SARGE PLUNKETT

Views the War Cloud and Discusses the Same.

Atlanta Constitution.

Everybody is for war.

I do not know if it is tariff, or silver, or third party, or too much production, or too many people, but, anyhow, the people are reconciled to have anything for a change and war is invited.

There is no great patriotic upheaval like we had in the sixties, no singing of songs nor weaving of cockades, it seems to be business—a something to relieve the pressure.

Me and Brown have been reading up on the crusades of the olden times and it strikes us that these crusades were instituted to thin out the people and stop production. [illegible]

Millions were made [illegible] at different periods [illegible] were every round. [illegible] the people [illegible] before the crusades of America. When America was discovered the crusades ceased. They were no longer necessary to the thinning of Europe's population—most of the crusaders they dumped their surplus population over here.

At last we have come to the place that America can stand no more. They must either revive the crusades or find another dumping ground for their surplus population, or some other plan by which it will be thinned. Spain has adopted a policy that will soon solve the problem as far as she is concerned, and perhaps the matter may lead to a relief of America at the same time. Anyway, I know that a great many people are anxious for war and to "cuss" Spain is popular in these parts.

I don't care for any war, but I am right glad to have something that I can abuse. It has been so for quite a while that we had nothing to "cuss." We had exhausted the yankee and the North. Long ago I had quit spelling negro with two "g's," the Chinaman and dago and everything else has outgrown our abuse, till it has been mighty hard to get up any interest, so that now it does us proud to "cuss" Spain and "cuss" her hard.

While I am monstrous glad for something to abuse, and am in it, you bet, yet I feel bound to warn the young generation against carrying the thing too far. War is a bad thing, and sometimes we are terribly deceived about the other fellow. It is mighty hard times and hard for a fellow to get along, but I will tell you that there is mighty few easy places to be found in the war. I knew a good fellow that tried every branch of service in the Confederacy for an easy place, and died in disgust and blaming himself for being the fool he was in making his changes.

When the war first broke out this fellow joined the cavalry. He got him an easy riding horse and pranced around through Tennessee drinking buttermilk as only cavalry could drink, till he got so big and fat that it was a misery—he thought—for him to ride at all. Nothing would do but what he must make a change, and so he got a transfer from cavalry to heavy artillery and went to Savannah. He lay around on the coast eating oysters till he got fatter than ever and lazier than ever and complained according.

At Savannah this fellow had a picnic, if he had only known it, but he grumbled so at throwing up breast works and lifting heavy guns till he actually grew to believe that it was a terrible place, and bemoaned the fates that had caused him to leave the cavalry and the cool breezes of Tennessee and cussed himself according.

He felt sure there was some easy branch of service and he became determined to find that branch. To this end he went to work for another transfer. This time he was transferred to flying artillery and went on his way to Virginia in great glee, arriving there just in time to take a hand in the Seven Days' fight around Richmond.

When the Seven Days' fight had ended he went out and found a lonesome log and there he spent a whole day in cussing himself and pulling out his hair, once and awhile butting his head against the log as punishment for being the biggest fool in the whole Southern Confederacy, and to such an extent did he carry this frenzy, pulling his hair, gritting his teeth, jumping up and down, foaming at the mouth that his comrades bucked and gagged him to save his life.

He would have sworn there was no chance to worst himself after this, and so he proceeded to get a transfer to the infantry service—then known as Stonewall's foot cavalry, and here I will leave him, for none but an old soldier could enjoy the joke of a fellow going to infantry to better his condition.

So it is with war—there is no easy places and the young generation had better govern themselves according.

It is mighty nice to look upon pictures and see the horses plunging, the flags a waving and brave fellows rushing into death, but you may look at all the pictures in the world and know nothing of what war is nor the trouble it brings.

The talk is now that a war with Spain would be short and principally between the navies. They said the war in 1860 would be short—so short that the soldiers would most get back for breakfast. The truth is that the southern young men were scared that they could not get there before it was ended. This ought to make us very careful now. It is fine to listen to the speeches of orators and step proud to the sound of martial music, but such things are not a part of real war. [illegible] they [illegible] of war [illegible]

[illegible] fellow was mighty proud and his people were proud to see him off to the first war, but he got mighty sober before the end. There are many yet living who can remember the sad partings after we had woke to the seriousness of the affair. And many are living who can remember the sorrow which bowed down all the South when these soldiers began to return after the war.

There were many—yes, so many, that never did return and there was sorrow for them all. Loved ones wept all along the highways. Mothers, sisters, wives and children watched every road. To many the return was without hope, for they knew that theirs could never return; but it was a reminder sadder than death, darker than the grave. In this connection I could tell many a story, but one in particular lingers in my memory and will bear repeating here.

Charley, we will call him, was one of the first and one of the proudest to leave our settlement in 1861. He left a young wife and a sweet little girl and boy at his home. They lived on the river in a lonely place, but they done the best they could without grumbling till the war was over, when their feelings were wrought to the highest pitch of joyful expectation. The whole talk was of the father's return. Every morning they were up bright and early and the children were dressed with a mother's pride in full expectation of the father's coming.

Day after day these children would sit on the fence and watch up the road for the returning soldier. When they saw a soldier coming in the distance they would clap their hands and call their mother. She was soon there, and time after time her sad disappointment was beyond describing here.

As the squads of soldiers grew farther apart, till there was only now and then one, weaker than the rest, the more intense grew the watch of this mother and children, and greater by far grew they in anxious suspense.

So it went day after day and night after night, till the mother's hope was gone and she broke down in tears.

Passers by began to pity the little family, and there was much wonder, for it was well known that Charley had escaped through the war and had started home.

There was only a stray squad passing now and then, but the poor woman and the children still watched. Perhaps they would have watched much longer than they did but for the impudent remark of a careless man. This man let it drop in the presence of the children that perhaps Charley had found another home and another wife and that he might never return.

This man was not a wicked man at heart and he meant his remark more as a joke than otherwise; but it was no joking matter with the children. They told their mother what they had heard and you may be sure that it was no joking matter with her. She burst into screams. She broke down under the sorrow, and despite everything that could be done, she died in a few days, and folks said she died of a broken heart.

At the death of the mother there was much bitter feeling against Charley, but upon the day of the burial there came a revelation that changed the whole current of feeling and every heart went out in sorrow for the stricken family.

There was no way for soldiers to return to their homes after the surrender but on foot. Charley had started out thus, and as he got nearer home the more anxious he became and the more diligent he was to seek near cuts and this, when too late, explained the cause of his sad delay.

He had arrived on the banks of the river just opposite his own house. He could see the lights from his own windows, but the night was dark and a storm was raging. It was to be the greatest freshet ever known on Flint river, and the wind howled at such a rate that Charley knew his voice could never be heard on the other side.

Anxious and impatient, he undertook to cross on a log and the angry waters got him in a whirl and dashed him to death against the rocks. His body was found in the driftwood at the bend on the very day that his wife was to be buried from a broken heart because he never returned. They were laid in one grave and sleep there to-day to verify the truth that war is a bad thing, and that fighting is not all of the sorrow that it brings to a country and a people.

SARGE PLUNKETT.

AN ACT

To Amend an Act Entitled "An Act to Incorporate the Western Carolina Railroad Company," and to Change the Name Thereof to that of the "Ohio River, Anderson and Tide Water Railway Company."

Be it enacted, by the General Assembly of the State of South Carolina:

SECTION 1. That an Act entitled "An Act to incorporate the Western Railroad Company," approved December 20th, A. D. 1890, be, and the same is hereby, amended by striking out the words "The Western Carolina Railroad Company" in said Act so as to read "The Ohio River, Anderson and Tide Water Railway Company."

SEC. 2. That said Act be, and is hereby, further amended by striking out the words "near Lee's ferry, by way of Westminster," on line three, section two, down to and including the word "Carolina," in the ninth line, and insert in lieu thereof the following: "Wherever deemed most practicable, by way of Anderson C. H., South Carolina, to tide water at Port Royal, South Carolina, with the privilege of extending branch lines south of Anderson, South Carolina, from such points on the main line as may be selected, so as to extend one branch to Charleston, South Carolina, and one branch to some point on the Savannah River, in the direction of Savannah, Georgia," so that said Section 2 as amended shall read as follows:

"SECTION 2. That said company shall have power and authority to build, construct and operate a railroad from some point on the Georgia State line on Chatooga river, about or near the most practicable, by way of Anderson, C. H., South Carolina, to tide water at Port Royal, South Carolina, with the privilege of extending branch lines south of Anderson, South Carolina, from such points on the main line as may be selected, so as to extend one branch to Charleston, South Carolina, and one branch to some point on the Savannah River, in the direction of Savannah, Georgia, by the most practicable route, or routes, as the said company may determine; to acquire by purchase or otherwise, and to hold, own, possess and sell or otherwise transfer real and personal property, to sue and be sued, implead and be impleaded, and have and exercise all and every other power, authority, privilege and right common or necessary to similar corporations, not inconsistent with the laws of the State or the provisions of this Act."

SEC. 3. That Section 1 of said Act be, and is hereby, amended by inserting after the word "each," line 2, the following: "Or such fractional parts thereof as may be determined by the Board of Directors;" and after the word "selected," last line of said Section, add the following: "*Provided*, The subscribers to the capital stock may increase said number of the Board of Directors at any time it may be deemed advisable," so that said section as amended shall read as follows:

"SECTION 1. That the capital stock of said company shall be three hundred thousand dollars, in shares of one hundred dollars each, or such fractional parts thereof as may be determined by the Board of Directors, with the privilege from time to time of increasing the capital stock in such amounts as the said company may, by a majority vote of the stockholders, determine, to carry out the purposes of this Act; said capital stock not to exceed, however, the sum of three million dollars, and such shares or fractional parts to be transferable in such manner as the by-law may direct; that when the sum of ten thousand dollars shall have been subscribed to the said capital stock of said company, the said corporators, or a majority of them, shall appoint a time and place for the meeting of said stockholders, due notice having been given in such manner as a majority of the corporators may deem necessary, at which time and place the said stockholders may proceed to an organization of said company by the election of a President and nine Directors, who shall constitute the first Board of Directors, and shall hold their office for one year and until their successors are placed; *Provided*, The subscribers to the capital stock may increase said number of Directors at any time they may deem advisable."

SEC. 4. That Section 10 of said Act be, and is hereby, amended by inserting between the word "act" and the word "shall," on first line, the words "as amended," so that said Section shall read as amended as follows:

"SECTION 10. That this Act, as amended, shall be deemed a public Act, and shall continue in force until it expires by its own limitation, to wit: for a period of thirty years and until the first meeting of the General Assembly of this State thereafter."

Approved the 11th day of February, A. D. 1898.

AN ACT

TO INCORPORATE THE WESTERN CAROLINA RAILROAD COMPANY.

SECTION 1. *Be it enacted* by the Senate and House of Representatives of the State of South Carolina, now met and sitting in General Assembly, and by the authority of the same, That E. B. Murray, A. Zimmerman, W. E. Candler, W. W. Humphreys, W. F. Parker, W. J. Kirk, C. D. Smith, J. W. Bowden, R. E. Mason, J. E. Breazeale, Wm. Scruggs, P. K. McCully, Jonas Phillips, John McFall, W. R. McConnell, and their associates and successors, be, and they are hereby, constituted a body corporate and politic, under the name and style of "The Western Carolina Railroad Company."

SEC. 2. That the said company shall have power and authority to build, construct and operate a railroad from some point on the Georgia State line on Chatooga River, near Lee's Ferry, by way of Westminster, to Anderson C. H., South Carolina, with the privilege of extending said road to Charleston, South Carolina, and a branch from some point on said extension South of Anderson to an eligible point of shipment on the Atlantic Coast within the confines of Beaufort County, South Carolina, by the most practicable route, as the said company may determine; to acquire, by purchase or otherwise, and to hold, own, possess, and sell, or otherwise transfer, real and personal property; to sue and be sued, implead and be impleaded, and to have and exercise all and every other power, authority, privilege and right common or necessary to similar corporations, not inconsistent with the laws of the State or the provisions of this Act.

SEC. 3. That the said corporators shall be *ex officio* Directors of said company, with the usual powers and privileges, a majority of the same, however, having power at any time to take such action as they may deem necessary for the further and complete organization of the company in accordance with the provisions of this Act.

SEC. 4. That the capital stock of said company shall be three hundred thousand dollars, in shares of one hundred dollars each, with the privilege from time to time of increasing the capital stock in such amounts as the said company may, by a majority vote of the stockholders, determine, to carry out the purposes of this Act, said capital stock not to exceed, however, the sum of three million dollars, and such shares to be transferable in such manner as the by-laws may direct. That when the sum of ten thousand dollars shall have been subscribed to the said capital stock of said company, the said corporators, or a majority of them, shall appoint a time and place for the meeting of said stockholders, due notice having been given in such manner as a majority of the corporators may deem necessary, at which time and place the said stockholders may proceed to the organization of said company by the election of a President and nine Directors, who shall constitute the first Board of Directors, and shall hold their office for one year and until their successors are elected.

SEC. 5. And the said company is hereby authorized and empowered to merge and consolidate its capital stock, estate, real, personal and mixed, franchises, rights, privileges and property, with any other railroad company or companies chartered by and organized under the laws of this or any other State or States whenever the two or more railroad companies so to be merged and consolidated shall and may form a continuous line of road with each other and by means of any intervening road or roads; and said consolidation may be effected in such manner and on such terms and conditions as a majority of the stockholders may determine.

SEC. 6. That said company is hereby authorized and empowered to mortgage any and all of its property and franchises and to issue bonds and preferred stock to such an amount and on such terms and conditions and for uses and purposes of said company as a majority of the stockholders thereof shall deem expedient for the interest of the company.

SEC. 7. That the said company shall have any right, power and privilege necessary for the purpose of acquiring such lands and rights of way as may be required for locating and constructing and operating said road and branches thereof, and for the erection and location of depots, warehouses, stations, wharves and other necessary establishments, or for altering or extending the same; and the said company shall have the benefit of every process and proceeding, and be subject to the restrictions provided or imposed, in Sections 1550 to 1561, both inclusive, of the General Statutes of this State.

SEC. 8. That subscriptions to the capital stock of said company shall be made in money, lands, material, or labor, at the discretion of the company, to suit the subscriber.

SEC. 9. That this charter shall be subject to all the provisions of Part 1, Chapter XL, of the General Statutes, known as the Railroad Act.

SEC. 10. That this Act shall be deemed a public Act, and shall continue in force until it expires by its own limitation, to wit, for a period of thirty years, and until the first meeting of the General Assembly of this State thereafter.

Approved December 20th, A. D. 1890.

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— Experience may be the best teacher, but the tuition fees are always heavy.

— More marriages would be successful if fewer men and women were failures.

— It is no wonder some women look faded—they are always casting withering looks at the men.

— The man who has no enemies may be considered good, but it is a question what he is good for.

— Cupid is a wise little fellow. He is always making matches, but never marries.

— Cats, unlike politicians, give voice to most decided utterances while on the fence.

Whooping cough is the most distressing malady; but its duration can be cut short by the use of One Minute Cough Cure, which is also the best known remedy for croup and all lung and bronchial troubles. Evans Pharmacy.

— Shipments of oranges from Southern California eastward now average 5,000,000 daily.

— Young Mother—What do you think of the baby? Isn't it a little peach? Bachelor Brother—Oh, yes, of course; and you ought to be thankful that it isn't a pair.

— Mr. Isaacs—I sells you dot coat at a gread sacrifice. Customer—But you say that of all your goods. How do you make a living? Mr. Isaacs—Mein frient, I makes a schmall profit on de paper and string.

— It is rather paradoxical, but true, nevertheless, that it is the persons who make the most trouble for themselves who are always borrowing it.

— Courting is a natural blessing. It teaches young people to speak mildly, especially if the old folks are in the next room with the door open.

Don't annoy others by your coughing, and risk your life by neglecting a cold. One Minute Cough Cure cures coughs, colds, croup, grippe and all throat and lung troubles. Evans Pharmacy.

— A 50-year-old man down in New Jersey, it is reported, is just learning to talk. It takes most of us that length of time to learn not to talk.

— You may test the true character of your doubtful practices by asking yourself whether you would like your boys to indulge in them.

— Jack—Admitting you're in the wrong is never very pleasant, is it? Joe—No, but it's a deuced sight pleasanter than having it demonstrated by some other fellow.

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— Old Nurse—Well, how do you like your new little sister? Bertie—Oh, Nursie, ask mama not to name it a girl—name it a boy so I can have a kid to play with.

— Frank said his new boots squeaked very bad. When asked what the reason was, he replied that he did not know, unless it was "the expression of two burdened soles."

— Big Tom Hunter, of Yancey county, N. C., says that during his life he has killed 115 bears. In one year he killed 54. He is 83 years old, but only last week walked from home to Asheville, a distance of 28 miles.

— Hunger and thirst show the body to be in a healthy condition. Hunger and thirsting after righteousness show the spiritual nature to be in a healthy condition. "Blessed are they which do hunger and thirst after righteousness; for they shall be filled."

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STATIONS.	Daily No. 11.
Lv. Charleston	7 10 a m
Lv. Columbia	11 00 a m
" Prosperity	12 11 p m
" Newberry	12 22 p m
" Ninety-Six	1 25 p m
Ar. Greenwood	1 45 p m
" Hodges	2 25 p m
Ar. Abbeville	2 55 p m
Ar. Belton	3 10 p m
Ar. Anderson	3 35 p m
Ar. Greenville	4 20 p m
Ar. Atlanta	9 50 p m

STATIONS.	Daily No. 12.
Lv. Greenville	10 25 a m
" Piedmont	10 55 a m
" Williamston	11 18 a m
Lv. Anderson	11 05 a m
Lv. Belton	11 35 a m
Ar. Donnalds	12 02 p m
Lv. Abbeville	11 45 a m
Lv. Hodges	12 20 p m
" Greenwood	1 00 p m
" Ninety-Six	1 25 p m
" Newberry	2 25 p m
" Prosperity	2 37 p m
Ar. Columbia	3 50 p m
Ar. Charleston	8 00 p m

Daily No. 9	Daily No. 13	STATIONS.		Daily No. 14	Daily No. 10
5 30p	7 10a	Lv...Charleston...Ar		8 05p	11 00a
8 30a	11 30a	" ...Columbia...	"	3 35p	9 38p
9 07a	12 15p	" ...Alston...	"	2 45p	8 54p
10 04a	1 25p	" ...Santuc...	"	1 25p	7 46p
10 20a	2 02p	" ...Union...	"	1 05p	7 30p
10 39a	2 23p	" ...Jonesville...	"	12 26p	6 58p
10 54a	2 37p	" ...Pacolet...	"	12 14p	6 47p
11 22a	3 10p	Ar...Spartanburg...Lv		11 45a	6 20p
11 45a	3 35p	Lv...Spartanburg...Ar		11 28a	6 05p
2 45p	7 00p	Ar...Asheville...Lv		8 20a	3 05p

"P." p. m. "A." a. m.

Trains 9 and 10 carry elegant Pullman sleeping cars between Columbia and Asheville, enroute daily between Jacksonville and Cincinnati.

Trains leave Spartanburg, A. & C. division, northbound, 6:37 a. m., 3:37 p. m., 6:18 p. m., (Vestibule Limited); southbound 12:36 a. m., 3:15 p. m., 11:3 a. m., (Vestibule Limited.)

Trains leave Greenville, A. and C. division, northbound, 5 15 a. m., 2:31 p. m. and 5:30 p. m., (Vestibuled Limited); southbound, 1:25 a. m., 4:20 p. m., 12:3 p. m. (Vestibuled Limited).

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9—THE STAKES OF CHANCE. By Captain Alfred Thomas.
18—ANTHONY KENT. By Charles Stokes Wayne.
20—AN ECLIPSE OF VIRTUE. By Champion Bissell.
19—AN INSURMOUNTABLE BARRIER. By John Gilliat.
21—THAT INFEROR WOMAN. By Harold R. Vynne.
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25—WHY SAYS GLADYS. By David Christie Murray.
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All persons having demands against the Estate of L. M. Tilley, deceased, are hereby notified to present them properly proven, to the undersigned, or Bonham & Watkins, Attorneys, within the time prescribed by law, and those indebted to make payment.

J. R. TILLEY, Adm.

Dec 29, 1897 27

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