AMERICAN = = = FARMERS.

Secretary Morton Says the Necessity is for More Markets—Still the Intelligent Agriculturist has a Happy Future Predicted.

"Yes there is no question of greater importance to the American people than the question of our agriculture, because it affects not only the happiness of the farming community, but the general prosperity of the nation," said Julius Sterling Morton, Secretary of Agriculture, in response to an interrogatory from a Star reporter.

It was 7.30 o'clock in the morning, the hour when most government officials are wrapped in the arms of Morpheus, that the reporter called upon the Secretary by appointment to obtain an interview with him upon the subject of agriculture in the Uuited States, and its future prospects. The Secretary evidently has inherited some of the qualities of his Mayflower ancestors, for already had he been at his desk attending to his mail for some time, having dictated more than twenty letters to his stenographer before the reporter's arrival.

Having finished his morning mail he buttoned his tightly fitting black Prince Albert around his rather rotund figure, straightened himself up in his arm chair and said in reply to the question as to what he considered the most pressing need of the American farmer.

"In my judgment the most pronounced necessity of the American farmer today is more markets for his crops rather than more crops for the market. The demand for American farm products in foreign countries is to be sure, already large and encouraging, but it may be doubled, trebled and intensified by analyzing it carefully and then skillfully catering to it. To illustrate: My report for 1894 shows that Danish bacon brought $14 per hundred weight in the United Kingdom of Great Britian, while American bacon during the same year brought only $9 per hundred weight. The reason that the first named meat brought 5 cents a pound more than the bacon from the United States was that the former was mildly cured, not oversmoked and was not overfattened. This is to say, it was streaked with lean and fat. It was fattened, killed and cured to meet the British taste and demand. That from the United States was fattened in our own way and cured to suit ourselves rather than our customers, so that it brought $19,357,376, while if it had been cured as the Danes cure their meat it would have brought $28,182,300.

Bacon in England.

"What is considered the finest bacon of Europe, Mr. Secretary?"

"The standard bacon of Europe is the Wiltshire. The packers of Calme in Wiltshire, England, pay the highest price for porkers which weigh from 130 to 190 pounds and have a thickness of fat down the back not exceeding two and one quarter inches. They pay the lowest price for swine weighing 240 lbs. and upwards, with fat on the back three inches in thickness. The former, that is to say the light pigs, bring in our money 9 cents a pound (live weight) at packing houses. Just as soon as our packers study the tastes and demands of foreign customers they will create a broader market for American bacon throughout the world, and thus our own pork producers will be enlightened as to that quality and size of pigs which find the readiest and most profitable market."

"Do you believe, Mr. Secretary, that the United States will ever become so densely populated that we will consume our entire agricultural output?"

"No," he replied thoughtfully. "The general belief is that the United States cannot be so densely populated as to consume all of its own farm products, when its arable lands are put to their utmost capability of fruition. The farms of the United States number 4,564,646. They average 137 acres each. The aggregate valuation is $13,279,252,649. The average value of each farm is $2,909, and according to the census reports the farms of the United States are mortgaged for about sixteen per cent of their valuation. Now, what other line of investment is capable of giving such satisfactory results as the $2,909 invested in the average farm of 137 acres in the United States, provided the said farm if managed with the same skilled industry and vigilance that is required in the management of manufacturing, mercantile and transportation business?

"Some time since circular No. 3 was issued by the United States Department of Agriculture, from the section of foreign markets. That circular contains but four pages and yet it gives the imports and exports of the United States for the years of 1893 and 1894. It has been criticised by partisan newspapers because it did not compare the years 1894 and 1892 as to the agricultural exports. The fiscal year 1892 was the year which included the exports of the phenomenal or bumper wheat crop of 1891, when there was a pronounced failure of wheat throughout the greater part of Europe. That year our export values were swollen to phenomenally high figures and because of the abnormal conditions then existing was already made unavailabie as a comparative year. It is safe to say that the extraordinary value of exports for 1892 was wholly due to the increase of the foreign demand for our agricultural products.

A Large Customer.

"During that year the wheat, flour and rye alone, which was exported aggregated nearly $110,000,000 in excess of the export values duing the six years from 1890 to 1895, inclusive. During the year ended June 30, 1894, the United States imported from the United Kingdom of Great Britain $107,000,000 worth; that is to say in that time the American people bought 16 4-10 per cent of all their imports in Great Britain. But during the same period, if we include the possessions of the United Kingdom of Great Britain the United States purchased more than 27 per cent of the total value of all imports into this country from English speaking people.

"During the same period of time Americans exported to the English speaking people of Europe $431,000,000 worth of products and commodities out of an entire total of $892,000,000 worth. Nearly one-half of the total export output of the United States therefore has been to English markets. If we take all the British possessions together and class them as one customer we find that they take $523,000,000 worth of our products, or nearly 90 percent. of the whole during the years 1893 and 1894.

"The foregoing figures teach the importance of encouraging by legitimate individual enterprise the trade with the English speaking people of the globe, and that gainful trade which endures is mutually advantageous.

Competition More Intense.

"Competition between the sellers of agricultural products in the markets of the world is becoming more universal and intense from year to year. In wheat the United States must compete for sales with the Argentine Republic, the Russian Empire, Australia and sometimes with India, though the latter country seems to be on a decline as a surplus wheat producer.

"A bushel of wheat in the United States, with the present improved implements and machinery for its production, cannot cost the farmer of to-day more than one-half what it cost his predecessor forty-five years ago. Then there was no gang plow. One furrow was turned and the plowman walked therein. To-day the gang plow with three horses turns three furrows, and the man who drives rides the plow. Then the farmer walked and harrowed the field; now he rides and harrows. Then he sowed broadcast and brushed the seed in with the harrow and tree top; now he rides upon a drill, which plants his wheat at a depth of two, three or four inches, as he may guage his machine. Then a large percentage of the wheat sown broadcast was lost; now every grain drilled in comes to fruition. Then the harvest was made with sickle and cradle; now with the reaper and self-binder. Then it was threshed by the use of the flail and one horse machine; now by steam. A bushel of wheat may be produced far cheaper than ever before.

Condition of Success.

The American farmer of today must compete with farmers from every section of the civilized world when he seeks foreign markets. They are open now to all and our success must depend upon the intelligence and skill with which it is conducted. A practical knowledge is necessary.

How to Handle a Loaded Gun.

The following excellent and timely advice on how to handle a loaded gun, is taken from the National Stockman, and we recommend it to the careful perusal of our local sportsmen. Follow all the rules strictly, be self-possessed, and the field will afford you sport without danger:

1. Never under any circumstances point your gun toward a human being.
2. Never carry it so that if it were accidentally discharged it would even endanger the life of a dog.
3. Always think which way your gun is pointed, and if a companion is in the field with you, no matter how near or how tempting the game appears, do not shoot until you know just where he is; a stray shot would be sufficient to destroy an eye forever.
4. Never carry a loaded gun in your wagon.
5. Never carry a loaded gun over a fence; put it through and then get over.
6. Always carry a gun at half cock; if a breech-loader, never let the hammers rest on the plungers
7. Never get in front of a gun; if you are falling, drop it so that the muzzle will be from you.
8. If the cartridge sticks, the stout blade of a knife will probably extract it; if not, take out the other cartridge, cut a straight stick and poke it out from the muzzle; even then do not get in front of a gun.
9. After firing one barrel take the cartridge out of the other and examine the ward to see that it is not loosened, as it sometimes is after a heavy recoil, for, should it get up into the barrel, it is liable to burst the gun.
10. Never take hold the muzzle of a gun to draw it towards you.
11. Never set a gun up so that if it should fall the muzzle would be toward you.
12. Never keep a loaded gun in the house.

A Great Battle

Is continually going on in the human system. The demon of impure blood strives to gain victory over the constitution, to ruin health, to drag victims to the grave. Hood's Sarsaparilla is the weapon with which to defend one's self, drive the desperate enemy from the field, and restore bodily health for many years.

Hood's Pills cure nausea, sickness, indigestion and biliousness. 25c.

No cloud can overshadow a true Christian but his faith will discern a rainbow in it.

Doolittle is the laziest man on earth. He always sits in a draught when he reads, so that the wind can turn the leaves for him.

That 'Tired Feeling

Means danger. It is a serious condition and will lead to disastrous results if it is not overcome at once. It is a sure sign that the blood is impoverished and impure. The best remedy is

HOOD'S Sarsaparilla

Which makes rich, healthy blood, and thus gives strength and elasticity to the muscles, vigor to the brain and health and vitality to every part of the body. Hood's Sarsaparilla positively

Makes the Weak Strong

"I have taken Hood's Sarsaparilla for indigestion, that tired feeling and loss of appetite. I feel much better and stronger after taking it. I earnestly recommend Hood's Sarsaparilla, and I call it a great medicine." MRS. C. E. BRANHURST, 1318 Cambria St., Philadelphia, Pa.

Scrofula

Miss Della Stevens, of Boston, Mass., writes: I have always suffered from hereditary Scrofula, for which I tried various remedies, and many reliable physicians, but none relieved me. After taking 6 bottles of S.S.S. I am now well. I am very grateful to you, as I feel that it saved me from a life of untold agony, and shall take pleasure in speaking only words of praise for the wonderful medicine, and in recommending it to all.

Treatise on Blood and Skin Diseases mailed free.

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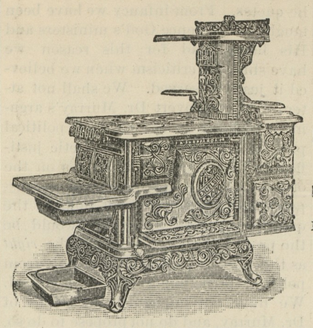
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The Fall Season is Right Upon Us, and the Question Now Arises With the Wearer of

READY-MADE CLOTHING!

Where Shall I Buy My Winter Suit?

WITH those who have previously dealt with us, of course WE get the benefit of their decision as a result of the Commanding Bargains that they have heretofore received. We are pleased to say that CLOTHING IS CHEAPER this season than last; this along with very careful buying enables us to put up a tolerable Good Suit for $3.50; another at $5.00; Good Cassimere Suits for $6.00 and $7.00; Imported Cheviots and Worsteds in Frocks and Sacks for $8.00 and $9.50; a Genuine Imported Clay Regent for only $10.00. We have an endless variety of SINGLE PANTS, consisting of Fine Pin Stripes, in both Cassimere and Worsted. PANTS TO ORDER a specialty. A large line of Piece Goods to select from. No pains have been spared in selecting something for the BOYS and CHILDREN, particularly the LITTLE TOT. We are always recognized as being the Headquarters for HATS, CAPS, UNDERWEAR, NECKWEAR, HOSIERY, &c., and these lines were never more complete than this season. We believe it to be the interest of everyone to give the above offerings due consideration, and when you get well posted on others' prices call upon us and we will show you what we are doing with the Clothing Trade.

Yours, respectfully,

A. FRIEDMAN & CO.,

Directly opp. Stam's Hall. Leading Clothiers.

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We offer you, delivered to Wharf or Depot in Baltimore:

1 inch Yellow Pine Boards, Edge, $12.50 per M.
1 inch Worked Yellow Pine Flooring, 15.00 per M.
6x20 Sawed Cypress Shingles, - 6.00 per M.

These goods are excellent value for the money. We have higher grades at higher prices. If you wish prices on other goods, write us and we will reply promptly.

SASH, DOORS, BLINDS, Etc.

SHINGLES.

BALTO. & DELAWARE BAY RAILROAD.

TIME-TABLE,

TO TAKE EFFECT NOVEMBER 27th, 189

Going East. Pass. No. 1 Daily ex. Sunday.	STATIONS.	Going West Pass. No. 2 Daily ex. Sunday.
Leave. A. M. 6.50	CHESTERTOWN	Arrive. P. M. 12.05
		A. M.
7.05	WORTON	11.50
7.10	LYNCH'S	11.45
7.15	HEPBRON	11.40
7.28	KENNEDYVILLE	11.27
7.41	BLACK'S	11.14
7.54	LAMBSON'S	11.01
8.08	MASSEYS	10.47
8.22	DELANEY'S	10.32
8.30	BINGHAM'S	10.25
Arrive. 8.40	CLAYTON	Leave. 10.15

E. P. STACEY, Sup't.

CHESTER RIVER STEAMBOAT CO.

STEAMER EMMA A. FORD will leave Chestertown at 8 o'clock A. M. on Monday, Wednesday and Friday, stopping at Rolph's, Booker's, Quaker Neck, Bogle's, Queenstown and Kent Island. Returning, will leave Baltimore at 10.30 A. M. on Tuesday, Thursday and Saturday, making the above stops.

The daily round trips on the Centreville route will be discontinued after Nov. 2. Beginning Nov. 4, the

STEAMER B. S. FORD, will leave Centreville at 8 A. M., Tuesday, Thursday and Saturday, stopping at landings on Corsica River, Jackson Creek and Rock Hall. Returning, will leave Baltimore at 10.30 A. M., Monday, Wednesday and Friday, for same landings.

A Special Round Trip from Baltimore to Rock Hall and return will be run on SATURDAYS, leaving Baltimore at 3 P. M., and leaving Rock Hall at 5 P. M. This will give Rock Hall patrons an opportunity to leave home Saturday morning for Baltimore and return same day.

GEORGE WARFIELD, Pres't.

Nov. 2, 1895.

SASSAFRAS RIVER STEAMBOAT CO.

CHANGE OF SCHEDULE.

FALL 1895.

On and after Monday, Sept 23d, 1895, the STEAMER SASSAFRAS will leave Georgetown Mondays, Wednesdays and Fridays at 7.30 o'clock A. M., Shallcross', 7.45, Turner's Creek, 8.15, Betterton, 9, Buck Neck 10.15, and Gale's Wharf, 10.30.

Returning, will leave Baltimore, Pier 6, Light street, at 10.30 A. M., on Tuesdays, Thursdays and Saturdays, for the above landings.

WM. CUNDIFF, Sup't.

FALL SCHEDULE.

STEAMER EMMA GILES,

for TOLCHESTER BEACH, leaving Baltimore 7 o'clock a. m., and 2.30 o'clock p. m.,

EVERY SATURDAY.

Returning, leave Tolchester 9 o'clock a. m., and 4.30 p. m.

Excursion Tickets 50 cents. Russell's Stage makes connections from Chestertown with Tolchester Boat.

TOLCHESTER COMPANY, Main Office Pier 16 Light St., Balto.

Or G. E. NOLAND, Tolchester.

BALTO., CHESAPEAKE and ATLANTIC RAILWAY CO.

SCHEDULE IN EFFECT September 30th.

WATER AND RAIL ROUTES to Ocean City and all points on the Chesapeake Bay.

FOR HEALTH, PLEASURE AND BUSINESS.

Unexcelled facilities for both passenger and freight traffic. Close connection with the trunk line railroads, insuring convenience to the traveller, and the quick dispatch of all freights. Fifteen commodious and handsomely fitted out steamers. Comfortable staterooms. Good cuisine. Polite attendance. Steamers from Piers 3, 4, and 4½ Light St. Wharf, Baltimore, as follows:

RAILWAY DIVISION—4.30 p. m. daily, except Saturday and Sunday. Saturday 3.00 p. m., for Claiborne and stations to Ocean City.

CHOPTANK RIVER LINE—8 p. m. daily, except Sunday, for Easton, Oxford, Cambridge, and landings to Denton. Returning, leave Denton at 12.30 p. m. daily, except Saturday, Cambridge 6 p. m., Oxford 7.30 p. m., Easton 9.30 p. m., arriving in Baltimore 5 a. m.

WICOMICO RIVER LINE—5 p. m. every Tuesday, Thursday and Saturday for Wingate's Point, Deal's Island and landings to Salisbury. Returning, leave Salisbury at 2.30 p. m., every Monday, Wednesday and Friday, arriving in Baltimore at 6 a. m.

NANTICOKE RIVER LINE—5 p. m. every Monday, Wednesday, and Friday for Deal's Island, and landings to Seaford, Del. Returning, leave Seaford at 12 o'cleck noon Tuesday, Thursday and Saturday, arriving in Baltimore at 5 a. m.

GREAT WICOMICO AND PIANKATANK RIVER LINE—5 p. m. every Tuesday and Friday for the Great Wicomico River, Dividing, Indian and Dymer's Creek's, Little Bay, Milford Haven and Piankatank River to Freeport. Returning, leave Freeport 6 p. m. every Monday and Thursday, arriving in Baltimore at 5 a. m.

ry Monday, Wednesday and Friday for Jackson's, Plankatank River and Milford Haven. Returning, leave Freeport at 12 o'clock noon every Tuesday, Thursday and Saturday, arriving in Baltimore at 5 a. m.

STEAMERS FROM SOUTH STREET PIER:

POCOMOKE RIVER LINE—5.30 p. m. every Tuesday and Friday for Crisfield, Tangier Island, Onancock, and landings to Pocomoke City and Snow Hill. Returning, leave Snow Hill at 6 a. m., Crisfield 6 p. m. every Monday, and Thursday, arriving in Baltimore at 6 a. m.

MESSONGO RIVER LINE—5.30 p. m. every Monday and Thursday for Fords, Crisfield, Finnrys, Onancock, Chesconnessex, Hunting Creek and Messongo. Returning, leave Messongo every Wednesday and Saturday at 6 a. m. Crisfield 6 p. m., arriving in Baltimore at 5 a. m.

OCCOHANNOCK RIVER LINE—5.30 p. m. every Wednesday and Sunday for Crisfield, Harborton, Evans, Boggs, Cedar View, Nandua, Concord, Read's, Davis', Shield's, Rues. Returning leave Rues every Tuesday and Friday at 8.30 a. m., Crisfield, 6 p. m., arriving in Baltimore at 5 a. m.

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