The Abbeville Press and Banner.

BY HUGH WILSON. ABBEVILLE, S. C., WEDNESDAY, JULY 20, 1887. VOLUME XXXII. NO. 10.

THE TOWN OF GREENWOOD.

Its Location and Early History.

FOUNDED AS AN EDUCATIONAL CENTRE.

Its Wonderful Success in Schools—Its Growth in Material Prosperity.

ITS TEACHERS--ITS MERCHANTS--ITS RAILROAD BUILDERS.

Many Interesting Facts Incidental to Its Development--Various Items in Reference to the Grand Tournament and Base Ball Contest To-Day---Names of the Actors in the Drama.

The historical sketch of the early history and subsequent growth of Greenwood will be exceedingly interesting to every citizen of Abbeville county, and the remarkable success which has attended the patriotic efforts of her business men for the last half century would afford a theme for the pen of a more able writer than ourself.

The town for forty years has been distinguished for the individuality and independence of the community, and its influence has been long a factor in politics as well as a power in the material development of the up country, and especially so in Abbeville county. So active, so energetic, and so wise have they been in their untiring work, and so judicious have they been in the expenditure of their money, that the place which was once only the quiet home, or health resort, of gentlemen of leisure, that now a great commercial and railroad centre has been developed in what was once the most quiet and unpretentious communities in the State.

Where once only a stage passed twice a week, now rush dozens of railroad trains daily. By the sagacity and foresight of this people a new and important through railroad line from Monroe, in North Carolina, to Atlanta, in Georgia, will soon add its influence to this town of already unprecedented activity and growth.

The whole success of the town is nothing else than an example of what pluck, push, and indomitable will can accomplish, when a united effort is made.

Rejoicing in the achievements of the past, and hopeful for future development, the people of Greenwood, with characteristic liberality and genuine hospitality have prepared a great feast to-day to which they have invited all of South Carolina and Georgia. At the solicitation of the people of Greenwood excursion trains will be run on all the roads from the large cities this morning to accommodate the great multitudes of people who are expected to arrive in that town from the four quarters of the earth, to join their Greenwood friends in celebrating the acknowledged fact of the commercial growth and material prosperity of the town.

We presume that it may not be amiss, as preliminary to what will follow, to give some facts connected with the grand celebration, tournament and base ball contest which takes place to-day and to-night, and for which the most ample arrangements have been made.

About one month ago, a number of gentlemen discussed the propriety of having in the town the grandest reception of visitors that had ever been extended to the people of upper South Carolina. The suggestion met with hearty approval, and all gave liberally of money, and many generously gave time, labor and money to forward the success of one of the most notable events in the history of the town. A poster was printed, and among other things, it contained the following:

INVITATION:

"*To the Knights of South Carolina and more especially of Anderson, Greenville, Laurens, Newberry and Edgefield:*

"GREENWOOD SENDS GREETINGS: And asks your attendance on Wednesday, July 20th, to join with the Knights of Greenwood in friendly tilt upon the tournament grounds, within the walls of Greenwood. Famous cavaliers from Abbeville, Troy and Due West; doughty warriors from Hodges, Ninety-Six and Bradley; gallant riders from Coronaca, Kirkseys and Phœnix; and graceful riders from Verdery, Lowndesville and Donalds will meet you in tourney and contest for the guerdon of beauty's smiles and the possessession of the Greenwood Banner to be awarded annually in turn to the victors of any county of our fair State. In addition to the banner, individual prizes of value will be awarded to the three knights making the highest record in the tilt."

THE WAY THE TILT WILL BE CONDUCTED.

The rules and regulations governing the organization and conduct of the tournament, are here given:

1. All entries must be made by July 17—Knights giving their real name, knighthood and county.
2. All Knights shall ride in costume.
3. Lances shall not be less than nine feet in length.
4. The lists shall be 90 yards long—rings 30 yards apart—time of running limited to 8 seconds.
5. Knights must past first arch within two minutes after being called by Marshal, or forfeit tilt.
6. Rings adopted are one and three-quarter inches in diameter.
7. Married Knights will be allowed to compete, but the successful unmarried Knight will have the privilege of crowning "the Queen of Love and Beauty."
8. Entrance fees shall be two dollars.
9. The first prize will be $40 in gold; second, $20; third, $5, or pair of spurs valued at $5.
10. Judges shall be chosen on the morning of the tournament by a majority of the Knights present at 9 o'clock. Contest to begin at 10:30 A. M.

NAMES OF THE GALLANT KNIGHTS.

The following gentlemen have signified their intention to contest for the honors of the tournament, which will take place on the green between the Columbia and Greenville depot and the homes of Dr. F. G. Parks and Dr. W. B. Millwee:

C. J. Guyton, Anderson, S. C.
C. L. Guyton, Anderson, S. C.
M. B. Williams, Anderson, S. C.
J. W. Nickels, Easley, S. C.
J. D. Rankins, Easley, S. C.
T. E. Harris, Waterloo, S. C.
A. C. Nelson, Waterloo, S. C.
John F. Harper, Mt. Carmel, S. C.
John R. Tarrant, Mt. Carmel, S. C.
J. P. Gaines, Gaines P. O., S. C.
W. R Rlend, Chappells, S. C.
J. R. Scurry, Chappells, S. C.
A. B. Ellis, Hodges, S. C.
J. C. Foster, Verdery, S. C.
A. J. Bell, Greenwood, S. C.
Jno. A. Barksdale, Greenwood, S. C.
Dr. S. L. Swygert, Greenwood, S. C.
Mack Cobb, Greenwood, S. C.
Dr. W. P. Barrett, Greenwood, S. C.
P. Hartzog, Greenwood, S. C.
J. C. Nickels, Greenwood, S. C.
T. E. Davis, Cross Keys, S. C.
A. T. Newell, Anderson, S. C.
D. J. Tucker, Anderson, S. C.
W. H. Tucker, Anderson, S. C.
L. R. Tucker, Anderson, S. C.

THE BASE BALL CONTEST.

The most interesting and exciting match game of base ball, which has ever been played in this section of the country will take place on the splendid grounds of the Greenwood club this afternoon, beginning at four o'clock. As far as it has been possible to do so, arrangements have been made for the comfort of all spectators during the progress of the game. Special care has been taken to secure the comfort of the ladies. A grand stand with comfortable seats has been erected, which will be occupied by hundreds and thousands of the most beautiful women the country affords.

COMMITTEES TO CONDUCT THE ENTERTAINMENT.

Committeee on Finance—T. H. Walker, Chairman; J. C. Nickels.

Committe on Grounds—J. C. Nickels, Chairman; J. A. Barksdale, J. W. Duckett.

Committe on Reception—J. W. Payne, Chairman; Jerome Bell, Frank Cobb.

Committee on Day's Programme—J. R. Leavell, Chairman; C. G. Waller, B. Reynolds, J. W. Payne.

Marshals—G. A. Barksdale, Chairman; J. T. Simmons, H. G. Hartzog, C. A. Cobb, Geo. Martin, Joe Milford, F. A. Arnold.

Committee on Refreshments—T. H. Walker, Chairman; J. C. Nickels.

Committee on Base Ball—C. A. C. Waller, Chairman; J. T. Duckett, J. W. Payne, R. R. Calhoun.

Committee on Newspaper Correspondents, to Entertain Same—J. C. Maxwell, Chairman; C. A. C. Waller, J. T. Simmons, Abe Rosenberg, B. Reynolds, J. K. Durst, J. C. Nickels, G. A. Swygert, C. A. Cobb, D. C. DuPre, J. W. Green, E. B. Dickson, J. W. Payne, Thos. F. Riley, R. R. Calhoun, J. W. Duckett, W. R. Bailey, W. E. Penn, J. F. Davis, J. W. Sproles.

At the conclusion of the match game of base ball, the excursion trains and the vehicles will bear the multitude away to their respective homes, and the town will again be left with comparative quiet.

THE BALL AT DURST'S HALL.

The Grand Ball to-night in Durst's Hall, which is given under the auspices of the Greenwood Tournament Association, will wind up the day's enjoyment. For this part of the entertainment all the young people look with pleasure. Ladies and gentlemen from many parts of the country have been invited, and the Ball will be one of the most brilliant ever given in the up-country. The services of a splendid band of music has been secured. Ample committees of the most suitable persons have been appointed. Durst's Hall has been put in readiness, and everything awaits the time when delightful music, brave men, and fair women, will be ready to go on with the dance. The successful Knight in the morning's tournament, and the crowned Queen of Love and Beauty, with her Maids of Honor and their gallant Knights, will then lead off in the grand ball.

We append full list of committee-men:

Committee on Invitation—T. H. Walker, J. C. Nickels, D. C. DuPre.

Floor Managers—W. E. Penn, Jerome Bell, J. A. Barksdale, J. J. Cartledge, F. B. Cobb, Dr. S. L. Swygert, J. C. Nickels, D. C. DuPre.

Senior Managers—J. C. Maxwell, C. A. C. Waller, H. G. Hartzog, W. H. Pearce.

Chaperones—Mesdames H. G. Hartzog, F. A. Arnold, W. H. Pearce, C. A. Cobb.

VISITING COMMITTEES.

Abbeville—H. T. Wardlaw, W. C. McGowan, J. S. Perrin, Jas. Chalmers, Robert Link.

Edgefield—Julian Bland, Will B. Penn, Ernest Gary, M. A. Markart, Frank Wardlaw.

Laurens—F. P. McGowan, Jos. T. Johnson, Will Robertson, Yancy Sherard, J. C. Garlington.

Lowndesville—J. M. Baker, J. M. Huckabee, B. A. Henry, J. J. Johnson, W. L. Kennedy.

Due West—W. L. Hood, J. T. Nickels, J. C. McDill, Charley McKay, Eugene Prather.

Donalds—Charley Dodson, A. J. Agnew, Olive Mattison, W. W. Smith, C. E. Sharp.

Cokesbury—Hugh K. Aiken, W. J. Moore, Wyatt Aiken.

Ninety-Six—J. H. Rice, Jr., J. D. Moore, J. T. Boazman.

Hodges—G. W. Hodges, John B. Glymph, D. H. Magill.

Coronaca—J. H. O'Neal, David Aiken, J. R. Nickles.

Verdery—W. A. Lomax, R. W. Collier, J. C. Foster.

Phœnix—T. B. Coleman, James Hunter, J. P. Gaines.

Hesters—Will Speed, R. W. Hester, F. A. Ard.

Mt. Carmel—John R. Tarrant, Dr. P. Black, W. W. Mars.

Bordeaux—Albert Gibert, J. S. North, Henry Hester.

Troy—J. L. Burnett, Julius Visanska, L. N. Kennedy.

McCormick—Pres. B. Calhoun, Dr. J. P. Robertson, Thos. Traylor.

Bradley—J. H. Chiles, J. F. Watson, T. P Pounds.

BARBECUED DINNERS FOR ALL.

Messrs. J. C. Nickels and T. H. Walker will furnish a splendidly prepared barbecued dinner. The hungry may be fed at any hour of the day between the stores of J. C. Nickels and J. W. Payne. Messrs. Nickels and Walker have prepared eighteen carcasses for any who may need something to nourish the inner man, while Mr. T. F. Riley has prepared ten carcasses to be served to customers outside the hotel. Besides these preparations provision has been made by the hotels, boarding houses and private families to feed all who may come.

THE POLICE FORCE.

The management are determined to preserve order under every contingency. To secure this they have employed twenty four policemen who are under command of Capt. J. N. King and Capt. G. A. Barkskale.

THE MUSIC.

The Charlotte string band will furnish music for the ball to-night.

OUR REPORT.

It is but due for us to say that any credit that may be due for the present report of the meeting to-day is due entirely to our able, active, energetic and efficient reporter of Greenwood, without whose aid we could have done nothing.

The importance of the town and the interest which this grand celebration has created may be better understood when we say that editors and newspaper reporters from the neighboring cities have given due prominence to the occasion. The *News and Courier* has had a member of the editorial staff on the ground for several days, and many other reporters and editors are on the field to-day. The *News and Courier* of yesterday contained the following, which is a mere extract from a long and interesting piece.

This town affords one of the most interesting examples of rapid development to be found in this State. Not more than five years ago it had no future in the sense of industrial or commercial advancement. It began its existence about sixty-five years ago in a very modest way with a single log cabin, but its delightful and healthful location soon brought it into prominence, although merely as a resort for the planters of the surrounding country. In those days there were no railroads, but near the intersection of the Hamburg and Cambridge roads the town began to be built. For many years a dozen houses of the most ancient type were all that existed of Greenwood, and these still remain, more as monuments of the old rather than ornaments of the new town. The old town has practically been abandoned by the progressive people of the new departure, who have moved up, as might have been expected, into close relations with the new railroads.

THE MUNICPAL GONERNMENT.

The government of the town is under the following: Intendant, C. A. C. Waller, and Wardens B. Reynolds, J. W. Hill, T. F. Riley and Robert Griffin. It has been found that the public departments can be run at an expense of $400, $200 of which is obtained from a $50 dsuggists license. The rest is raised by a real estate tax of $1.50 on the $1,000 and by a commutation tax of $1 annually for street work. The low expenditures are largely accounted for by the fact that the drainage of the town is natural, the town being on a water shed, which makes unnecessary the construction of sewers and drains. There is only one member of the police force and he is paid $40 a month, from a subscription fund raised by the merchants. This police force only appears at night.

Altogether the Greenwood community is about the most independent and consequently the happiest to be found in thousands of miles of travel.

There is an excellent hotel, kept by Mr. T. F. Riley, a very courteous, genial and intelligent landlord, who makes everybody who comes to Greenwood feel at home. His hotel is one of the finest buildings in the town, is well kept and in every respect a establishment.

THE HOMES OF GREENWOOD.

Among the many beautiful residences which adorn this pride of the Piedmont are those of W. H. Bailey, Dr. J. C. Maxwell, B. Reynolds, Dr. A. P. Boozer, G. A. Barksdale, Mrs. Elmore, J. T. Simons, C. G. Waller, Joel F. Bailey, Mrs. Alice Boozer, J. K. Durst, Dr. W. B. Milwee, J. A. Swygert, Prof. J. R. Blake, W. K. Blake, J. A. Marshall, Dr. B. W. Cobb, Dr. M. C. Taggart, Mrs. N. C. Jordan, D. A. P. Jordan, Mrs. McLees, R. C. Gillum, Major P. M. Keller, J. H. Oldum and J. W. Hill. These houses are all in the modern style and fancy architecture is rather the rule than the exception.

HEALTH AND EDUCATION.

THE WAY GREENWOOD'S SCHOOL HOUSES WERE BUILT.

The Schools Must be Conducted at the Risk of the Teacher---Parents No Longer Willing to Tax Themselves Without a Guarantee of Sasisfactory Service in Faithful and Efficient Teaching.

(*W. K. Blake in the Medium.*)

Greenwood, a town of 1,600 inhabitants, is situated in Abbeville county, on the dividing ridge between the waters of Savannah and Saluda rivers. It is the centre of a circle whose circumference extends to Augusta, Columbia, Spartanburg and Greenville, and is therefore the heart of the Piedmont region, embracing the most fertile and wealthy section of the State.

Her origin and early history is fresh in the memory of her oldest inhabitants. The location of the town was originally selected by wealthy farmers who owned large plantations on the waters of Saluda river in this and adjoining counties, as a health resort, whither they repaired, with their families, during the summer, to enjoy its pure, health-giving waters—beyond the reach of malaria. The first residence was a neat double log cabin erected in 1823 by Judge John McGhee, late of Florida, on a beautiful eminence in the centre of the present village, adjoining the lot of the Methodist church. The lands on which the town is located were owned by J. Y. Jones, the grandfather of the present County Auditor, and were sold by him in small lots at $10 per acre. Judge McGhee was soon followed by other settlers.

OLD CAMBRIDGE WAS DISMANTLED.

About this time, the town of Cambridge—the county seat of the old Ninety-Six District of colonial times, which had grown to a town of considerable commercial, as well as political and literary importance—began to decline. Cambridge was located on Ninety-Six creek near the present boundary of Edgefield and Abbeville counties, on the public highway leading from Charleston to the mountains. The lands were unsurpassed in fertility. There the legal business of one fourth of the territory of the State had been transacted, and a large public library accumulated under the auspices of the Cambridge Educational Association. The subdivision of Ninety-Six District into smaller Judicial districts, as they were known before the adoption of the present term county, and the unhealthfulness of the locality, brought about the complete obliteration of a once prosperous town. Many of her people moved to Greenwood, and some of her houses were brought here and re-erected. Among the early settlers of Greenwood were Griffin, Byrd, Calhoun, Hackett, Waller, Blake, Reynolds, Logan, McClellan, Vance, Crews, Sullivan, Watson, White and others, all representative men, whose influence contributed much to mould, not only the high character of Abbeville county, but, to a considerable extent, was felt by the whole State, as subsequent events, of which mention will be made in the progress of this narrative, will show.

The accuracy of their judgment in the selection of a health resort is strikingly exemplified in the fact that a larger proportion of her citizens have out-lived their three score years and ten, than in any other town in the State of equal extent of population. The soil is sandy, with but little clay in it; the water is as pure and sweet as that which gushes from the mountain's side; the climate is delightfully invigorating and the atmosphere is free from malaria.

THE GREENWOOD EDUCATIONAL ASSOCIATION—DISTINGUISHED EDUCATORS EMPLOYED.

Such a body of men having united their fortunes in one community, at once set about the establishment of schools. They formed an association for which they obtained a charter under the name of the "Greenwood Educational Association."

On the dissolution of the old Cambridge association—which, by the way, had established and fostered Mt. Zion College in Winnsboro, S. C.—its library, chemical and philosophical apparatus, and its museum were transferred to the Greenwood association. Thus equipped they erected the commodious building known as the Old Chapel, whose lofty steeple stands to-day as a monument to the memory, and as an index of the wisdom of its founders. They employed, from time to time, such educators as James L. Lesley, James H. Giles, Samuel Trowbridge, Dr. Isaac Auld, William Adams, William L. Harris and a long list of others of equal distinction, whose ability gave to

"THE GREENWOOD HIGH SCHOOL,"

a reputation and a patronage which extended beyond the limits of this State. These schools were largely attended, and their annual public examinations were occasions which drew together perhaps as large crowds of visitors as are usually assembled on commencement occasions in our colleges. These annual examinations were conducted very much after the manner of college commencements. There was the searching examination of the pupil, by a committee of gentlemen selected for the purpose declamation and original essays, read, and some distinguished speaker was invited to deliver the annual address before the association.

An incident characteristic of the men who composed this association is worthy of mention. W. R. Taber, Esq., editor of the *Charleston Mercury*, and a young man of great promise—having delivered an address before the literary societies of the South Carolina College on popular education, in which he took high grounds against the education of the masses, such a hue and cry was raised against him in certain quarters of the State, as to amount to persecution.

He was burnt in effigy and such other manifestations of popular disapproval were indulged in as to arouse a counter spirit in the breasts of the noble and generous. The Greenwood association determined to invite him to deliver their next annual address, which he readily accepted, and declared that it was a ray of light coming to him in impenetrable darkness.

SOME OF THE GOOD WORK OF GREENWOOD'S SCHOOLS—NAMES OF SOME OF THE STUDENTS WHOSE AFTER LIVES REFLECT CREDIT ON THE COUNTRY.

Of the number of pupils who received their elementary training in whole or in part in these schools, many have risen to distinction. It was here that McGowan, Brooks, Tillman, Moragne, Simonds, Blake, Logan, Boozer and a host of others, laid the foundation of the future eminence to which they attained at the bar, on the bench, in the counting room, in the halls of congress and in the chairs of college professors.

WHEN THE FIRST CHAPTER IN THE HISTORY OF HER SCHOOLS HAD BEEN FINISHED, THE PEOPLE ADJUSTED THEMSELVES TO THE CHANGE AND REBUILT FINER AND BETTER SCHOOLS.

Abbeville and adjoining counties were especially blessed by the benefits which proceeded from this centre to learning, and they can point with pride of a long list of worthy citizens yet living who were prepared here to adorn the various walks of private life. These schools continued with varied success up to the breaking out of the war, which put an end to educational, as it did to all other schemes, for the time. At this point is a blank page, covering a decade in the history of her schools.

The close of the war brought with it the same sad results to Greenwood, which were experienced by every other town of the South. Many of her best men had fallen on the field of battle, and a general wreck of fortune followed the issues of war. Nothing daunted, however, this people accepted the situation with that elasticity necessary to enable them to adjust themselves to their new conditions. Nerved by the example of their fathers, they addressed themselves to the task of rebuilding their lost fortunes and turned their attention early to

THE RE-ESTABLISHMENT OF SCHOOLS

as one of the first duties affecting their private as well as public interests. The educational association was re-organized and the schools opened with the most encouraging evidences of success. Teachers of reputation were employed at large salaries and the attendance on the schools was good; but it was discovered, after a few years' experience and observation, with many different teachers, that a want of discipline greatly militated against the success of the schools. The disorganizing effects of the war, or some other cause, seemed to have destroyed individual qualifications in the matter of discipline. This necessitated frequent changes of teachers, notwithstanding much emphasis had been laid upon the necessity of this qualification, in the correspondence to obtain them.

Men of established reputation, whose lifelong labors had been expended in the school room had lost their talent for discipline, or else the youth of the land had imbibed the spirit of the times, and would bear none of the restraints sought to be imposed upon them. However this may have been the condition of the schools was a source of great dissatisfaction and discouragement, while the importance of their existence was fully appreciated. The pay of large annual salaries without satisfactory results, was converting a duty and a privilege into an obnoxious burden, and the patrons of the schools were casting about for the proper plan on which to operate.

THE OLD CHAPEL WAS SOLD, AND SHORN OF ITS BEAUTY.

At this juncture in their crisis the old chapel was sold, in the fall of 1887, and passed into the hands of private individuals; the extensive wings on either side were taken down, and nothing of the former building left except the main body with its tall steeple—about as unsightly a spectacle as one will ever meet with in the matter of architectural design. This sealed the fate of the Greenwood schools for the time. The town was thus deprived of a house of suitable size and arrangement for school purposes. In consequence, many small schools were opened in the different parts of town, as individual enterprises which continued for a number of years. This condition of her schools, though unsatisfactory, was not without its beneficial results. It served to show that schools, like all other enterprises under the new regime would have to be conducted at the risk of the teacher, and on his individual responsibility. Parents were no longer willing to tax themselves without a satisfactory guarantee that an equivolent would be rendered in the faithful and efficient instruction and management of the pupils.

IT WAS DETERMINED TO ESTABLISH A HIGH GRADE SCHOOL.

The common schools, upon which the people, in their poverty, were helping, could not meet the demands of the times; and such institutions as were designed to impart a higher education were entirely inaccessible and beyond the means of all, except an occasional child of fortune. It became evident, therefore, that the only feasible plan to meet the deficiency was to establish an institution of high grade in the midst of the community; one which would combine as great advantages as the mass of the public would ever be able to utilize. To this end the attention of professional teachers was directed, and they were invited to occupy this field with an assurance of the individual support and liberal aid of the community.

The proposition was accepted by four ladies the Misses Giles from North Carolina, all of whom are graduates, with high distinction, in some of the best colleges of the land. They purchased a five acre lot in the centre of the town, on which they have erected their buildings, and have now, in successful operation a

FEMALE INSTITUTE

with all the appliances for imparting to their pupils the benefits to be obtained in our best institutions. The merit of this institution, though so recently established, is already receiving recognition, and is attracting a large patronage. Each succeeding session brings an increase of pupils from abroad. Its well arranged apartments, and ample Hall will soon be filled to their full capacity. The value of such an institution at this time, cannot be too highly appreciated by the public, and especially by the locality in which it is situated. The expenditure of so large an amount of private funds in the erection of an institution designed for the public good, indicates a consciousness of merit which is equal to the emergency, and its founders deserve the highest token of public appreciation. It is of especial value to Greenwood as supplying an important factor in the development of every town, without which there cannot be perfect symmetry in its proportions. These ladies having provided an institution for the education of the girls, the question of the education of the boys now became prominent. There was no academy for them, and the first thing of importance was to provide one. Accordingly, a few public spirited gentlemen, stimulated by the example already set them in the erection of the Female College, determined on the erection of such a

MALE ACADEMY

as would meet the requirements of this growing town. They bought an eligible lot, and have completed a handsome brick building with recitation rooms and public hall, ready for the opening exercises of the next scholastic year.

The erection of these institutions of learning fill up the broad chasm between the common school system and the universities and colleges. While the latter are within the reach of very few, the common schools are far too inefficient to be relied on for the education of the youth of the country. The only practical solution, therefore, of this important problem, is the establishment of a school of the first grade at every village and town in the State for the benefit of those who are unable to defray the expense of a college course.

With two such institutions as Greenwood now has, under the efficient management of the Misses Giles in the Female College, and Prof. G. C. Hodges and his assistants in the male academy, she is fully equipped for the education of her youth, and offers rare inducements to all to partake with her of the thoroughness of instruction, exact discipline, health of locality, cheap board, and rates of tuition. Such is a cursory review of the origin and early history of Greenwood in reference to the prime objects for which she was located—health and education.

GREENWOOD'S MORAL AND RELIGIOUS STATUS.

Besides Her Schools, She Has Three Churches---Methodist, Baptist and Presbyterian.

Intimately connected with the educational interests of Greenwood, is her moral and religious status. The three denominations—Methodist, Baptist and Presbyterian—have each a church in the town, about equal in numbers. Under the combined influence of these churches a healthy moral sentiment pervades the town. The people are generous, kind and hospitable. They freely co-operate in every good work designed for the moral elevation as well as temporal prosperity of her people. With such intellectual and moral elements in her character it is not stange that she should have been the pioneer in all those great enterprises which have so distinguished the northwestern portion of the State, and especially Abbeville county.

DISTINGUISHED HONOR FOR GREENWOOD.

She Built the First Railroad in the County, and Has Been an Important Factor in the Building of Every Other Railroad --- Prophetic Ken of Her Citizens.

Greenwood is entitled to the credit of having brought within the bounds of Abbeville county the first railroad constructed upon her soil. This is an extravagant claim, but let history speak for her. When the Greenville and Columbia railroad was about to be located in 1850, the most natural and direct route from Newberry to Greenville was through Laurens county. So apparent was this fact that the people of Laurens did not believe that it was practicable to divert it from them; that every business principle would require its construction through their county, whether they contributed or not; that the rugged hills on either side, and the turbid waters of Saluda river would at least bar its entrance into Abbeville county. Greenwood thought otherwise, and seizing the opportunity, held a public meeting, to which she invited the citizens of the county for the purpose of raising such an amount as would secure the location of the road through her territory. It is to be remembered that this was at a time when there were no railroads in this part of the State, and the people were in blissful ignorance of their energising influence. The scheme was regarded by some of the most influential and wealthy citizens of the county as entirely visionary; that the road would not defray its own expenses, if built. That one train per month would carry all the freight that could be collected along the line within that time. Such was the counsel offered her, but she refused to heed it, and went forward with a determination to triumph over every opposition. She succeeded and gave to Abbeville county the Greenville and Columbia railroad. The proposition originated with her; her tact and money secured its adoption, and Laurens was glad to get a branch road. But this was a small matter compared with her subsequent achievements.

In those days her people were wealthy, and had at their command almost unlimited means for the accomplishment of any object they might desire. In 1872 she entered upon one of the most remarkable undertakings ever accomplished in the history of railroads. The confusion of civil war had not yet ended, and the remnants of her scattered fortune were still uncollected. She was poor indeed in this world's goods. The enormous tariff exacted by the Greenville and Columbia railroad under an alien administration was galling in the extreme and aroused her to effect her deliverance from a burden she would not endure. To this end she began the study of the railroad problem. She saw that all the railroads in the northern section of the State inclined eastward, and that there was no road running from the northern interior across Savannah river. In view of this fact she determined upon the construction of the

GREENWOOD AND AUGUSTA RAILROAD.

A remarkable feature about this enterprise was, that, with her, it was not so much a question of how, as it was of fact, that it should be done. She applied for and obtained a charter which provided for a small annual tax upon the immediate townships through which the road was located in this and Edgefield counties, thus limiting the range of support to the neighborhoods through which it ran. There was no provision for a county tax; none was thought of, because it was known to be useless, and no aid was offered. The only other source of means was a bona fide subscription of $150,000 upon which the company relied with confidence and would have been available but for the financial crash of 1873 which not only wiped out the subscription, but seemed to blast all prospects of the road. The people almost ceased to think or speak of it. A few individuals, however, whose zeal and confidence never abated, kept it alive by ceaseless agitation.

A printing press was bought in 1875, and the "New Era" published, mainly for the purpose of fostering this enterprise. Its columns continually urged the necessity of the construction of this road, claiming that the contribution of one-half of the real estate of the townships through which the road ran would be better than to retain it and lose the road. Frequent meetings were announced at its own suggestion, along the line, at which there were usually ten or fifteen persons present from the immediate neighborhood, attracted by a desire to see and hear "what was up." Great enthusiasm was always reported, and strong resolutions adopted. Those were the pulsations of an otherwise lifeless enterprise. In this way it was kept alive four years, amid the jeers and ridicule of an unsympathising public, till at last, as if in desperation, it sprang into life.

At a meeting held in Aiken's hall, in which there were about thirty stockholders, it was resolved to employ 100 convicts and enter immediately upon the construction of the road.

At that time there was not more than $1,500 available funds, which was barely sufficient to purchase the ordinary implements for grading, and defray the expense of transporting the convicts. Favorable terms were made with the State by which she was to receive stock in the road for her convict labor; having thus secured the necessary labor, and provided the implements for work,

DIRT WAS FIRST BROKEN

at the stockade three miles west of Greenwood by Dr. E. R. Calhoun of this town, Gen. P. H. Bradley President of the company and Hon. George D. Tillman in the presence of a large concourse of citizens assembled to inaugurate an enterprise which they regarded as exclusively their own, and the success of which depended on themselves. From that time the work went on without interruption. The treasury and storehouse of the company were in the pockets and smoke houses of the individual stockholders, from which supplies were drawn as they were needed. Their wives and daughters made the clothing for the convicts. The merchants of Greenwood contributed liberally when called on. At this time there was not the slightest idea on the part of the public that the road would be built. They could not conceive how Greenwood could build a railroad; and except in the single instance of the *Abbeville Medium*, whose intuitive perception saw the end from the beginning, not a friendly voice or word of encouragement was ever offered. The work progressed, and with its progress began efforts to obstruct it, spies were sent to watch the treatment of the convicts, and to drum up charges of inhumanity and cruelty. The moral sense of the whole State was shocked at the horrible details fabricated by these secret agents. The State authorities ordered the immediate return of the convicts to the walls of the penitentiary, but the same wisdom and intelligence which had steered the enterprise safely thus far, conscious of innocence, were able to comprehend the fact that even the State was bound by the terms of her contract, and her demand was refused. The power of the State was thus arrayed against it; it was charged in certain localities that "the road was not running in the right direction." Efforts were made to divert it from its objective point, but all in vain. It was declared to be a

"CHILD OF DESTINY"

and no power could stop it. During the progress of its construction Augusta looked on with provoking patience, not knowing whether most to admire the energy and push of its projectors, or the magnitude of the undertaking. The policy adopted however, was that of non-intervention. She placed no obstacle in the way of its progress, but viewed it rather invitingly. When finished to the Savannah river it was consolidated with the Georgia interest under the name of the Augusta and Knoxville Railway Company, and by the aid of Augusta it was soon put into operation.

Greenwood was dazed by what she had done. For three years after the completion of the Augusta & Knoxville road, not a trace of improvement in the town was visible. She stood as if paralized by the results. The public had not expected success and, therefore, no boom attended the event. The great reduction in her rates of freight, enabled her merchants to offer such favorable terms that her trade rapidly increased within this period, and she began to attract public attention. Laurens and Spartanburg counties awoke to the importance of a connection with her, and soon

THE GREENWOOD, LAURENS AND SPARTANBURG RAILROAD

was built, as a commercial necessity—in a way very different, however, from that in which the Greenwood & Augusta road was built.

The people of those counties could not foresee the benefit to be derived from a connection with her. They first determined, at a railroad convention held at Laurens Court House in 1878, to which delegates were invited from Greenville, Greenwood, Ninety-Six and Edgefield, to build a road via the latter places to Augusta. "After listening," as they said, through their spokesman the present Chief Justice, "to the rattling of the dirt on the Greenwood & Augusta road; to the magnificent prospects presented by Greenville for opening up direct communication with the inexhaustible granaries of the northwest, through the Blue Ridge, and then hearing the patriotic appeals of gallant old Edgefield for a route which would lie wholly within the State and terminate in the city by the sea, they were impelled to accept the latter." This scheme, as then predicted, was never heard of again.

In the meanwhile Greewood was reaping the benefits of her enterprise. She was paying as much for cotton, and sold her groceries as cheaply as they could be bought in Charleston or Augusta; cotton came to her market from every part of Laurens and Edgefield counties. Laurens decided to change her route, and uniting with Spartanburg, set about the immediate construction of this road to Greenwood. They issued county bonds on their respective counties. In this way they provided the means to grade the road, and then transfered it to the Augusta & Knoxville railroad to complete and operate it. It will be remembered that not one cent of debt was imposed on Abbeville county, nor on any of her townships, for the construction of the Greenwood & Augusta railroad. It was predicted by many that the Greenwood, Laurens & Spartanburg road would make Greenwood a mere station and take away her special advantages; but she saw in it, the expansion of her own work, and the extension of her trade. Then followed in rapid succession, the construction of the Laurens & Greenville and the Savannah Valley roads, thus forming an extensive system of roads in upper Carolina, all the direct and legitimate result of her work in building the Greenwood & Augsuta road, without which the former would probably never have been built.

In 1884 Greenwood inaugurated, through her representative in the Legislature, another scheme in the

CHESTER, GREENWOOD AND ABBEVILLE RAILROAD.

The charter for this road was not perfected till the session of 1885, and during the interim she conceived the idea of extending it East and West to the Georgia and North Carolina lines to connect with extensions in those States. The proposition assumed gigantic proportions and rapidly developed into an inter-state enterprise. So universally popular was this scheme that North Carolina and Georgia at once adopted it; the three States consolidated their lines into what is now known as the Georgia, Carolina & Northern railroad company; the entire route is surveyed from Monroe to Atlanta, and a large part of it is under construction.

It is the determination of this company, rich and powerful as it is, to complete this road from Monroe to Atlanta by the fall of 1888.

At the same session of the Legislature, she obtained a charter for the

GREENWOOD, PHOENIX & EDGEFIELD RAILROAD

which will be built at an early day. In view of what Greenwood has already done, none need doubt her ability and determination to build this road, which, when done, will complete her approaches from every point of the compass. She will then have concentrated within her incorporate limits, the Greenville & Columbia, the Augusta & Knoxville, the Greenwood, Laurens & Spartanburg, the Georgia, Carolina & Northern and the Greenwood, Phœnix & Edgefield railroads. With such a record may she not with exact truthfulness, and becoming modesty, lay claim to the position of pioneer in the intellectual, moral and material developments, which have made Senator Butler's declaration, true at least, of this section of the old South—"history records nothing like it."

CONSPICUOUS POLITICAL RECORD.

Leaders of Public Sentiment in the Historic Days of 1860---Her Citizens Were Valiant Defenders of their Principles.

The political record of Greenwood is scarcely less conspicuous than that of her enterprise and education. In all the political convulsions which have agitated the State, she has always taken the deepest interest, and has done as much perhaps as any other community to mould the policy of the State, and to determine her action in all emergencies, whether wise or unwise. She was intensely Carolinian, and jealous of the honor of of the State. In the days of Nullification she stood as one man in support of the measure, and the memorable discussion which took place at a barbecue at Byrd's Spring was a prominent event in her history. True to her convictions she was ever ready and prompt to assert the right and to vindicate it. She adopted the first ordinance of Secession which subjected her to severe criticism and gave occasion for that memorable satire upon her action,

"THE POLITICAL LAND SLIDE"

by a citizen of Abbeville county, which was copied by the press throughout the country, North and South. Hers, however, was the ken of the prophet. The State, after a few years, ratified her act, and when called upon to defend it she had anticipated the call. She organized the first company, though the third in order of time received into service, of as gallant men as ever drew sword.

WHEN THE FRUIT WAS RIPE, THEY GATHERED IT.

The Erection of Scores of Beautiful Dwellings and the Construction of Splendid Big Brick Blocks of Stores---An Immense Business was Developed---Particulars as to the Same.

It has been stated that Greenwood exhibited no signs of improvement for the first three years after the completion of the Greenwood and Augusta railroad in 1882. At that time her population was about 800. Although her trade was gradually increasing during that period, there were few, if any, accessions to her population, owing mainly perhaps, to the fact that there were no vacant houses to be had.

In 1885 the demand became so great that within the next two years thirty-five new residences were erected and two blocks of brick buildings, containing eight elegant store rooms and a large town hall, besides quite a number of smaller houses.

The demand is still unsupplied and increasing, and her population now numbers more than 1,500.

It would require the erection of as many more houses to meet the growing demand.

The erection of two additional blocks of brick stores and a banking house this Fall are in contemplation. It is a notable fact that up to the present time the price of real estate has not kept pace with her commercial and material progress. Upon comparison it has been found to be cheaper than that of any other town of equal size, and is a hundred per cent. cheaper than any town of like situation and prospects. The fact is accounted for upon the practical, business character of her people, and the total absence of anything like a boom.

There has been no inflation of prices, and all advancement is the gradual and legitimate result of the law of demand and supply. Her growth is a healthy and solid growth.

Real estate is now steadily advancing though still comparatively low, and the same causes which are now operating, will continue to enhance its value. Inquires from this and other States evidence the fact that public attention is largely directed to this point as one of much promise.

GROWTH OF THE TRADE OF THE TOWN.

A comparative statement of the trade of the town for the last five years, will show the basis of this promise. A careful estimate of her financial operations ending 1st of June for each year 1882 to 1887 embracing, in round numbers, all her operations, is as follows:

For the year ending 1st June	1882	$ 550,000
" " " " "	1883	575,000
" " " " "	1884	700,000
" " " " "	1885	1,200,000
" " " " "	1886	1,500,000
" " " " "	1887	1,900,000

From the above results it will be seen that at the time of the completion of her railroad, and for two years after, Greenwood was restricted in her trade to the narrow limits of her own neighborhood, but as the advantages she offered as a general market became known, her patronage extended till it embraces the greater part of Edgefield, Laurens, Abbeville and Newberry counties.

Cotton is brought to her market a distance of forty miles, and she is