The Press and Banner.

ABBEVILLE, S. C.

Wednesday, March 18, 1885.

The Railroad Meeting Last Friday Night.

The friends of the Carolina, Cumberland Gap and Chicago Railroad, held a meeting according to appointment in the Court House last Friday night.

For weeks before this meeting the feeling on the part of the friends of the Cumberland Gap road began to take new hope, and their evident signs of increasing hope, seemed to be equalled only by the growing earnestness of the friends of the Georgia Central system. At the time of the meeting, we think we might safely say that the feeling on both sides was intense. The supposed position of a majority of the citizens had been previously canvassed and the probable result was confidently predicted in case the friends of the Cumberland Gap road should precipitate an election as to whether we should vote the proposed tax of five per cent. of our property to that enterprise.

A portion of our citizens believe that a connection with the Georgia Central system can be obtained at from twelve thousand to fifteen thousand dollars; that this connection is in every way more desirable than a connection with the South Carolina Railroad, for which latter connection the friends of the Cumberland Gap propose to levy a tax on this town of $38,500, with the doubt existing as to whether original subscribers to the Atlantic and French Broad road are liable for a cent of this latter sum.

Their seeming anxiety to have our people commit themselves so early, created an opposition which was strong and pronounced. The *Press and Banner* being of those who were opposed to premature action, felt confident, if the meeting should force a public expression, that not more than one-third, if so many, of the citizens of the town would vote for the tax. Being confident of this state of the public sentiment, no fears were entertained that the town would be pledged to the Carolina Cumberland Gap, but on account of the impression which prevailed among all of our citizens that the need of another road was great, and fearing that a final disagreement might occur on a question of such vital importance, it was greatly desired by the friends of the Georgia system that the issue should not be precipitated. Earnest request was previously made that the resolutions, which were offered, pledging the town to a tax of five per cent on our property to aid in constructing the road, should not be made on that night.

After Mr. Parker had made an interesting report for the committee, of which he was chairman, a long silence prevailed—a silence which bordered on suspense. Finally, some one called Judge Cothran, to whom he responded in the most appropriate and kindly manner. He said he regretted to learn of any difference of opinion, and expressed the belief that there was but one desire among our people—and said that the seeming differences which now existed were more apparent than real. The utterances of the Judge had a happy effect. When he had finished his remarks, which set the audience to right thinking, Mr. Benet, followed in the same good humored style as set by Judge Cothran, and concluded by introducing two resolutions—the first having an eye strictly to business, the second being as a compromise measure, which, we presume, was understood by all present. Each speaker who followed, emulated the good spirit which prompted Judge Cothran and Mr. Benet—no matter on which side he may have been.

After a long and interesting discussion, Mr. W. P. Calhoun and Mr. W. C. Benet rose from their seats at the same instant. Mr. Calhoun obtaining recognition from the chair, moved to lay the resolutions on the table. Mr. Benet then said he had risen to ask permission to withdraw his motions to levy the tax, which request was granted without hesitation, and the meeting adjourned subject to the call of the Chairman, when further information was received from Charleston. Each side, so far as we could learn, was satisfied, and all seemed to think the meeting and the expressions of opinion had done good, and in this opinion we concur. We think our people are better satisfied and in a much better humor than they were before the meeting. The friends of the connection with the Georgia system, among whom is the *Press and Banner*, feel confident that the resolutions would have been voted down overwhelmingly, while the friends of the Cumberland Gap road, we believe, express the same confidence that the resolutions would have been adopted by a large majority, if they had been put to the house.

During the whole of the meeting we believe that nobody's feelings were hurt. While in the resolutions themselves there was no legal binding force, yet the resolution to levy a tax of five per cent. upon our property looked to an election under sanction of law, whereby our property could be forcibly taken for the purposes for which it was voted.

While our people certainly know nothing of the receipts or expenses of the road, they certainly know that they have had a President, a financial agent in London, and other minor officers. We do not know the fact, but it is said that the President's salary is $5,000 a year, and that Mr. Schofield's salary in England is $5,000 a year and expenses. We know that this enterprise has been in existence for three years or more, but all this rumor and doubt as to the debt in the low country and the judgment in Pickens may be all the sheerest fiction. We vouch for none of it, and have no advise to give to anybody. We have tried to write fairly and with consideration for the friends of the road. Let the voter investigate and judge for himself as to how he shall act if called upon to vote. If Charleston should, within the next few weeks offer to furnish $500,000 on first mortgage bonds, there is no doubt at all in our mind that a strong effort will be made to raise our part of the required subscription to the capital stock of the road. The wish being father to the thought, there are many people who still have a lingering hope that the road may yet be completed.

It will be noticed that only the first resolution by Mr. Benet was discussed by the meeting.

The Railroad Situation.

For the present the *Press and Banner* lays aside any discussion of the importance and the necessity of a new railroad connection with Abbeville. That question will be held in abeyance until other questions are settled.

When this matter was first discussed the friends of a connection with the Georgia Central were heartily in favor of considering the feasibility of securing a new railroad for our town, and we were willing to give every possible help. We contend that our zeal for such an enterprise is equal to the earnestness of any other citizen, but when those who have charge of the railroad movement direct their attention, their eloquence and their personal influence to the success of a particular route without considering propositions which we think would secure to this people four-fold advantages at half the cost of their scheme, then the issue is changed, and we shall direct our energy to the furnishing of our people such facts as may prove the correctness of our position. What the *Press and Banner* most desires is the greatest good to Abbeville at the least cost, and we are determined to leave undone no fair and legitimate effort to secure a deliberate investigation as to the wishes of what we believe to be a majority of our people, and the consideration of every plan of building a road which may be submitted. It is our right to look before we leap. It is our duty to investigate before we pledge our money. No urgency as to immediate relief can deny this right to the people upon whose shoulders this heavy burden is to rest—and let it not be forgotten that this burden is to be borne equally, each man according to his wealth. Our great need of a new road shall not cause us to lose our equilibrium, and therefore accept a less advantageous and more urged enterprise because the route which we favor should now be so unfortunate as to be without a charter. Why this great haste? All the future is before us, and we had better wait for a little while than to act hastily and repent at much leisure.

This people met in the Court House in the early part of December, and with singular unanimity, adopted resolutions favoring the Verdery route. An act chartering that route was introduced into the Legislature, but the bill failed to become a law. Just two months later, in January, the people of Abbeville were invited to the Court House, as we understood, to hear the report of Judge Cothran as to the condition or the prospects of the Carolina, Cumberland Gap and Chicago Railroad. The eloquence and personal magnetism of the honored and beloved speakers, together with the fact of our condition, carried the meeting captive. Resolutions were adopted pledging a tax of five per cent. of our property on conditions. These conditions have not been complied with by others, and we are absolved.

Upon sober second thought many of our people have come to the conclusion that the route which had been proposed in December is more desirable, and they insist upon a reconsideration in which we might calmly and dispassionately reason this matter over and learn if other and better arrangements cannot be made than that of irrevocably binding ourselves and our property to a company, and an enterprise, which has for three years totally and absolutely failed to accomplish any known desirable result. We want to be convinced of our error—if we are in error—and we ask the friends of the Carolina, Cumberland Gap and Chicago Railroad to enquire of themselves if there may not be something in the objections which have been urged. This is our reasonable request.

MR. SPEED will have a partner in the drug business on the first of the month.

MR. W. JOEL SMITH is off to Mississippi at the request of Mr. Gillespie.

The Greenville News.

Mr. A. B. Williams, editor of the *Greenville News*, does himself credit by the full and manly retraction of certain utterances which that paper had recently made about the editor of the *Press and Banner*. We assure him that any expression of kindly regard for us is fully reciprocated, and that his retraction is accepted in the same spirit in which it was written. We hope that nothing but good feeling may ever exist between the *News* and the *Press and Banner*, and we are sure that we will not at any time intentionally do aught to mar the good temper of the *News* or any other of our journalistic brethren. We are more than pleased to have the kind regards of the *Greenville News*.

No Personal Application.

VARIOUS of our brethren have remarked upon an article which we published a few weeks ago, and it seems that some of them misapprehended our meaning. As far as they may think we intended to reflect in any way upon any one of the Judges, we wish to correct them. We have the highest personal regard for each and all of them, and we meant no personal application when we spoke of deacons becoming Judges.

The Weekly News and Courier.

We thank the *Charleston Weekly News and Courier* for a copy of the splendid Dictionary which that paper proposes to give to each new subscriber to that most excellent paper, which all of our people should read. We publish a long prospectus in another column.

May Consolidate With the Savannah Valley R. R.

By reference to the law as to the consolidation of the various companies with the Cumberland Gap, it will be seen that the Savannah Valley may join that great corporation, and become a part of it.

THE *Anderson Intelligencer* always discusses public questions without the exhibition of temper or the substitution of personal epithets for argument.

The Testimony of a Looker-On.

A friend from a distance being present at our railroad meeting last Friday night, we asked him to write an article for us, giving his views and impressions. We have taken the liberty to put that article in the editorial column of our paper, which is as follows:

The meeting of citizens held at the Court House on Friday night to hear the report of the committee sent by them to Charleston, to ascertain what could be done toward the railroad connection of that city with Abbeville, was a large one, and fairly represented the business and property interest of our town. The citizens present gave a most attentive hearing to the verbal statement made by Mr. Parker for the committee, of the result of their mission, which statement had previously been given to the press and have been fully set forth in the *Press and Banner* in a former issue. Whatever of feeling may have been engendered by the publication of these statements, failed to obtrude itself upon the meeting, and the issues then raised and discussed were treated in a dispassionate and sensible manner, reflecting credit on the intelligence and the spirit of the meeting.

Judge Cothran presented his views and suggestions with that dignity, and business like apprehension of the question which at once dispelled any lurking spirit of dissension, and prepared the way for the subsequent free and easy discussion of the resolutions submitted by Mr. Benet.

Mr. Benet's resolutions proposed immediate action—first, committing the citizens of Abbeville to a subscription of five per cent. of the value of their property to the Cumberland Gap and Chicago Railroad scheme, provided the bonds should not be issued until the road should be completed to Abbeville; and second, providing for a subscription of a sufficient amount to grade a road from Abbeville to Verdery if the Georgia Central management would agree to take the road prepared, and equip and run it, and also providing that a committee of citizens be appointed to confer with President Raoul on the latter proposition. It is needless to go over the ground taken by the several gentlemen who took part in the discussion, but it was apparent from the report of the committee and the general line of remark, that but few in the meeting considered that there would be any substantial ground for any action in the matter at present.

Mr. Benet withdrew his resolutions which had served the purpose of drawing out a full discussion, and the meeting ended without action as it ought to have done, and without developing anything more than the unsubstantial assurance that Charleston regards the connection with Abbeville a very good thing—for Charleston has not yet concluded to put any of her money in it, and probably never will.

It was determined before adjourning that the Chairman should call the citizens together after waiting a reasonable time to see what comes of the Charleston conference, and if it results as is very generally feared here, in "soft words" only, which are as useless in building railroads, as in "the spring time," when perhaps our way "out of the wilderness" by Verdery or some other route will be possible to us.

For one thing, we think the property holders of Abbeville should be profoundly thankful, and that is that they have not yet been hurried into any entangling alliance in a project whose benefits to us would be in any event problematical, and whose loss, if it occurs, we feel assured, will not be so large. The facts warrant us in believing, would seem to make it wise for us to endure for a while at least "the ills we have, than fly to others that we know not of."

WONDERFUL RELIGIOUS MEETING.

The People Flocking to Hear the Gospel---All Greatly Interested---Many Conversions.

The following letters will explain why the Presbyterians have deferred the meeting which was appointed to begin to-morrow. As will be seen by Mr. Burkhead's letter, he will come on Thursday of next week, when this community will give him a hearty welcome. Let all turn out and hear the great truths proclaimed by the eloquent preacher:

Letter From Mr. Fair.

NEWBERRY, S. C., March 16, 1885.

Mr. W. A. Templeton:

DEAR TEMPLETON:—At the request of Bro. Burkhead I write to ask that your meeting at Abbeville be postponed for another week. His meeting here has assumed such proportions that he cannot leave it now. The interest is spreading and deepening, embracing the young of all of our denominations, and many elderly persons. At night many go away for want of room and at calls for prayer many crowd up to the pulpit. Last night there was a larger crowd than has yet been up. We received fifteen into the church yesterday and are expecting many more as others of our congregation are deeply impressed and come up for prayer. At all three of the services yesterday the church was packed, and at night benches and chairs were brought into the church, and yet many were out in the vestibule. It is simply a wonderful meeting. Every one here, especially young men are crying go on with the meeting, and all say the crowds will continue throughout the week. An opera troupe was utterly broken up last Wednesday and Thursday nights. This was wonderful for our town, when such things are so well patronized. Bro. Burkhead preaches most grandly. Splendid in person, in voice, in manner, and all right in orthodoxy, giving no offence to any denomination. Sometimes his propositions seem very bold, but he makes them come out all right. When heard once or twice there will be no trouble about getting crowds. Truly, R. A. FAIR.

Letter From Mr. Burkhead.

Bro. Fair wrote you yesterday giving a statement of things here. The interest is becoming universal in the town. It is estimated that at least 150 manifested special interest last night, and there are many more interested who have not yet given special manifestations. I will now promise not to remain longer than Wednesday of next week—so make appointment to begin sure on Thursday night of next week. Fraternally,

J. DEWITT BURKHEAD.

BUTLER AND THE CAMERONS.

How a Barrel of Pennsylvania Whiskey Kept Up a Valuable Acquaintanuec.

[*Washington Cor. Philadelphia Times.*]

One of the most interesting men in national politics is M. C. Butler of South Carolina. He came of one of the oldest families in the Palmetto State and his uncle, Pierce Butler, was a Senator in Congress while the man of whom I write was a boy. The uncle was a very distinguished-looking man and was a power in the deliberations of our highest legislative body at a time when it was filled with great men. His nephew, who has succeeded him, occupies an equally eminent position in an assemblage that hardly compares with the gathering of intellectual giants who sat in the Senate chamber during the mighty events of 1776. Those who knew his uncle say to me that the present Senator has much of his self-poise, fertility of mind and integrity of purpose. I saw him as the lofty and dignified character of the recent meeting of public men in New York. He would have a strong chance for Cabinet honors were it not for the Hamburg difficulties from which he suffers, either justly or unjustly, so that he does not make the best use of his powers. Both in relationship and the traditions by which he holds his own sent in the Senate an interesting political reminiscence was recalled to me by his asking affectionately after the health of General Simon Cameron. But for an act of kindness by Pierce Butler, which after generations came back to bless the nephew, the present Senator from South Carolina might never have held a seat in the Senate. The circumstances occurred when General Cameron was a second time elected United States Senator. The late Governor Bigler was his colleague. He made an effort to induce the Senate to investigate the charges that Mr. Cameron had secured his election by bribery. He called the matter up one day and made a speech detailing the allegations and asking the Senate to take cognizance of them. Pierce Butler espoused General Cameron's cause and made a speech, in which he said that the Senate of the United States was not the place in which the State of Pennsylvania could wash its dirty linen and moved that the resolution for an investigation be not agreed to. The Senate followed Butler's lead and Cameron's title to his seat was contested. When the vote was announced that settled the controversy. Butler walked over to where General Cameron sat and said:

"Now, Simon, you ought to send me a bottle of whiskey with which to celebrate this occasion."

"By the life, Butler," replied Cameron, "I'll send you a barrel of the best made in Pennsylvania."

The liquor was sent and ever thereafter the families of Cameron and Butler were fine friends. It is said that "time at last sets all things even." Nearly a quarter of a century after this occurrence, which has formed one of the singular pages of the history of the Senate, the nephew of the man who did Cameron the service knocked for admission to the Senate, with a contest on his hands. A single Republican vote would save his title. The father called upon Don to repay the kindness of Pierce Butler to him when Governor Bigler was seeking to keep him out. Don assumed the obligation and voted against his party and M. C. Butler became a Senator. Today the two families, differing so widely in politics and interests, are conspicuously friendly.

Improper Mixture.

[*County Record.*]

Mr. Elliote McEveen, a young man living on Pudding swamp, in Sumter county, while out hunting birds a short time ago, was badly wounded by the explosion of the powder in his ammunition bag. He was smoking his pipe and while suddenly preparing to shoot he took the pipe out of his mouth and thoughtlessly put it into his bag.

White lawn 40 inches wide for 10 cents per yard, at Bell & Gilphin's.

THE RAILROAD MEETING.

The Resolutions to Levy a Tax---Interesting Discussion---Withdrawal of Resolutions---Adjournment to Meet at the Call of the Chairman.

A railroad meeting to hear the report of the committee recently sent from this place to Charleston to negotiate a connection for the completion of the Carolina, Cumberland Gap and Chicago Railroad was held in the Court House last Friday night.

Mr. W. H. Parker, the chairman, called the meeting to order and gave a history of the doings of the committee in Charleston of which he was the chairman. Among other things he stated that he was aware that the people desired a full statement of everything that took place at the Charleston meeting but the newspapers had already covered the ground and he expected that the people were pretty well informed. There was a full discussion and Charleston did not consider the meeting as a frolic as had been intimated. There were no excursions around the harbor, but it was a business meeting and so considered. While the Charleston committee were not over enthusiastic, it was willing to aid us. The upcountry towns had stated, and the Charleston committee was also informed, that the towns along the line would give five per cent. of their taxable property to the road if Charleston would duplicate this amount and our committee was informed that that was something upon which Charleston could not act from various reasons and among them, because its charter prohibited it and the city had already sunk some four millions of dollars in railroad enterprises, but that the city would try to raise five hundred thousand dollars if the towns along the line would issue bonds to the amount mentioned and put them in bank as a basis of security and would give the city, or those furnishing the money, first mortgage bonds on the road, and that Charleston would do the work after the road was completed and trains running to the towns so subscribing the bonds. The assembly was equal in a representative character to any that had ever seen. He could only state the impression made, but could not say that we had any assurance yet. No time had been given per the Charleston people to say whether or not they could raise the five hundred thousand dollars. Gov. Hagood fixed the time at six weeks, but he did not know whether he was speaking authoritatively or not. He left Charleston much encouraged and he thought Charleston was much interested.

On motion of Col. O. T. Calhoun the report of the committee, made by Mr. Parker was received as information.

Judge J. S. Cothran, being called for, stated that he had been so much engaged that he did not know very well what was going on in railroad matters, but he was sorry to hear of discussion on this subject. This was a small and poor community and we must have unity if we are to do anything. As he understood the matter the opposition was in favor of throwing the whole thing into the hands of the Georgia Central road, but he thought this should not cause dissention, as the two roads were not incompatible. He was perfectly willing for both roads and so far as he was concerned, he would rather see this community prosperous than any other as it was his home and the place where he had most interests. He was out of business, it was true, but he was perfectly willing to go into any scheme and to tax his property five per cent. to build the Verdery road. He thought there would be great benefits derived though, by being on a trunk line. Was sorry to see the zealousness of the Verdery men rendering them hostile to the Carolina, Cumberland Gap and Chicago road. If the opposition to this road takes form, it will injure it greatly and may cause us to lose its connection. Charleston he thought wanted to form a connection with the Savannah Valley road, but Gov. Hagood wanted Abbeville on the main line. He wished we had a dozen roads and he was willing to contribute as far as he was able to both.

Mr. W. C. Benet stated that he had several resolutions to offer, but before doing so would say that he thought it would be in bad order to get up any antagonism. He had tried to find out why there was any antagonism, but he had failed. He was in favor of both roads and he could not see why there should be objections to any road coming into Abbeville. We would suffer unless we got better railroad facilities. The Carolina, Cumberland Gap and Chicago road would bring great facilities to us. As to immediate relief, connection with the Georgia Central would be the speediest. This movement in connection with the Carolina, Cumberland Gap and Chicago road began here. We proposed to subscribe to it in the neighborhood of one hundred thousand if Charleston would duplicate this amount, but Charleston said no, keep your money. She made us a better offer and we should not repudiate our former action and he proposed that we carry out the terms laid down by Charleston and at the same time raise enough money to grade a road from here to Verdery or some other point if the Georgia Central would equip it.

The following are the resolutions offered by Mr. Benet:

Resolved. That the property owners of the town of Abbeville shall, by tax or otherwise, raise a sum of money equal to five per centum of the assessed value of the real and personal property in the town of Abbeville, in aid of the Carolina, Cumberland Gap and Chicago Railroad Company, on condition that the amount so raised shall not be turned over to the said Railroad Company until the said Railroad shall have been built from some point on the South Carolina Railroad to Abbeville: and

Resolved. That the property owners of the town of Abbeville shall, by tax or otherwise, raise a sum of money sufficient to grade a railroad from Abbeville to some point on the Augusta and Knoxville Railroad, hereafter to be selected, on condition that the directors of the Georgia Central system of railroads shall guarantee to iron, equip and run the same as part of their system: and

Resolved. That a committee of three be appointed at this meeting, to be sent as a delegation from Abbeville to consult with the authorities of the Georgia Central system, and to report the result at a meeting to be hereafter called.

Col. O. T. Calhoun felt a great interest in Abbeville and was a friend of railroads and his first choice had always been the Carolina, Cumberland Gap and Chicago road but thought best to get all possible information before we acted and not to leap in the dark. He differed with others who had spoken who had said there was no antagonism between the Verdery road and the Carolina, Cumberland Gap and Chicago road. The friends of the Verdery road know that if the Carolina, Cumberland Gap and Chicago road is built by taxing the people along the line five per cent. of the assessed value of their property the people of this town would not consent to tax themselves to raise $10,000 to build the Verdery road, and even if they did the Georgia Central would not equip it, and so it was best for us to see which was the best road for Abbeville to build and then direct all our energy to build that road—to try to build both is to kill both. He also differed with Mr. Benet that the offer made by Charleston was better than the offer made by us to Charleston. If Charleston would subscribe an amount equal to the amount we propose to raise by taxation then we would have had enough money to grade the road on through the mountains and a Western connection would have been completed, and that is what we want and not simply a road from here to Aiken. Now Charleston says to us tax yourselves and issue bonds and we will take them up and take first mortgage bonds to the amount of $500,000 which will equip the road to Abbeville. And where will we get the money to carry the road on through the mountains? If the road was to stop at Abbeville he preferred the Verdery connection as he thought we would reap more advantages by that connection. He did not suppose that any one present was opposed to any road that might run through Abbeville, but that was not the question. The question was, what road was we able to build and what road was it best for us to build? If Charleston would do her duty he would like to connect with her, but if not, then we must look for other connections. He thinks it right to have a committee of three appointed to ascertain definitely what Charleston was willing to do, as one of the resolutions offered called for a like committee to wait upon Capt. Raoul of the Georgia Central to find out if he would equip the Verdery road if graded.

Mr. J. P. Robertson did not think there was as much dissension as had been reported. He thought this meeting was called in the interest of the Carolina, Cumberland Gap and Chicago road, and as the report of the committee had been received, he deemed it best for us to let things alone. Let us receive the report of the committee and then wait to see if Charleston would raise the five hundred thousand or not. He was opposed to the resolutions, and he would say that he had always been in favor of the Verdery route. He thought it best not to let the resolutions go out. After Capt. Raoul had found out that we would get the Carolina, Cumberland Gap and Chicago road he would then refuse to equip the other in his opinion.

Mr. W. A. Lee said that this meeting, should endorse the meeting held a month ago. We must await the action of Charleston before we take other steps. He thought that Charleston had done better than was expected, though the committee could not yet tell what she would do.

Mr. Elis G. Graydon did not come into this meeting to favor any particular road, nor was he antagonised to any. He thought we should act in good faith and was opposed to the resolutions as tending to undo all that had been done. We must get relief just as quick as we can and the only hope we have is in the Carolina, Cumberland Gap and Chicago road. We had no charter for any other road and we have no right to pledge this town to any other than this road. He thought the Charleston population very liberal. The Cumberland Gap is the best route and the only one we should consider.

Mr. L. W. White spoke in reference to what had been done in Charleston and by the towns along the line and stated that every body was pleased.

Mr. W. P. Calhoun said that as much had been said in regard to the meeting held here on the 31st January as binding us and that it would be hard to go back on what then met. He did not see how this could be the case since at that meeting we agreed to subscribe five per cent. of our taxable property to the road, provided Charleston would duplicate this amount. We sent a committee to Charleston to confer with the business men of that city and they had flatly refused to consider the proposition. This, he thought, destroyed the force of the resolutions of January 31st, and that we were no longer bound by it. As to the five hundred thousand dollar proposition, it amounted to nothing more than mere talk. Someone the day before had told him not said that she would raise the money or even try and that the whole thing was too indefinite for us to consider it. He wanted a road to this place as soon as possible, but he had no faith in aid from Charleston and thought we had better build our own road independent of the Carolina, Cumberland Gap and Chicago road.

Mr. R. E. Hemphill had not observed any real antagonism or feeling in reference to any particular line. All would prefer the route to Troy if that could be recovered from the present management which had done nothing. Individually, he thought the route from Greenwood by this place on to Elberton was the most advantageous.

There was no promise from Charleston to raise $500,000. The suggestion came from Schofield in in a preliminary meeting of the upcountry delegates and had not been considered in the meeting of the Charleston people. The only promise of aid was from George W. Williams who would take $10,000 in first mortgage bonds as an investment. This was too insignificant a sum to justify the levy of a tax by this place of $5,000. Charleston had taken time to consider her course. Abbeville should exercise equal caution.

It was strange that since the Hagood-Schofield management no appeal had been made to Chicago, Charleston or New York. The effort in England was at the wrong end. The moneyed centers never have should have been canvassed first, and if the capitalists there had responded, this might have encouraged foreign investments.

Mr. L. W. Smith made a few remarks in opposition to the position of General R. E. Hemphill in regard to the Cumberland Gap road and upheld the management of the road under Governor Hagood. He was in favor of the Cumberland Gap.

Mr. L. W. Perrin said that we wanted a railroad and wanted it badly, but we are not able to build it. We have made a proposition to Charleston and we has it under consideration and we should wait on her before moving farther. Mr. Perrin went on to explain the necessity of a road old the present situation.

Mr. W. P. Calhoun and Mr. W. C. Benet arose at the same time, and the Chair recognized Mr. Calhoun. He stated that he desired to see every thing done that could be done towards getting a road, and while we ought to act as soon as possible he was willing to wait on Charleston, though he felt that by so doing time was being wasted and that he had no faith in aid from that quarter or the Carolina, Cumberland Gap and Chicago road, therefore he would move to table the resolutions and after that was done he would move to adjourn until Charleston could be heard from which he thought would never be the case.

Mr. Benet arose and asked that as he had given the floor to Mr. Calhoun that he withdraw his motion to allow him to make a few remarks.

The motion was temporarily withdrawn and Mr. Benet said that Mr. Calhoun had forestalled him, as his object in rising was to withdraw the resolutions, which he did after a few appropriate remarks.

Mr. J. F. Lyon thought that Mr. Raoul would favor the Verdery route as he would reach the mountains. As to whether he would equip the road if graded or not Mr. Raoul would make a definite answer when Abbeville would send to him properly by committee and he did not think he would answer sooner.

Mr. Ellis G. Graydon moved that when this meeting adjourn it stand adjourned subject to the call of the chairman. The motion was agreed to.

DOCTORS SAY CANCERS ARE NOT GENERALLY CAUSED BY SMOKING.

They Admit that Sometimes the Excessive Use of a Pipe or Indulgence in Cigars May Cause Sore Spots on the Lips. But They are Not About to Give Up the Weed.

(*New York World.*)

General Grant's condition and the cause to which the cancer has been attributed have set a good many people to thinking among smokers of this city. Some of the more timid ones have reduced their daily allowance of cigars and others profess to have no fears of any ill effects. A *World* reporter yesterday interviewed many physicians, and they all agreed that the danger of cancer from smoking is very slight indeed, and that only a small percentage of cases of epithelioma can the origin be clearly traced to the use of tobacco. Some physicians in fact, say that there is really no such thing as "smoker's cancer," and one young doctor at Bellevue Hospital stopped pulling his cigarette long enough to assure the reporter that "all this talk about 'pipe cancer' is bluff and guff." Older surgeons, however, say that while very rare, a few cases of smoker's cancer do occur. Dr. Stephen Smith, one of the oldest surgeons at Bellevue Hospital, said that there were not probably more than a dozen cases a year of epitheliums of the lip treated at that institution. "And all of these cannot be by any means attributed to smoking," he continued. "Some of the patients are women, and some of them men who do not smoke. Continued pressure and consequent irritation upon any part of the skin are apt to bring on epithelioma in those predisposed to it. The pressure of the crown-plate of a set of false teeth or the irritation caused by a broken tooth rubbing against the lip may start the trouble. Where smoking is responsible for its occurrence it will be found that long-continued pressure of the pipe-stem upon the lower lip results in the formation of a fissure or sore spot. It often develops into cancer, often before the sufferer knows what the trouble is. One case came to my notice recently in which the patient did not smoke, but was in the habit of carrying an unlighted cigar in his mouth."

"Did the nicotine poison his blood and thus produce the cancer?"

"No; I think it was due to the pressure of the clear upon the lip—nothing more."

"What do you think is the smoker's best preventive of cancer?"

"To let pipes and cigars severely alone is the best plan I can suggest."

"Do the cases of cancer on the lip often result fatally?"

"No, not if taken in time. But people generally wait until it is too late before attending to it. The diseased part is cut out, but the malady recurs at intervals of a few months, and death frequently results after three or four years. The most noted case which I can recall is that of the Rev. Dr. Budington, the Brooklyn clergyman. You remember he lingered a long while and died after a great deal of cutting and several operations had been performed. I do not think he was a smoker. The present alarm about cancer from smoking is overdone. Pressure of the cigar or pipe may be directing cause of cancer, but it will be found that in the majority of cases there is a predisposition to the disease in the person attacked. Those afflicted with the cancer of the lip do not always suffer from much pain. I know of quite a number of instances where there was comparatively little or no suffering from the disease. Very often, perhaps in the majority of cases, epithelioma results from the degeneration of the tissues incidental to old age. There seems to be a general decay of the membrane. You will find that most of those in whom cancer appears are above fifty years old."

A *World* reporter called upon Dr. Bulkley at the Skin and Cancer Hospital in Thirty-fourth street. In response to questions he said: "I think the alarm about the disastrous consequences of tobacco smoking are much greater than the facts warrant. Cancer of the lower lip is comparatively small and cannot always be traced to smoking, although 'pipe cancer' is a name long ago given to the disease. The effects of moderate smoking on the average man are not seen at all. In persons of average strength I consider three cigars a day the number they generally can smoke with safety, and the strongest man I doubt if they can not consume more than ten a day with impunity. Pipes generally collect nicotine in the bowl or stem, which escapes to the mouth and coming in contact with the mucous membrane is apt to get into the system and cause local cancers on the lips or tip of the tongue. Excessive smoking often brings on what is called 'smoker's patch.' It consists of irregular white patches, which appear on the sides of the tongue and the inside of the cheeks. This is often, although not always, preliminary to cancer. If a person stops smoking when 'smoker's patch' appears, the trouble soon yields to treatment; if not, cancer will probably set in. But, as I said, this disease is comparatively rare. Epithelioma of the lips is almost exclusively seen in males. It has been observed by several writers that when it occurs in females it is found that they smoke. Dr. Warren, of the Massachusetts General Hospital, in Boston, reports that in his experience of forty years at that institution, the whole number of cases of cancer on the lip was seventy-seven, of which four were females. Forty-four of the men were smokers, and of the four women, three admitted that they smoked pipes."

"How does it manifest itself and develop?"

"It commonly comes as a fissure, abrasion or broken surface on the lips. It hardens and refuses to heal, and is covered with a darkish crust, beneath which the surface is moist and bleeding, accompanied by stinging pain. As time progresses, measured by months rather than by years, the sore spot enlarges and excessive granulations appear. Commonly a swelling of one of the glands beneath the jaw occurs. Almost all applications to such a sore are ineffective to heal it, and often only irritate it. Caustic applications but increase the growth. In early stages the patient suffers but little pain. When once the spot becomes irritated the spread of the disease is more rapid, and in its later stages often progresses very quickly. If operated on early, there is every chance of a complete cure, but if the lip is entirely curable."

"What other risks does the tobacco-smoker run?"

"Aside from the liability to heart troubles, &c., which the heavy smoker incurs, I would mention two cases of blood-poisoning which recently came under my notice. They were of a most serious nature, and were occasioned by the lips of the person coming in contact with cigars that had been made by workmen tainted with the poison. There have been numerous inventions in pipes, cigar-holders, &c., brought forward for the purpose of keeping the nicotine away from the smoker's mouth. But the trouble with all these things is that while very good at first, they soon become worse than useless. The smoker gets careless in their use and lets the nicotine accumulate in the stem, and thence it drops into the mouth of the smoker. The only arrangement which I have ever seen that cleanses tobacco smoke of its poison is attained by passing the smoke through water, which 'washes out' the nicotine. That is the plan of the Turkish 'hookah,' but very few Americans like that style of smoking very long. On the whole, it is safe for a man to smoke good cigars in moderation, carefully avoiding drugged and 'fixed up' preparatids of tobacco, whether in cigrrs or cigarettes."

ACTIVE WORK FOR MARCH.

Valuable Suggestions to Those Who Expect to Make Money by Farming.

It is to be presumed that plans for the summer's work are now fully matured, and the execution of them about to begin. Promptness, precision and thoroughness mark the work of one whose mind is fully made up; vacillation, loss of time and opportunities and failure characterize the man who has no plans. The latter, tossed about by the circumstances of each succeeding day, drifts like a vessel without a rudder. The farmer is like a skillful mariner, who never gives up the command of his vessel to winds and waves, but furls or unfurls his sails and sets his rudder, as the winds blow strong or weak or shift their course, so that his vessel shall neither fall into the trough of the sea, nor point her beak towards the breakers. While a farmer cannot command the winds and the rains, in the sense of making them come or cease, he can, through the instrumentality of well matured, well executed plans, avert their greatest injuries and make more or less subservient to his purposes. By having his soil deep, and keeping it abundantly supplied with humus, he can give it the properties of a sponge, whereby an abundant supply of water from winter rains may be absorbed and stored away against the droughts of summer. By frequent shallow stirring of the surface in summer the water thus stored will be held back for the growing crops. In almost every case, if he cannot overcome the forces of nature, he can divert them into new channels or ward off their most destructive blows. He can study them closely and mature his plans thoroughly.

The corn crop now demands attention. How large a share shall it have in supplying food for the farm—for self, or a third or fourth share? This will depend in part upon what other crops are to be used for the same purpose, and this in turn ought to hinge upon the comparative cheapness of production. From bad weather and other causes, farm horses are not engaged in hard work more than two-thirds of the year, and if half the grain ration is corn for the eight months, say four quarts a day for 240 days, thirty bushels of corn would be required to each animal. The other half of the grain ration can be most cheaply supplied with oats, say six quarts a day for 240 days, calling for forty-five bushels. The other third of the 3 year farm animals may be kept on hay, forage corn, etc., and on pasture, all of which are cheaper than grain. Assuming this abstract estimates to be correct, there is need for but three acres of corn and three of oats to each animal, even on ordinary uplands. Land that will not make ten bushels of corn to the acre even in dry years, will not pay for cultivation, and fifteen bushels of oats to the acre is as small a crop as any farmer ought to be satisfied with.

Let us consider next the steps that must be taken to insure the yields mentioned above, on the average uplands of the Cotton States. In the first place they must be deeply broken, not less than six inches. Where the clay is near the surface, a two-horse scooter is the best plow for the work. If at all cloddy or lumpy, the plow should be followed at once with a harrow to fine it. Good tilth is essential. The next most important point is to give sufficient distance to each stalk of corn, not less than sixteen square feet. Rows six feet apart and hills three feet apart in the row may be taken as a good average. Doubt will be misled by the crowding of corn in Northern latitudes, or on rich damp bottoms. Upland corn will not bear crowding at the South, one year in seven. Exceptionally wet years alone can make corn too much crowded.

Planting in water furrow. Every one who has watched the growth of corn knows that it begins to join very early underground, and as successive joints form, roots are thrown out around them. This continues until late in its growth, ending in what are called brace roots. This is the natural tendency and it pursues this course more or less, whether planted deep or shallow. To meet this habit, the practice has prevailed of hilling or bedding up the corn as it advances in growth, so that each successive whorl of roots might be embedded in the soil. But this left the land ridged, causing it to suffer from drought and to wash from heavy rains. To obviate these difficulties, and yet meet the requirements of the plant in its special habit of growth, planting in the water furrow was adopted. Land was bedded, the seed dropped in water furrow and covered either with a double foot plow or very light harrow, the water furrow in each case not being filled, so that the corn first made its appearance some inches below the general surface. A succession of workings, dirt thrown to it, and finally the land is leveled off at the last working. The same thing may be done by opening a very broad deep furrow in land which has been plowed broadcast and planting in it. This mode of planting, not only meets what appears to be a natural want of the plant, but renders the cultivation of the crop very easy; young grass in the row and around the corn being very readily covered up by the plow. Theoretically the plan is excellent and has proved successful with some of our most practical farmers. Mr. David Dickson, of Hancock, practiced it exclusively and made twenty bushels of corn to the acre on poor pine lands. But one point needs careful guarding; the corn, though planted in a deep furrow, must be covered shallow, and dirt thrown to it very gradually, especially at first. Let each whorl of roots have ample time to do its work before another is forced to develope, by the smothering of the one below. Mr. Dickson's plan was to wait a month or more after the corn was up, before giving it the first working. Where the smoothing harrow is used for the early workings, it must be run very lightly, and along, instead of across, the rows so as to fill the furrows as little as possible. This mode of cultivation causes the roots of corn to form deep in the soil and enables it to stand drouth well. Manure may be applied near to each hill of corn, either before it is covered or after the furrow is partially filled by the first plowing. Shallow culture, especially after the corn is knee high, is of the very first importance; its roots cannot be cut with impunity during the later stages of growth. When corn can be dropped by a planter and cultivated exclusively with the plow, it may be made very cheaply, and the above method of cultivation will enable one to do this. The old fashioned way of planting in a shallow furrow, cultivating with scooters and shovels and hoeing once and sometimes more, made it a very expensive crop. In the above estimate, three acres to each plow animal is given as the minimum. But unless very cheap methods of making the crop are adopted, we should never exceed it. What may be needed for table and other purposes, of course, should be provided for.

Oats can be made so much more cheaply than corn and are so much better than the stock feed that it is preferable to make the ration three-fourths oats and one-fourth corn, instead of half and half. Doubts in the fall sometimes prevent the sowing of oats at that period, and occasionally a cold occasionally kills