thirst, there's where the moonshine whisky grows.”

That is an aphorism which is often repeated to the internal revenue agents in Georgia and North Carolina, where the greatest number of illicit distilleries are located.

The makers of the forbidden article are cautious, suspecting not only some of their alleged friends, but even looking askance at some of the members of their own families. One of the agents who has had a number of hairbreadth escapes and who has felt the tingle and pain of the bullets of the moonshiners, says: “Wherever there is a ‘worm’ on the mountain top or in the gorge, there is a man with a gun in his hand; and the man behind that gun feels himself to be an unjustly hunted creature, and he will not hesitate to put a revenue agent under the ground.”

“Every still is guarded by night as well as by day. The agent who imagines that he can crawl over a trail and take possession of a forbidden still under the cover of darkness may be a brave man and an energetic official, but he won't live long; and he won't capture any moonshine distilleries. I'd almost as lief try to track a lion or a tiger in a dark jungle at midnight. Those men, and their boys, all know what a risky business they are engaged in, but the fascination of it, as well as the profits, impel them to continue it. They all understand what capture and conviction mean; and they say among themselves, with utmost nonchalance, ‘Dead men tell no tales.’ They feel that they have a right to do as they please with their product; and if a government agent interferes and gets within the range of the gun it

road. At the same instant I heard the ping of a bullet, and felt the sting of it across the back of my neck. Falling across the neck of my horse, Indian fashion, I stuck in the spurs and went galloping down the road never stopping until two miles or more had been covered, and I was out in the open. Not less than five or six shots were sent after me, from as many different rifles, but all of them missed me, except the first one. That ripped the skin across the back of my neck and left me scarred for life. I lost a lot of blood and was very weak when I reached the next town and had my wound dressed. The hotel keeper cheered me with the remark that he never had expected to see me alive. He then explained to me that word had been passed all around that I was an internal revenue agent, and ‘the boys’ had been laying for me for more than a week. When they found out their mistake, invitations came to me from all directions in the mountains to come up and visit them. I am sure they would have given me a royal time; for they are said to be as hospitable as they are hostile, in distinguishing friend from enemy.”

The commissioner of internal revenue says that during the last fiscal year upwards of 1,800 illicit distilleries were discovered; more than 500 were in Georgia, and almost 500 in North Carolina. The others were distributed over the states of Virginia, South Carolina, Kentucky, Tennessee, Alabama, Mississippi and Arkansas. The total seizures probably would not number more than one-third of those in actual operation. Rabun county, Georgia, is the banner district for moonshine whisky. Fully 85 per cent. of the population of that county either owns, operates, deals in or furnishes materials for the illicit stills, or consumes the product of the majority of them.

In the twilight depths of some foliage-screened gorge in the wildest, roughest and most picturesque scenery of the numberless high mountains of northern Georgia or central North Carolina, the moonshiner selects the site of his still. Distant from public roads or well-known trails, in parts well-nigh inaccessible to strangers, sometimes in a cave excavated for the



A NORTH CAROLINA MOONSHINER ON GUARD.

serves him right.’ That is the moral philosophy of those regions, in this Christian country of ours.”

It is cornmeal when it goes in, and it is proof liquor when it comes out. It is moonshine whisky, whether the moon shines every night or not, while it is being made. It is night work, just the same, and will always be known by its popular name, “moonshine.” But what it is and how it is made nobody knows except those who have been there and become acquainted with the makers of it in their mountain fastnesses. The average moonshiner is an illiterate countryman, shrewd and suspicious of all men. He has heard of the law, but it means as much to him as the word “Art” would mean to a Hottentot. He understands the law to be something incorporeal, but inimical to all mankind. With the sword of Damocles hanging over his head, he keeps his finger constantly on the trigger.

Maj. Ralph Ballin tells a personal experience which is interesting and instructive concerning these people: “I was in North Carolina on business for the department of justice. Quite a number of people at the hotel inquired into my business, until I became indignant and curtly, but courteously, told them that my business was my own. I afterwards found out that they wanted to befriend me, wanted to warn me, because I was suspected of being an internal revenue agent. Word to that effect had been sent up into the mountains.”

“I was after the accounts and conduct of a couple of officials of the department of justice. One bright moonlight night I procured a horse and rode over the mountain side to a town 12 miles distant. The liveryman and others asked me if I was not afraid, but I merely laughed at the idea of being afraid. If I had known that I was suspected of being an internal revenue agent I might have been afraid, but I had no such idea, of course. Well, as I was riding along through a dense wood, through which the moonlight and starlight faintly struggled, I experienced a sudden sensation, the like of which I hope never again to have. I saw a flash and heard the crack of a rifle about 25 feet from me on the side of the

purpose, always half a mile from his dwelling, the operator sets up his still; sometimes it is in the open air covered with a rude roof of split boards. Here, hoping for exemption from detection, or ready to fight if detected, the work is begun and carried on.

There is always an exhaustless stream of crystal pure water near by, for without it the still would be worthless. Here the copper still, usually called “the copper,” 18 or 20 inches in height and of equal diameter, is connected with a coil of copper several feet in length called the “worm.” Several tubs are necessary for holding the mash and catching the drippings from the worm. There is a mash stick or stirring fork, and a small narrow bottle in which to test the liquor; and these few articles comprise the whole distillery. A stone furnace is built, and over it the still is set. The worm rests in a barrel of cool, running water, with one end connected with the copper, and the outfit is ready for business.

One of the successful revenue agents says: “The cornmeal is first scalded and left to ferment; then malt is added for a second fermentation; next there is a boiling of the ‘beer’ for what is called ‘singlings;’ and finally boiling the singlings. In this final step the moonshiner produces corn whisky or proof spirits. Inasmuch as the moonshiner has no knowledge of rectification his product is pregnant with fusel oil. Moreover, the liquor is sold before it has time to age, and therefore it is not desirable for the use of people accustomed to first-class whisky, either for medicinal or other purposes. The usual price is one dollar a gallon. Two gallons are produced from one bushel of corn, which costs 75 cents. The moonshiner makes a big profit.”

Nearly the village at the foot of each mountain, there is always a hollow tree or small cave in which the purchaser leaves a jug with the price of the amount of whisky desired. After several hours, the purchaser goes to the depository and finds his money gone, but the jug contains the whisky. The purchaser is always ready to swear that he does not know who made or sold him the stuff.

SMITH D. FRY.

## FOUL AIR IN RAILROAD CARS.

Something Which Affords Experts on Ventilation an Opportunity to Distinguish Themselves.

A great many people have a way of talking of how sleepy traveling makes them. They say that they cannot be long in a railway train and remain awake. This phenomenon is attributed somehow to the act of traveling, but the plain fact is that it is due to more or less asphyxiation, says the Hartford Courant. The car needs not to be in motion. It is enough to enter it and begin upon the experience. Whoever does travel much has to be struck with the shocking condition of the atmosphere in whatever car he may enter. It is the first thing one thinks of when he passes the door. Then he looks about and sees how many of the passengers are drooping in their seats, more or less doped, and all of them used up.

Now the whole trouble is with the ventilation of the car. There is no other human habitation, not even the theaters and the churches, that begins to be so ill or so little ventilated as the railroad car. This is not right. For much of the time the car is in motion, and there must be some easy

## OLD MAIDS AS LISTENERS.

Patient Souls into Whose Ears the Countless Confidences of Others Are Poured.

The good listeners, on the other hand, are the old maids to whose speech nobody pays any attention, yet to whom everybody talks, writes Miss Lillie Hamilton French, in Century. And I wonder, considering how many confidences men have poured into their ears, and how many other things men have found to say about them, that not a gentleman has yet been found good and generous enough to pay tribute to this surpassing excellence in spinsters—an excellence so dear to the masculine mind. How many old-maid aunts, indeed, have nephews not beguiled? How many old-maid sisters have not opened their ears to the self-praise of their unsuccessful brothers who have missed a hearing at the bar, or in the pulpit, or wherever there was competition among men?

Patient souls, these old maids, listening to each of us as a mother only listens to her own, and who have listened so long that at last they have the air of never expecting

JOHN L. SULLIVAN.



It is surprising what a strong hold John L. Sullivan has on the American public. No matter what role in private or public life the ex-champion assumes he is greeted as a hero. Lately he has been following in the footsteps of James J. Corbett as a monologue “artist” and in every city where he has appeared he has met with a cordial reception. Sullivan, it is reported, has seen the fallacy of his fast living and is now conducting himself in a manner that adds greatly to the success of his latest venture. How long he will stay sober, however, his friends are not prepared to say.

way to change the air in a moving chamber.

The closeness and discomfort of the Pullman are attributable to the indirect influence of the warm climate of Africa. That country is put in control of the car and proceeds to establish the African climate there. But other cars fare little better. They are all of them devoid of ventilation, all of them stuffy and unhealthy, and all of them a discredit to the makers and managers. There ought to be some sensible crank on ventilation (most of the ventilation cranks are so ultra as to escape the charge of being sensible) to open a reasonable agitation on the subject that shall compel attention to the present pernicious conditions and secure improvement.

### American Astronomers.

Within 25 years American astronomers have won as many annual medals of the Royal Astronomical society of England as astronomers of all other countries, except England, combined.

### The Shah's Cash.

It is said that the shah of Persia has more hard cash put by than any other sovereign. In his palace at Teheran the “king of kings” is supposed to have a sum estimated at \$50,000,000 in specie.

### Good for an Editor.

An Indianapolis editor lately shot a large deer in the Maine woods with an old-fashioned shotgun which he had in a spirit of fun loaded with a good charge of powder and a few pebbles picked from the bed of a stream.

anyone to pay attention to them. They venture into speech on their own account, as timid mice into parlors, ready on the instant to whisk about and seek cover again. These, though, are the old maids for whom corners are never lacking, so eager are the very least among men to assure themselves of a hearing somewhere.

## MOSQUITOES HARD TO KILL.

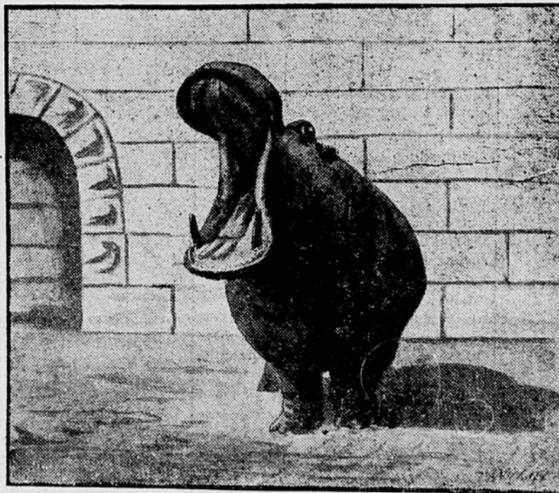
Eggs That Have Been Deposited in Ponds That Dry Up Live for Many Months.

Dr. T. W. Dupree, who has been making investigation of mosquitoes in Louisiana, has reported to the Louisiana Society of Naturalists that he has found that the eggs of mosquitoes often hatch months after they are laid, especially if they are deposited in ponds which subsequently dry up, reports the New York Sun.

The conclusion reached by Dr. Dupree is that the methods which have been used in getting rid of the mosquitoes by oiling or otherwise treating the ponds during March and April, when the eggs are supposed to be hatching, are productive of little benefit, as the hatching is going on all the time.

Dr. Dupree found 24 varieties of mosquitoes in Louisiana ponds, most of them in the same ponds. The species vary from year to year, some varieties being abundant one year and others the next.

## THE UGLIEST CREATURE ON FOUR FEET.



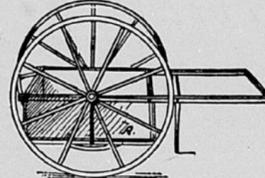
The hippopotamus, “Guy Fawkes” by name, is one of the most remarkable animals in captivity. It was born in the London Zoo, where it still resides, on November 6, 1852, and has consequently attained the age of 30 years, which speaks well for the care and attention bestowed on the inmates of the British Zoological Gardens. The first hippopotamus ever exhibited in Europe since the days of Rome arrived in London in 1850, and caused quite a sensation. It is said that but four of these monstrously ugly creatures have ever been brought to the United States. They attain a high age, even in captivity.

## AGRICULTURAL HINTS.

### HANDY CART FOR CANS.

It Makes the Transferring of Milk from the Dairy to the Wagon or Milk Stand Very Easy.

A necessary adjunct to a cow stable is a convenient, easy mode of transferring to milk cans from the stable dairy to the wagon or milk stand. The cut shows a cart that may be used to advantage for either one large can or four small ones. The advantage of such a cart is that it has wheels large enough to run



CART FOR CARRYING MILK.

easily over uneven ground and the body of the cart is wide enough to prevent upsetting. There is a similar cart manufactured, but it may be made out of a discarded axle and pair of light wheels that may be picked up in almost any community. The bar (a) shows the axle bent down at right angles from the hub bearing. A bar the same size is welded on and carried across to the other side. This drop axle forms a cradle to support the box or frame.—H. S. Eames, in Farm and Home.

### KEEP UP DAIRYING.

In Times of Adversity and Depression the Cow is the Farmer's Most Reliable Standby.

In times of prosperity it is well not to forget the days of adversity that we have seen and may see again. Today there is money in almost any kind of farming. More money can be made in raising beef and pork perhaps than in making butter, but this is a condition that belongs to prosperity. When the gloomy days come, and the pig and the steer cease to return a profit, is the time when the cow is found to be a standby. The profit she returns in prosperity and in adversity is not a large one but it is a profit nevertheless and not to be despised. It is very noticeable at a time when other things are returning losses. So at this time the cow should not be forgotten. Many a man will have to fall back on her yet.

During the hard times of a few years ago thousands of men went to milking cows that had never done so before. But they discovered then that they had not been preparing their herds for that possibility and consequently had to milk cows that gave them very little profit. They had been in the past breeding to beef bulls and had calves of mixed blood. They then wished they had saved their best calves for milkers. Yet after the clouds had passed away they forgot all about their former experiences and went to selling their good cows and good calves and breeding dairy cows to beef bulls. They are likely to repeat their old mistake and experience the old regrets. What should be done at this time is to keep the best dairy cows and breed them to the best dairy bulls, retaining their calves if they show signs of developing into good milkers. In this way a fairly good lot of cows will be ready for work when needed. It is sad to relate that at this time even good cows are being sent to the butcher, the owner having become fixed in the idea that prosperity is henceforth to be perpetual.—Farmers' Review.

### Liquid Manure for Plants.

One reason why liquid manure is so much advocated is its genuine efficacy. This is a good time to speak of the matter, for the reason that the blooming season of pot hyacinths and other bulbs is at hand, and these are much benefited by frequent doses of liquid manure. A convenient form to apply is to take a three-inch flower pot full of cow manure and mix it in a large garden can of water. Dilute this by the same amount of fresh water, and apply twice a week. An ounce of nitrate of soda dissolved in four gallons of water is said to be a quick and good liquid stimulant for bulbs. In applying liquid to bulbs the time to begin is when the pots are filled with roots and flower spikes are visible.—Cincinnati Commercial Tribune.

### Effective Dairy Instruction.

A novel method of dairy instruction, which has been very successfully carried out the past two summers in Cape Breton and Nova Scotia, is that of a traveling dairy, combining lectures and actual practice with modern, up-to-date apparatus properly used. Miss Laura Rose conducted this traveling dairy school and during the past season held 171 meetings, addressing over 6,000 people, traveling 723 miles, testing 640 samples of milk, and making 903 pounds of butter. Three counties were covered this year, in addition to four last season in Cape Breton. Secretary of Agriculture Chipman says the work will continue till every county is reached. This is a great contrast to the remarkable indifference shown by many of the states in our commonwealth which boasts such progress.

Winter dairying affords a good opportunity to market all kinds of grain and roughness to good advantage, by feeding to the cows.

## ELECTRIC RAILWAYS.

Franchises for Rural Trolley Systems Should Not Be Granted for Long Periods.

Electric railways are not allowed to carry freight in certain states, owing either to state laws or to the charters of steam railroads that give the latter a monopoly of freight transportation. Wherever such laws exist they should be repealed. The trolley system should be open to freight as well as to passengers. We consider this matter of the most extraordinary importance, and cannot too strongly urge that whatever legislation is necessary to accomplish this result be obtained without delay. Articles published last season on the use of the electric railway for transporting farm produce, in western New York, in Ohio and in Canada, have given a great impetus to the trolley freight idea. Electric railways are being promoted all over the country. It will not be long before communication by trolley from the country to the city will be well-nigh universal in the more thickly settled sections. All questions pertaining to street railway franchises are therefore becoming quite as important to the country as to the city.

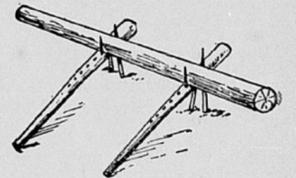
Officials in counties and in rural townships should grant franchises for electric railways only under suitable restrictions to protect the public interest. The duration of the franchise should be limited to a certain number of years, and the charges for freight and passenger service should be specified in the franchises as granted. Care in the granting of franchises for rural electric railways will avoid many of the costly mistakes made by cities years ago in giving away forever most valuable franchises for the use of their streets for railways, gas conduits, etc. It is inevitable that the great majority of the local trolley lines now in operation and in prospect will in time be consolidated into a few large systems, just as is being done with the steam railways. While the convenience of electric transportation is desired in rural districts, as well as in the cities, it is of grave consequence that all contracts, franchises, etc., for these new railways be granted under conditions that will conserve the public welfare in the future. No franchise should be granted for longer than 20 years, at the end of which time the township or county should be entitled to acquire the railway upon payment of a fairly appraised value of tracks and equipment.—Orange Judd Farmer.

### HINT FOR LOG SAWING.

A Handy Arrangement Which Robs a Hard Task of Its Most Disagreeable Features.

Many farmers draw their winter supply of wood to the door in the log and saw it at odd times with a cross cut saw. This is easy and pleasant work when the log is raised about two feet from the ground, but very difficult and tedious when it lies flat upon the ground. A handy arrangement for holding and raising the logs is easily made as shown in the sketch.

Take two straight poles 16 feet long and strong enough to bear the strain.



A CHOPPER'S DEVICE.

Fasten a pair of stout legs about three feet long to one end of each pole. Then with a two-inch auger, bore a series of holes along the top of each and fit a wooden pin or stake to them. The poles are to be placed side by side and each log rolled up the incline until it reaches the desired height. The are inserted to prevent rolling or slipping back and the log is ready for saw.

I find it better, when sawing in manner, not to cut the blocks quite at first, but let them hang by a 1/2 inches of solid wood, until all are near cut off, when a few strokes of the saw will separate them. By this means the log is held steady and its equilibrium preserved.—C. O. Ormsby, in Farm and Home.

### GOOD ROADS ESSENTIAL.

Rural Free Delivery Routes to Be Maintained Only Where Highways Are Improved.

The post office department has a plan under consideration which, if adopted, will help to do away with the bad roads to be found in so many parts of the country. It is to have inspectors appointed in the rural free-delivery part of the service whose duty it shall be to determine whether the roads over which it is proposed rural carriers should travel are fit.

At present the department is swamped with complaints of the rural carriers about the condition of the roads over which they are expected to carry the mail. The duty of the inspectors shall be to examine all the roads about which complaint is made. If they find the allegation true they will notify the supervisors of the townships through which the roads pass that unless they are put in condition within fixed time the carrier service will be discontinued. There are 14,000 rural free-delivery routes in Y. World.