

# Cooperstown Courier.

By E. D. STAIR.

COOPERSTOWN, GRIGGS CO., DAY.

There was a heavy frost in many parts of New England on the 3d inst., doing considerable damage in some localities. In these localities the drouth has been quite serious and with the late drouth and the early frost the agricultural outlook is not over cheerful.

The spectacle of the president of the United States walking about the halls and piazzas of Hotel Lafayette, at Lake Minnetonka, and heartily greeting friends and acquaintances, and cordially shaking hands with all those presented to him—was astonishing to Villard's foreign guests. Rulers in the old country "don't do such things, you know."

The mercantile agencies, pretty fair authority, report the autumn trade as generally favorable. Business throughout the country has been well maintained, the bank exchanges indicating a considerable increase over the corresponding week of last year, and there are certainly indications of increased activity at many leading centers. The condition of the money market seems favorable and the year is certainly likely to be one of vast production.

The total number of immigrants landing at the port of New York for the eight months ended Aug. 31, was 284,966. This was a decrease of 53,572 from the number landed during the corresponding period last year. Each month of the year, with one exception, showing a falling off in the number, compared with last year. The total immigration last year was more than 450,000. It is not probable that the total number this year will exceed 350,000, but this number is far in excess of the average number during the last ten years.

The September Century makes this prediction for New York: That before another century passes its population will surpass that of London, and that it will be the unrivaled center of finance and commerce, of luxury and fashion, of art and literature—the heart and brain, in a word—of the civilized world. This seems to be conclusive, but what will become of London in all this time? Will the New Zealander be "sitting on London bridge viewing the ruins of St. Paul's," or will London be in process of decadence, instead of unexampled advancement, as at the present time.

The details of the dread performances of earthquakes and volcanoes on the Island of Java are most appalling. Here was a scene spread over a tract whose coast line is seven hundred miles, that re-enacted some of the throes of old Mother Earth in earlier geologic ages, the only chronicles of which are written in the rock. A period of some importance in the earth's history is evidently being accomplished just now—to put these tremendous convulsions in the Indian Archipelago with the yawning and sinking of the earth in the island of Ischia, and other ominous signs in the Italian thin spots of the crust. Awful as was the destruction of human life at Ischia, it was but a tithe of that which has doubtless taken place in Java.

The fluctuations of the last several weeks have tended to make everybody more cautious, and this renders money somewhat tighter than formerly, but there is plenty to be had at low rates on good security. The buyers for fall trade are getting lower prices than they expected, and lower than the jobbers anticipated. Still, there is no general pressure upon the market that forces goods off at a loss to either manufacturers or jobbers. There are crackers, of course, who, disappointed in schemes of expected profits, cry out that a panic is coming; but they simply magnify personal losses into general disaster. While everything in trade seems to be about at the bottom there is really nothing to create apprehension. Low prices benefit the great mass of consumers and so long as there is a margin of profit left for the sellers, danger is not very near.

A writer on India claims that all that is needed to place India ahead of America as the cereal granary of Europe is the reduction of rates of freight on the railroads of that country to correspond to our rates of freight from the west to the eastern states and the seaboard. The grain rates on the Indian railroads are three times as high as those on our lines, and this is one reason why the United States rather than India defies competition in the grain markets of Europe. The wheat crop of India already approaches that of the United States in magnitude, amounting to 320,000,000 bushels annually, or about three-quarters of our own. That country could undoubtedly expand the crop 100,000,000 bushels or the supply of Europe, if there was a demand for it at attractive prices. The American prairies have the lead of a few years in time and in centuries in intelligence and probably will not be beaten in the race, though earnest efforts are being made in Bombay to induce the Indian railways to make reduction on cereals.

A. H. Bullis of Faribault county secured two premiums at the Minneapolis exposition, and Frank Atkinson two—all on cattle.

## PITH OF THE NEWS.

### EVENTS IN WASHINGTON.

The secretary of the interior, in a decision just rendered, holds that a pre-emption settlement initiated and filed in good faith is a bar to a timber entry, under the act of June 3, 1878, for the disposal of timber lands in certain states and in Washington territory. He also holds that where a settler alleges that he has filed his declaration to become a citizen and fails for a time to secure record evidence of the fact, such evidence when procured may be filed any time before final disposal of the land, and when filed is conclusive to his qualifications as a pre-emptor with respect to citizenship.

The question of what is the proper uniform to be worn by retired army officers has long been in dispute, but has at last been solved by the war department authorities to be the uniform of the rank held, and of the corps to which the officer belonged when retired from the service, but omitting from the shoulder knot the letters of the corps or the figures denoting the regiment to which the officer belonged.

The superintendent of the money order system of the postoffice department is confident that the crusade against the new postal notes will die out in a short time, when the public gets a little used to them. At present a change in design or color of the postal note is not contemplated, but if experience suggests any modification likely to improve the notes, they will be adopted.

A special to the Washington Star announces the death of Gen. T. T. Fautelroy a Leesburg, Va. Gen. Fautelroy was born in Virginia and appointed to the army from that state, was commissioned major of the second dragoons in 1836, lieutenant-colonel in 1846, colonel of first dragoons in 1853, and resigned May, 1861.

A postal money order convention between the United States and Hawaiian islands has been signed by Postmaster General Gresham and the Hawaiian minister, to go into effect Jan. 1.

### NEWS OF THE RAILROADS.

At a meeting of stockholders of the Ohio Central, held in Toledo, Ohio, on the 12th inst., about one-half of the \$22,000,000 of stock in the company was represented. The old board of directors made a very full report of the operations of the company in its present condition, up to June 30, 1883. The gross earnings were \$1,077,100; all expenses, \$727,328; net earnings, \$349,772; total floating debt, \$798,583; cash items on hand, \$349,486. Surplus over the debt, \$800,904; total first mortgage debt on all divisions, \$963,000; income debts, 6,400,000; car trust certificates, \$2,120,000; fixed charges to pay on mortgage bonds, \$541,300; car trust interest, \$165,696; taxes on rentals, \$86,090; total fixed charges, \$790,980. All treasury securities were sold. The mileage is 342 miles, main line; 47 miles of sidings. The equipment consists of 47 engines, 4,578 freight cars, 12 passenger cars and 130 miscellaneous cars.

The emigration department of the Northern Pacific road is making a collection of ores and minerals from the various Montana mines. A large number of specimens have already arrived at the office in St. Paul. A portion will be sent for exhibition at the Cincinnati exposition, a portion will be sent to the Boston exposition, and a fine lot kept in the emigration office. Some remarkably fine specimens of petrified wood have found their way into the collection.

An unbroken line of rail now extends from Portland, Maine, to Portland, Oregon, and some enterprising citizens will ship ten freight cars filled with canned corn put up in Portland, Maine, directly to its namesake on the Pacific coast, without change of cars. "From Portland, Me., to Portland, Ore.," so that they cannot fail to be noticed all along the route. The train will be photographed before it starts.

The Chicago & Northwestern road have opened up for business a new line 126 miles long, extending from Iroquois, Dak., to Hawarden, Iowa. The stations will be Aster, Beresford, Centerville, Hurley, Parker, Canistota, Salem, Canova, Vilas, Carthage and Ermond. The new route will be known as the extension of the Dak. Central railroad.

Recent development have brought to light that the Fargo & Southern air line is only an extension of the Chicago, Milwaukee & St. Paul, whose terminus is Fargo, and connection with the main line at Junction switch, a mile east of Ortonville.

### GENERAL NEWS NOTES.

United States Marshal Oakley and United States District Attorney Ledia, of Madison, Wisconsin, recently seized the Spencer brewery, Spencer, Marathon county, Wis., for alleged violations of the government excise law. The value of the property seized is estimated at about \$4,000.

H. S. Benjamin, Milwaukee, dealer in carriages, has made an assignment. Assets \$80,000; liabilities about the same.

### CRIMES AND CRIMINALS.

Ex-Senator Sharon of California, was arrested recently on a charge of adultery as he was about to take a train for the east. The charge was preferred by Miss Addie Hill, well known in society circles. The lady claims that a contract of marriage was drawn up and agreed to between them; that, in addition, she loaned him \$90,000, \$78,000 of which he had repaid her. She placed the matter in the hands of a man named W. M. Nelson, of unenviable reputation, with instructions to claim the balance of \$12,000 said to be due her, and at the same time swore out a writ charging Sharon with adultery. It is stated that Sharon drew his check for the amount and gave bonds for \$5,000 to answer the charge. Miss Hill bases her claim of marriage and fact of agreement of marriage as she states having been entered into in point of law it is equivalent to marriage, having been consummated. The affair is openly pronounced a miserable case of blackmailing, kept back until the last moment, when Sharon was leaving for the east.

The following is published as the facts in regard to James O. Parker, of Williamsport, Pa., the absconding embezzler. It seems that before absconding, he took a large sum of money from his partner, Bentley. As soon as the latter made up his mind that Parker had absconded, he started for New York to see if he could get any trace of him. He found that he had registered at the Hoffman house on Tuesday follow-

ing, July 23. Bentley is unable to say the exact amount of Parker's embezzlement, but fears it will run up to \$30,000, as new facts are constantly developing. It is now thought that Parker carried away with him over \$20,000. It is understood that a young lady of Williamsport has gone with him, and it is believed that the couple have started for Europe.

Henry P. Blessing, of St. Louis, made a murderous assault on his brother-in-law named Hickman, on the 11th inst., firing six shots at him, all of which took effect, and proved mortal. Blessing then fired two shots at his wife, both of which struck her, inflicting dangerous wounds. The infuriated man then escaped from the house and eluded pursuit for an hour, when he was found in the garret of his house with his throat cut from ear to ear, but not dead. Jealousy was the supposed cause.

Julius Krueger, a wealthy farmer residing about three miles from Juneau, Wis., on the Beaver Dam road, was on the 8th inst., assaulted by his hired man, William Bardell, who struck him with a rusk stool on the forehead, inflicting serious wounds, from which he remained unconscious for several hours. Bardell fled, but was captured during the day near Lowell. The accused claims that the attack was made in self-defense, Krueger having struck him with his hand and spat in his face.

Joseph Pune, an Italian, while attempting to steal potatoes from a garden patch, at Grapeville, Westmoreland county, Pa., on the 11th inst., was riddled with bullets and then dragged to a railway crossing and laid on the track, where he was discovered some time later. The doctors say the wounds are fatal. Farmers have been annoyed for some time past by parties committing depredations, and lay in ambush with the above results.

At Denver, Colorado, on the 10th inst., Edward D. Cowan, city editor of the Leadville Herald, was brutally assaulted by Alderman Jay of that city. The parties were discussing politics, when Jay took exception to a remark of Cowan's, knocked him down and with a drawn revolver kept the crowd at bay, jumped on the face of Cowan with heavy boots, kicked and stamped him until almost unrecognizable. Jay escaped to the mountains.

On First avenue south, Minneapolis, Minn., on the 11th inst., a Washington avenue peanut vendor was walking with his wife. At the corner of Second street two sports drove up in a carriage. One of them alighted and gave the husband a thorough drubbing, while his comrade ran off with the wife.

A diabolical attempt was made recently to wreck a passenger train on the Northwestern road in the vicinity of Lakeshore Junction, a few miles north of Milwaukee, by the placing of a large number of wooden piles across the track. Happily the air brakes were applied in time to avoid serious results.

J. H. Haven of Rutland, Vt., has again been arrested, charged with embezzling \$40,000 while treasurer of the Rutland railroad company. Bail of \$10,000 was furnished.

Henry Hill, of Barron, Barron county, Wisconsin, shot and killed August Deuts, a German, on the 8th inst. It is supposed they quarreled about rent due Deuts.

Hanley Foust, twenty-two, with a complete kit of burglar tools and a large amount of stolen goods, has been jailed at Milwaukee.

The mantle of mystery shrouds the identity of the man recently murdered in Minneapolis, Minn., more closely than ever.

A man named Walker, a guest at the Whelan house, Winnipeg, was robbed of \$1,000 a few days ago.

### RECORD OF CASUALTIES.

During a thunder shower in St. Paul, Minn., on the 10th inst., two men, working on the street grading force, were instantly killed. Their names were Herman Pilgrim, aged thirty-two, and Thos. Nuske, aged thirty-six, and each leaves a wife and two children. The bolt of lightning struck Pilgrim in the head, tearing his hat to pieces and leaving a mark over his right eye. The bolt then wound down over his body, disarranging and tearing his clothes, and came out through the heels of his boots, tearing them to pieces and throwing them fifty feet away. On Nusky the lightning struck the breast, producing a slight bruise. His clothes and shoes were treated the same as those of Pilgrim, except that the fluid did not come out at the heel but on the front of his shoes, the soles being torn from the uppers and all thrown away from him.

The steam coöperage of N. & H. O'Donnell, a three-story brick building, 60x100 feet, in Jersey City, was totally destroyed by fire a few nights ago. It employed eighty hands; capacity, 200 sugar casks daily. The machinery was destroyed with eight car loads of staves. Loss, \$45,000; partially insured. The building was owned by Peter Field. Loss, \$18,000; insurance unknown.

The car repairer's oil and tool house, of the Northern Pacific, at Duluth, was burned on the 8th inst., the fire having been started by sparks from a passing locomotive—and totally destroyed. The loss was very light.

Seven of the thirteen ice houses at North Chelmsford, Mass., belonging to the Boston ice company, were burned on the 12th inst. Loss \$35,000; insurance \$20,000.

### FOREIGN NEWS GOSSIP.

Marquis Tzeng, the Chinese ambassador, in an interview at Folkestone, on his return from Paris, said China was determined to concede nothing. Concerning suzerainty over Annam, she did not want France to possess; territory adjoining the Chinese frontiers. The dispatch of a French reinforcement to Tonquin would be unfortunate, as it would compel China to send troops to adjacent provinces. The military party is daily gaining ground at Peking. Any ill-considered measure on the part of the French might be attended with fatal results. The marquis said nothing definite had resulted from his journey to Paris.

The police have discovered that a man named Terrance McDermott purchased at Glasgow two lots of glycerine several weeks before the explosion there took place, and that he carried them to Whitehead's factory at Birmingham, where they were probably converted into nitro-glycerine and used in the attempt to destroy the public buildings at Glasgow.

Under no condition will Germany consent to act as arbitrator between China and

France. Hitherto China has not requested the intervention of any European power. The aggregate strength of the German squadron in Chinese waters is thirty-six guns and 950 men.

It is stated that the British government, adopting Clifford Lloyd's suggestion, has decided to form the nucleus of a new Egyptian police from the Irish constabulary. Eight officers and a number of constables will be asked to volunteer.

Riots continue at Agram between the people and the Jews. On the 7th the military fired on the mob and arrested many rioters. The disorders were not suppressed until two o'clock in the morning. Great excitement prevails.

Peasants between Glin and Petrina, Croatia, are in full rebellion. The movement is directed chiefly among land owners. A strong military force has been dispatched to the scene of disturbances.

A Cragow dispatch says a large number of Russians, evidently military officers, are crossing the frontier, en route for Bulgaria.

### PERSONAL MENTION.

The retiring board of San Antonio, Tex., which examined George A. Armes, Tenth cavalry, has reported that he is unfit for active service from nervous debility complicated with an affection of the heart, and that the disability is incident to the service. The board recommends that he be placed on the retired list.

Henry Conscience, the Belgian author, is dead, aged seventy-one.

### Bank Swindlers Bagged.

A few days ago a circular was received by the banks at Winona, Minn., from the Keokuk National bank of Keokuk, Iowa, giving information of three swindlers, who were each carefully described, together with their mode of operation. They work by first and second bills of exchange, or original and duplicate drafts. Going to a bank they, or one of them, pretends to be a grain buyer or a cattle man from Old Mexico, and want first and second bills of exchange, or duplicate drafts. Then they go to another town, produce the second or the duplicate, stating that the first or original has been lost or stolen, and deposit it for collection, and have the bank's correspondent telegraph when paid. As soon as the telegram reaches the sending bank, they get the money, go to the next town, make acquaintance and get the first and original cashed.

Inquiry was made by the Keokuk bank as to whether the parties had been in Winona since the 7th of August. On looking into the matter it was ascertained that the men had been there and purchased a draft on one of the banks, but no loss was sustained. A day or two ago another letter was received from the Keokuk bank, announcing the arrest of the rogues on the 31st of August, at Lawrence, Kan. Henneshees was taken to Keokuk and placed in jail to await the action of the grand jury. The Keokuk bank secured its \$1,000 paid on the original draft, the duplicate having been paid in New York three days before. Gardner, alias Bradley, and a great many other aliases was turned over to the Citizens' bank of Grinnell, Iowa. The Keokuk bankers ascertained that the swindlers were in Winona about the 8th of August, buying original and duplicate drafts which they cashed at Waterloo, Iowa, on the 10th inst. The Waterloo bank wired the Winona people, who advised them of the duplicate and so saved them from loss.

### Obituary.

MONMOUTH BEACH, N. J., Sept. 12.—Hugh J. Hastings, proprietor of the New York Commercial Advertiser, died this evening at 7 o'clock, the result of being thrown from his carriage a few days ago.

Hugh J. Hastings was born in the North of Ireland on Aug. 20, 1820 and came to this country when eight years of age. His family finally settled in Albany, but soon he came to New York, and found a place as an errand boy in a Williams street dry goods store. Then he went back to Albany, restlessly casting about for some way to better his condition. Always an omnivorous reader, he steadily added to his stock of knowledge and began writing for the newspapers. His unique style and clear way of getting at the heart of his subject took at once. In 1849, when twenty years of age, he attacked him in the Albany Daily Atlas as a reporter, and his local items made a hit.

In a few years, however, the longing to branch out for himself took possession of him, and being at that time possessed of the sufficient fortune of \$7,500, he saw nothing that stood in the way of his ambition. The result was the Albany Daily Knickerbocker, which was a success almost from the start. Long before he was a voter he had plunged into politics, and in 1852 he was a delegate to the National Whig convention—the last one ever held—voted on every ballot against Fillmore, and was more or less instrumental in making Gen. Scott the candidate of the party. He was also at the birth of the Republican party, and always a friend of the negro. In 1868 he went to New York, having accepted the directorship of the Commercial Advertiser. Thurlow Weed was then editor, but in a short time was obliged to retire, and Hastings purchased a controlling interest in that journal. Through the long senatorial fight at Albany, in 1881, when friend after friend of Mr. Conkling's dropped away, the Commercial continued to stand up for him with a loyalty not often witnessed. He had been a friend of Mr. Conkling for years, was instrumental in securing his election to the United States senate for the first time, but of late years more or less coldness had grown up between them, and at the breaking out of the senatorial fight they had not met more than once or twice in several years. He espoused the cause of Conkling, because he believed New York had been humiliated through her senators; but during the progress of the struggle he had no communication with the senators who were struggling for re-election. He was hospitable to a degree, and had the face at Monmouth Beach.

The Denver & Rio Grande Programme.

The Denver & Rio Grande financial programme has been arranged. The road needs from \$5,000,000 to \$5,000,000 immediately to put it in fine condition. It is proposed to make a new consolidated or blanket mortgage of at least \$30,000,000, absorbing all previous issues amounting to \$23,000,000, the remaining \$4,000,000, to be used for immediate necessities of the company. The question of the presidency will remain undetermined until the settlement of the financial plan. Recent movements of stock have been due to a knowledge of the plan by some parties in interest to increase the mortgage, making it at least \$40,000,000, and provide for all future requirements of the company.

Women visitors to the Yosemite have to ride as men do.

### DRIVING THE GOLDEN SPIKE.

Speeches by President Villard, Wm. M. Everts, Ex-President Billings, and Others.

At about 6:15 p. m., on the 8th inst., the ceremonies of driving the last spike on the Northern Pacific Railroad, connecting St. Paul and Duluth at the eastern terminus with Portia Id., the western terminus, were held at a place called Gold Spike, fifty-five miles west of Helena, Montana. The occasion was regarded as a remarkable one, and as presaging a prosperous future. All present were impressed at what they beheld. Instead of the wilderness of the Rocky mountains, they beheld a mammoth pavilion capable of seating more than a thousand people, over which floated the national colors of American, German and British nations. In front, reaching to the roadbed was an extensive promenade, skirted by a platform with comfortable seats. To the right was a hand stand and on it were seated the Fifth infantry band, who were to entertain them, and who came all the way from Fort Keogh. But even stronger than this evidence of civilization were the scores of vehicles and the hundreds of hardy mountaineers gathered to welcome Henry Villard. As soon as the last of the guests arrived and his party, the ceremonies were opened by President Villard, who divided the attention of the enthusiastic multitude with Gen. Grant, seated on the platform.

Mr. Villard spoke for a half hour giving a brief history of the Northern Pacific railroad from its incipency to its completion, and making honorable mention of all who had been instrumental in building this great transcontinental thoroughfare. He concluded his remarks amid tremendous applause, and then introduced the Hon. Wm. M. Everts, the orator of the occasion. Mr. Everts paid a glowing tribute to the founders of the great work. He said: "In all the long route from St. Paul, to Portland and Puget Sound the work has spoken and will speak the praises of its conception, its projection, its completion, in more impressive tones, and with a juster emphasis, than words can express." His address was long and eloquent, and was well received and heartily applauded. Mr. Everts was followed by Secretary Teller, who spoke of the great energy and capital required to complete the various transcontinental lines, and the prospective benefits to the nation this enterprise of the Northern Pacific, along whose line of road there would be in a few years 9,000,000 people, could not be called local in its character. It was more than national. It concerned the welfare of other people. It now remains for the managers to justify in the future the wisdom of the government in what it has done and that will be the policy announced by President Villard is carried out. Secretary Teller was followed by ex-President Billings, Gen. Grant, Sir James Harmon, Von Eisendensker, Dr. Kniss of the Berlin university, the governors of Wisconsin, Minnesota, Dakota, Montana, Oregon and Washington territory.

At the conclusion three cheers were given. The foreign guests were then given seats on the platform by the railway, photos were taken of them, Villard and family and the most distinguished Americans. After that a horse that had helped to build the road from its inception was brought upon the platform. Then there was witnessed a most extraordinary spectacle. Three hundred men with brawny arms quickly laid thereon and drove the spikes on the thousand feet of uncompleted track except the last spike. During the progress of the work, which was witnessed by the foreigners with amazement, the band played and the people shouted. When nearly completed a cannon salute was fired by the detachment of the fifth infantry present. The last spike was finally driven home by H. C. Davis, assistant general passenger agent of the road, who drove the first spike on the opening of the road, and this spike was the same one first driven by him. The end was reached as the sun was setting behind the mountains. The enthusiasm of the people, variously estimated at from 3,000 to 5,000, was intense. The high reverberation, the mingled sounds of cannon and shouts of men, thus was brought to a happy conclusion a very remarkable event in American history. The trains were reformed and guests departed, the English and a part of the Americans, including George M. Pullman and Vice President Haines, to the east, the rest westward to Puget sound.

At St. Paul Private George Cady, of the Emmett battery, with a brass field piece, was on hand at Smith park by 9 o'clock, his gun charged with a five pound blank cartridge. At a later hour an electric wire was inserted into the vent, and this wire connected with a dynamo machine in the telegraph office of the Northern Pacific railroad. An unbroken circuit was completed between Golden Spike, sixty miles west of Helena, Montana, and New York, a total distance of 2,995 miles. The wire was cut at the scene of the day's festivities, 1,215 miles west of St. Paul. One end of the wire was affixed to the silver sledge hammer, the other to the golden spike, and when the first blow was struck, a circuit would be completed, and the blow "ticked" instantaneously in Portland, St. Paul, Chicago, Boston, Buffalo, and New York.

It was expected that the last spike would be driven between the hours of 10 and 12 a. m., but the waters at the instrument in the Northern Pacific office in St. Paul, and at the cannon in Smith park stood at their posts until 6:15 p. m., railway time, when the first "tick" was heard on the instrument which was switched into connection with the cannon. In less than two seconds! Boom! went the gun in Smith park, joyfully pealed the bells, and shrill and deep blew the whistles in the city of St. Paul. The last spike was driven. The Northern Pacific railroad, conceived nineteen years ago, was completed. The great work had come to a successful completion.

### The Corn Crop.

The Chicago Farmer's Review, from extended advices, publishes the following comment on the injury to the corn crop by the recent frosts: "The extent of the injury to the corn crop by the recent frosts is of greater or less severity have been experienced throughout Wisconsin, Minnesota, Northern Iowa and Illinois and the entire state of Michigan, causing serious damage to corn. The extent of the injury to the crop it is at this writing impossible to estimate. In some of the territory visited by the frost the crops were so fully matured as to experience no injury. It will be safe, we think, to estimate the injury in territory named at 25 per cent. It may exceed this estimate. Throughout the same territory other crops, such as tobacco, hops, tomatoes, etc., as well as grapes, were greatly injured or utterly ruined. In Kansas, Nebraska, Southern and Western Iowa, Southern Illinois and Indiana, and all other portions of the corn producing country, no material injury is reported.