

THE SUNNY SOUTH.

One of the Old Battlefields of the South Visited.

A Fine Description of Southern Scenes.

A Description of One of the National Cemeteries.

Cor. St. Louis Post-Dispatch.

ATLANTA, Ga., August 20, 1881.—The latter part of September the armies of the Cumberland that faced each other during the march to be regretted strife between the states will hold a reunion at Lookout Mountain, at the foot of which the city of Chattanooga is enjoying a boom of prosperity, and between the date of the closing exercises of this event and the opening of the International Cotton Exposition there will be a short week of leisure for those who after attending the reunion desire to come further down into the Empire State of the south and witness the opening of the International Exposition, the question naturally arises, in what way can these people be entertained during this period? This is easily answered: There are scores of scenes and objects of interest along the line of the Western Atlantic railroad and the country adjacent to the line that cannot but afford ample food for inspection and study, as many of these scenes are of historic interest while others are beautiful and entertaining.

Leaving the battle ground above the sky, where, at the date of the attractions of that section, the sluggish stream of the Tennessee and portions of seven southern states, the average visitor boards a train at Chattanooga on his way to Atlanta. He is in no great hurry to get there, as he has a week to put in along the line. Catoosa Springs, in the county of that name, is the only point of interest. This resort is one of the most popular in the South, and is beautifully located among the hills only two miles from Catoosa Station. Ample arrangements can be had for all who desire to visit this resort. There are fifty-two springs of different medical and remedial properties bubbling up in an area of two acres. Many of them have been analyzed by Prof. W. J. Sand, the state chemist, and pronounced by him most beautiful and invigorating. The Chieannauga river runs through Catoosa county, and passes under the track of the Western & Atlanta railroad about one hundred yards from the station.

Here, upon these lands, now undergoing fine cultivation, the contending armies of the late war fought one of the most warmly contested battles. Around about the station can still be seen relics of the strife at that point. Tunnel Hill is the next point of interest to the eyes of the traveler. This tunnel is quite a long one, running under a spur of the Blue Ridge. It is the only tunnel in the state and one of the largest south of the Ohio river. Dalton comes in next for its share of notoriety. It is the county seat of Whitfield county, one of the richest and most productive in the state. The natural resources of the county are varied, and the soil so rich that fertilizers are not used. Dalton is thirty-four miles from Chattanooga and one hundred miles from Atlanta. The city was founded in 1846, and was known at that time by the name of Cross Plains. The name was afterwards changed to Dalton in honor of Tristan Dalton, an eminent merchant of Vermont. Several bold streams flow through Whitfield county, furnishing fine water power. The East Tennessee line to Knoxville taps the Western & Atlantic railroad at this point. Tilton, Fort Mountain and Cohutta Springs are also places of interest in this locality. A few miles further on and we come to Resaca, a small town eighty-four miles from Atlanta, situated just below the confluence of the Connesauga and Coosa catta rivers, which form the Oosanaula. The Indian town of New Echota, the capital of the Cherokee Nation, was once located here, and it was on this place where the chiefs of the Nation signed the papers by which their country was ceded to the United States. In the mountains of the Blue Ridge, which lie to the north and east of Resaca, immense quarries of marble are being worked, while the fine fields located around the town are remodeled battlefields, here and there being seen ample proof that all of the scars of war have not been wiped out by the progressive hand of civilization. Any man who was a member of either Sherman's or Johnson's army remembers the fight at Resaca, and doubtless they would recognize the places where they fought one of the hottest battles of the war.

Arriving at Calhoun, you will find a section of the country that is not surpassed by any in the South for beauty and general productiveness. Only a few miles from the city is the stock farm of Col. Richard Peters, one of the best, if not the very best, in the state or in the South. Col. Peters has about 2,000 acres and raises horses, thoroughbred cattle, sheep and goats of all varieties, and hogs of various breeds. His place is a model southern stock farm and is well worth a visit of several hours. Kingston is our next point of interest. Three miles from here is the famous saquetre cave, the Mammoth cave of Georgia, whose wild, weird-like attractions are unsurpassed, especially when its ponderous columns glitter like silver and glass as they reflect the jangling rays emitted by a torch or locomotive head-light. Here visitors may promenade at will through arched passages supported by numerous fancifully-shaped columns, which flare back shrouded hues from the brilliant light, roam delicately from room to room through the subterranean labyrinth, or enjoy terpsichorean festivities in the grand Indian dancing room, fifty feet long and wide and twenty feet high, which, lighted at the sides by a locomotive head-light, presents a scene of indescribable splendor. Balls and concerts are frequently given here, which never fail to attract the attention of strangers. Leaving Kingston, a short track of sixteen miles will take visitors to Rome, a thriving and prosperous town located at the intersection of the Coosa and

Oostanula rivers. Rome is situated in what is known as the Coosa Valley, and in this valley the very best cotton is raised. Coosa cotton has a national reputation for beauty of color and length of staple. It finds steady sale at the very highest prices. The valley is as rich as cream, and two bales to the acre have frequently been made there. This valley is one of the most beautiful in the State, and the mountain on the opposite side of the river from Rome is covered on all sides, from the summit to the base, with stones, marking the resting-place of the dead. Several extensive factories are in operation here, and three or four cotton presses are rushing constantly during the season.

Coming on in the direction of Atlanta the last train soon lands us at Cartersville. This is the hot-bed of the independent democratic party of the state. Dr. W. H. Felton, the most prominent independent of the state, who served two terms in congress as the member from the Seventh, resides here. He is now on the stump and is devoting his time to the cause of religion. Cartersville, besides being the political hub of the Seventh, is also a progressive little city. Near it several important enterprises are in successful operation. Quite a number of buildings are now being erected there, which, when completed, will constitute the Georgia car works. This enterprise will be under way at an early day, and when in operation the company will turn out over one hundred freight cars per month and has now orders for more cars than it can fill in a year. A branch road from Cartersville, twenty-six miles in length, will convey visitors through one of the richest sections of the state to Cedartown, where immense iron works are now in operation. A. G. West, a prominent New Yorker, is the proprietor of this enterprise and also owns the Cherokee railroad, which line conveys his iron to Atlanta, from which point it is shipped. Marietta is the next attractive and interesting point along the line.

At Marietta is located one of the National Cemeteries. In this cemetery there are buried 13,000 Federal soldiers; the names of 10,000 are upon head-stones and the remaining number are unknown. The head-stones show that a large majority of those buried there are from the west, and the northwest. The grounds which cover about thirty acres, are kept in excellent order by James G. Hughes, the sexton, who resides within the enclosure with his family. He is at all times ready and willing to answer questions and give information to visitors. Running through the grounds are several handsome drives and walks, while the cemetery, which has rather a park-like appearance on account of its beauty, is covered with grass and terraced with mossy exquisite taste. Cannon balls and pyramids of cannon balls ornament the center of the grounds and add much to their attractiveness. Other scenes of interest abound in this locality. One fact that is worthy of mention in connection with the above description of how a week can be spent quite nicely and instructively along the line traversed by the Western & Atlantic railroad and the country adjacent, is this, that good and comfortable hotel accommodations can be procured at all the cities mentioned above at reasonable rates. The Western & Atlantic railroad is owned by the state of Georgia, and is valued at \$10,000,000. It is a portion of the line known as the Kenesaw route, and the name of the route is taken from the mountain of that name, at Marietta, which is one of the most imposing and picturesque in the state. GEORGIA.

Three Racers in One Car.

Rochester (N. Y.) Democrat, Yesterday afternoon, just before the first Atlantic express was due at the Central depot, the shifting engine brought down the private car of Maud S. A Democrat and Chronicle reporter met Capt. Stone as he alighted from the car, and conversed with him as follows: "Capt. Stone, how is Maud S. feeling to-day?" "Very well; she is doing nicely, as usual."

"You expect to go direct to Hartford, I see."

"Yes; she will trot there the week after next."

"Is the report that Mr. Vanderbilt would like to see her trot in much quicker time true?"

"Yes, I think he would; he would be pleased to see her trot in 2:08, and he is helping us all he can to get her down to that notch."

"Is the track at Hartford faster than the Rochester track?"

"Yes, I think it is."

"How much faster?"

"Well it is a second faster. The Rochester track is worn out, comparatively, while the Hartford track is new and yielding. They are going to plow up the track here this fall, and when they put on manure and build up the soil, it will make the track faster and better."

"Then you naturally expect to trot her in Hartford in considerably less time than she did here?"

"Yes, under favorable circumstances she can beat 2:10, I think."

"Has Maud S. any relatives on the track?"

"Yes, several. There is Nutwood, the California stallion. He is chestnut-colored, and has a record of 2:18; got at Stockton, California in 1879. His dam was Miss Russell, the dam of Maud S., and his sire was Belmont. Then there is Noonday, the grey mare with a record of 2:26; got at Hartford in 1880. She was sired by the sire of Maud S., Harod, and her dam was Midnight. One, you see, is a half brother and the other a half sister. But she has a full sister only a year old in Philadelphia, owned by Robert Stock. Her name is Rosella, and she trots very much like Maud S., except that she is dark gray in color."

A view of the car was next taken. The front portion is divided into three stalls arranged so that the horses ride backward. The one on the right of the car is occupied by Maud S. The stall is narrow, so narrow that the mare cannot lie down, and the sides and back are all covered with pads, so that in no ordinary case can the precocious occupant receive a bruise. She formerly travelled in a stall similar to this, and she was turned loose and allowed to walk around at leisure. This was found, however, to be hazardous, for

sometimes the sudden concussion produced by coupling cars would throw the trotter against the sides and bruise her limbs. A colored attendant remains constantly at the mare's head, and if an admirer wishes to pat her the nose his hand must be first examined by the faithful darkey to see that nothing is being fed to his pet. In the car yesterday next to Maud S. stood So and So, the already famous trotter that is under the charge of Bair, Maud's driver. As a courtesy to Mr. Hickok, his two valuable horses—St. Julien and Santa Claus—were given places in Maud's car for the trip to Hartford. St. Julien occupied the car next to So and So, and seemed to be as closely watched and as carefully looked after as the little chestnut mare. Then in a side stall facing the other there was Santa Claus. He has not done well since his big trot here on the 4th of July, but he is expected to pick up enough to make a good showing at the great stallion races in New York and Boston that are to be trotted later in the season. The main driver of the car contains the sulkeys strapped to the ceiling above the horses, a number of blankets and trunks, hay, oats and wire screens to be put up when the flies try to bother the valuable quartette of trotters. Capt. Stone was asked if he ever insured the mare. He replied, "No; her owner is about as good a company as we could find, and besides it would cost much more to insure her as she makes for us in the long run."

Just as the reporter alighted from the car he met Mr. Hickok, who had come to look after the comfort of his horses.

"Are your horses going direct to Hartford?" asked the new hunter.

"Yes; I shall not stop them at Utica."

"Will St. Julien trot at Hartford?"

"No. He has not recovered from his Detroit cold and subsequent influenza, sufficiently to be started if it had rained. I shall keep him at work and try to get him back to himself before I start him against time."

"How about Santa Claus. Will you start him in the stallion race in New York?"

"That I cannot tell yet. It will depend on how he behaves in himself. He could not trot any last Friday but he was weak then, owing to the hot weather of the last fortnight. The heat affects a stallion more than it does a gelding or a mare, and in his case, it took the desire to trot out of him. That is the reason I drew him from the race last Friday. He could have made those last heats in better time than they were trotted, but I would not run the risk of driving him hard on such a hot day."

In spite of the fact that these valuable horses are so carefully attended they do not live very high. Maud S. gets twelve quarts of oats a day, and as much hay as she likes to eat. Water is kept in her stall all the time except, of course, when she is warm from exercise. Her driver has gone home to Cincinnati for a short visit, but he will be on hand at Hartford in time to give her plenty of exercise before she trots there. The idea of having the horse ride backward strikes many people as curious. It is done so that they will not catch cold, and for the same reason that an experienced traveller or railroad man always turns his toes away from the locomotive and rides backward when he sleeps upon the cars.

Jim Wilson's Campaign.

A feature of the Wilson senatorial campaign is to claim republican candidates for the legislature for Wilson as fast as they are nominated. This manifestation of cheek, under which it is proposed to convince everybody that it is entirely useless to oppose the desires of the Wilson people, is liable to subject the Fairfield case to some disadvantages. Many of the claims will not keep until next January. This is illustrated in a private letter from a republican nominee for the state senate to the editor of the Des Moines Register. He writes:

"I see I am put down in the Wilson count as being a pronounced Wilson man for the United States senate. This is news to me. Nobody has authority for saying so. I am not for Wilson, and have no preference, and shall not have till the legislature meets, and when I shall be able to know all our candidates. If I had preference now, something might so change things that the same gentleman might obviously be not the best man next winter. I know of no reasons why I should be making a choice now from those who are candidates at present. Later on better men than any of those now in the count may be candidates, and I should not wish to pledge to operate against my being able to vote for one of them. Who knows what may happen in the four or five months to intervene? For instance, if the president should die, and the cabinet be reorganized, I should feel very much like voting for Gov. Kirkwood for the senate, and I also believe that the sentiment of the state, in such an event, would be overwhelmingly in his favor. I hope to see a majority of the republican members of the next legislature unpledged on the senatorship and ready to vote as the best interests of the state, and the future developments of time, may then indicate."

"There is a great deal of good sense in the gentleman's opinion," as it looks to the Register, and this opinion as it strikes The Journal, will meet with ready endorsement among Iowa republicans generally. It will be altogether wise for candidates to first protect themselves.

The Sorghum Industry.

The sorghum industry is destined to become a prominent one in the Missouri Valley, and the more it is developed the more satisfactory does it prove. Last year John W. Wood of Soldier manufactured 1,200 gallons of syrup, which was of superior quality that it found a ready sale on the home markets. He also made 200 pounds of sugar, which satisfied him that it could be done with profit. In the manufacture of it he used only a rough home-made machine, but this year he will purchase a good machine and go into the business on a larger scale. This year he has raised cane sufficient to produce about 3,000 gallons of syrup, and his mill will manufacture, for other parties, sufficient to swell the entire product to about 4,

000 gallons. The amount of sugar he will manufacture will depend on circumstances. Mr. Wood is quite enthusiastic over the business and regards it as one of the most profitable for the farmers of western Iowa to engage in. He says the best cane is raised on the poorest upland. The Gazette will watch the development of this industry with considerable interest. Persons who are inclined to doubt that good sugar can be, or has been made in this county, are invited to call at this office and examine samples.

Home After Nineteen Years.

Mr. Zebbins Compton and his wife, of this City, at noon to-day were astonished by the entrance into the house of a person whom they quickly recognized as Sylvanus, their son, who was last heard of by them nineteen years ago, and whom they had believed to be dead. Sylvanus, before the war, was a druggist's clerk in this city.

At the breaking out of the war he joined the navy, being about 21 years of age. He became attached to the surgical staff, and in June, 1862, his parents learned, through a letter from him, that he was on board a ship taking some sick soldiers to New Orleans. This was the last heard of him directly; but they found that he had landed safely in New Orleans and had been seen in that city. No further trace of him could be found, and after a few years had passed it was concluded that he was dead, and his family gave up hope of seeing him again.

The returned son tells a remarkable story of his wanderings. He says that while in New Orleans, after arriving there on the ship from which he wrote his last letter home, he fell in with a pleasant sort of man, who invited him to join in drinking a bottle of wine. He was afterwards arrested, and he next left the ship at an African port, and made his way to Cape Colony. Here he settled down for a time, married and had one child. He is supposed to have sent no word home on account of fear of being arrested as a deserter and taken back to America for trial.

From Cape Town he drifted to India and other parts of Asia, and finally to Australia. From Australia he finally returned to New York, and came from there directly to Plainfield in search of his parents.

His father and mother were completely overcome by his sudden and unexpected return. The mother fainted with joy. Compton has a number of relatives residing here, and all those who knew him before he disappeared recognized him now. When he went away he left two brothers and two sisters, but one sister has since died. The two brothers and remaining sister are living in different parts of the country. Those who knew Compton twenty years ago speak of him as a young man of excellent reputation, quiet and much liked. He says he wrote three letters home.

Burdock Blood Bitters advertisement with large stylized logo.

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