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Correspondence of the Carolina Spartan.

Union of the Atlantic and Pacific.

WASHINGTON CITY, May 13, 1869.

Editor Spartan—The 10th of May, 1869, will be memorable in the history of the United States, indeed in the history of the world, as the day on which the great Pacific Railroad was completed—passing over the plains and Rocky Mountains to California. From New York city on the Atlantic Ocean to San Francisco on the Pacific, a continuous line of 3427 miles. It was finished, not at either terminus, as is usual, but at the point where the two roads, one from California, the other from the East, met; this was Promontory Point, which is 1086 miles west of the Missouri River, and 690 miles east of San Francisco.

The day for laying the last rail has been anxiously looked forward to, for months. Several days last week it was expected to be done, but Monday, the 10th, at 3 P. M., was fixed upon. The telegraphic wires of all the principal points in the United States were put in connection with that at Promontory Point, so that the blows of the hammer affixing the last spike, would be heard by telegraph, simultaneously all over the Union, including California, at the moment they were being struck.

An anxious throng waited at the Western Union Telegraph office in this city. At three o'clock the message came—"Be ready!" when every path was suspended waiting for the sound of the first tap of the silver hammer on the spike, the message came—"Now, they are at prayer." When these solemn words were read, the heart would overflow the eyes, and tears could not be repressed, as imagination in the twinkling of an eye, depicted the scene then transpiring in that far off wilderness, a thousand miles beyond the bounds of civilization—a band of men assembled, in the solitude of their pride, to affix the cap-stone to one of the mightiest monuments of human power. The silver mounted rail is ready, the golden spike is prepared, the silver hammer is raised. They knew that the eyes of millions of people are turned toward them, and the ears of half the civilized globe listening for that sound as the electric spark will convey it. In this moment of intense excitement, the death-like silence is broken by a voice—"Let us first give glory to God in the highest," and every head is uncovered as the minister of Jesus ascribes to Him praise and thanks giving for the power by which alone this mighty work was accomplished. Surely it was a scene grand, and sublimely beautiful—one that should be commemorated by the painter's skill on the walls of the Capitol, and handed down in the poet's lays to the latest generations.

The howling wilderness around, without a trace of civilization, save that narrow track of iron; the snowy and lonely mountains near, the gleaming saline lake, in the distance the hostile savages, scarce deigning to conceal themselves—and amid this wild scene, a few determined and brave men, come to complete a chain that, it is hoped, will be a bond of "peace on earth, and good will toward men." And to this end they pause, in the very moment of fruition, to ask the blessing of Almighty God. Surely it was well done. However little religion there may have been in that assembly of rough frontiersmen, this public acknowledgment of an Almighty Ruler of the universe is good for the nation, as well as good for the individual, especially at such moments as this, when human pride culminates. So must every heart have felt as in silence they, thousands

of miles apart, awaited the close of that prayer. After an interval, came the words, "The prayer is ended." Then after a space which seemed interminable, the news was flashed, "It is finished."—Then the cannon roared—the bells pealed—flags waved, and music sounded; the two mighty oceans were united—the East and the West have met together. Only those who have made the "passage of perie" of going to California, "over the plains," can appreciate fully what has been accomplished; and in a less degree those who have had "loved ones," who during the "California gold fever" faded from their knowledge at Fort Leavenworth on the borders of Missouri, and for long months were lost to them in the vast wilderness—then a trackless desert—six months at least elapsing before the most fortunate of them were heard from, on the Pacific coast. Now the journey can be made from sea to sea in eight days. The results of this work commercially are beyond human calculation, but its effect in hastening the coming of the Kingdom of God, will be far greater. The East, Asia especially—first the cradle, but for centuries well nigh the grave of Christianity—must now yield to the Prince of Peace.

China and Japan for three centuries have, in their triple walls of pride, bigotry and ignorance, resisted the efforts of the comparatively few missionaries who have reached them by the circuitous route of the Indian Ocean; but now aided by steam and electricity, (who are both, like all true daughters of science, hand maidens of the Christian Religion,) we shall see how powerless they are to stay the avalanche of Christian influences that will be brought to bear upon them, and soon "Ethiopia may indeed stretch forth her hands to God."

I rejoice that this work has been completed in my day, but as I rejoice, memory casts a shadow over my heart, as I remember "some men labor, and others enter into their labors."

This work has been done "wholly by the North," so says the world, and so perhaps will history record. Yet were truth to guide the pen, it would be seen that in this, as perhaps in every step of the country's onward progress since the foundation of the Government until the war, the influence of Southern brains was felt, if not seen.

Even Forney, in an editorial glorification over the near completion of the road, a few weeks ago, was compelled to acknowledge that its completion in 1869, instead of 1884—in ten years, instead of thirty as was prophesied—was due to the far seeing statesmanship and official energy of Jefferson Davis, who, while Secretary of War, ordered and caused to be executed a survey of the entire route.

Few of your readers when hearing of the completion of the Great Pacific Railroad, dreamed that Spartanburg had any part or lot in the matter, even so much as the turning of a spadeful of earth. Yet in your little town, in the house now owned by Mrs. Doctor Golding, were written many of the articles which raised the public mind to consider the possibility that such a work could be done. More than twenty years ago, Mr. David Reinhardt, while residing there with his daughter, Mrs. Wm. Irwin, became warmly interested in the subject, then deemed about as practicable as a voyage to the moon, of building a railroad to California. He was a man of fine natural abilities, with an immense amount of practical information, and an energy and enthusiasm in a subject which interested him, which was almost irresistible in carrying conviction.

He wrote an article for the Spartan on the subject; that paper then in its early youth, and in hands less enlightened than at present, declined publishing, on the ground "that the idea of building a railroad across the Mississippi and Missouri rivers, through the Great Western Desert, and over the Rocky Mountains to California, was so utterly chimerical, that he feared his readers would think it a hoax."

The friend at whose suggestion Mr. Reinhardt had written the article, then urged him to send it to the National Intelligencer, at Washington; but with the modesty of true merit, he said he "had not the vanity to suppose an article rejected by the Spartan would be published by the paper which was then the first in the United States." He was finally prevailed upon to allow it to be sent.

It was not only accepted and immediately published, but was warmly complimented editorially, and "Opithilco" (Mr. Reinhardt's nom de plume) requested to write a series of articles elaborating the subject. He did so for a length of time, awakening so much interest in the public mind, and especially in Congress, that he was invited to Washington, (perhaps to lay his views personally before a committee,) and was actually on his way there, when he met with his death by an accident in Raleigh, North Carolina.

Ah! how would the eye of my old friend have beamed, had he lived to see last Monday, and heard the roar of the cannon fired by the electric current from Promontory Point, as the last blow was struck, completing the work which he had so successfully advanced. But perhaps he witnessed the scene itself from that "Heavenly sphere, where all is made right which now puzzles us here."

He rests from his labors, but his works do follow him. It is true the special line Mr. Reinhardt advocated is not the one now completed; his far seeing mind foretold the objections to this route, which during the past winter were fully realized. At one time the trains were showed up two entire weeks, at one point. The result was that an act was passed by Congress, at once, chartering the Memphis and El Paso Railroad; and so certain was the Company that this (which was Mr. Reinhardt's route) would be the ultimate channel of travel and traffic, that they asked no subsidies of the Government, not a dollar, though the road just completed received twenty thousand dollars at the completion of each mile, besides enormous land grants.

The South need not then hang her head, when the Pacific Railroad is mentioned. When was ever she found wanting when brain work was demanded? And if heretofore she has left the handwork to others, may it not be ascribed as much to her magnanimity as her pride—her willingness to share the honors of an achievement, rather than (as has been said) a disdain of manual labor? For her past record, the South need not blush; but for the present and the future, the education of the hands as well as the cultivation of the intellect is demanded, and an acknowledgment of this truth by both men and women that new circumstances have created new duties and responsibilities.

Especially let us encourage and honor the young of both sexes who strive by any honest means to support themselves, rather than to be a burden upon their relations; teaching both by precept and example, that labor is honorable and dependence is now degradation, even for women, heretofore so shielded from care and guarded from the necessity of exertion by the tender consideration of Southern husbands and fathers. The will to make their lives all sunshine still remains, but the ability is wanting. But when did adversity fail to develop all that is best in woman, without losing that softness and refinement of manner and delicacy of feeling, which is their characteristics. The women of the South may now prove that they can be what God made them—the helpmeet and crowning blessing of man; not his burden, or his temptress, as Satan would make her.

Our noble chief, General Lee, was in the city last week, and by request of Gen. Grant called at the White House. This visit was wholly one of courtesy—politics were not mentioned. He dined the same day with W. W. Corcoran, the great banker—father-in-law of Eusti, who was taken with Mason and Slidell. It is said, as the steamboat left the wharf he

stood with folded arms looking at Arlington, his beloved home. He was in Baltimore, Georgetown and Alexandria, about two weeks. Yet not a tongue or pen was lifted against him. All men do him reverence; and in the silent homage every where offered to this great and good man, we accept a tribute to our lost but sacred cause. D.

The Memphis Convention.

The great Commercial Convention at Memphis adjourned *sine die* on Saturday afternoon, after passing resolutions of thanks to the citizens and press of Memphis. From the reports of the proceedings of the Commercial Convention, on Wednesday, published in the Memphis papers, we make the following extracts:

Mr. W. S. Hastie, of South Carolina, submitted the following:

Whereas, the disasters of war have destroyed the banking capital of the South and as the high rates of interest paid by the planters of the South and South-west for loans of foreign capital for the last three years, has swept away the profits of those who have made partial crops, and almost ruined the planters on the sea-coast, whose crops have failed for three successive years; and as it is an acknowledged fact that no agriculturist can safely pay more than seven percent. per annum for loans dependent upon the chances of the products of the soil; and, whereas, in view of our large national debt, if it is of vital importance to the interests of the United States that the production of cotton, tobacco, rice and sugar should be stimulated; therefore, be it

Resolved, That the Finance Committee of the convention prepare a memorial to the Congress of the United States for relief, and to submit said memorial to this convention for its approval. The basis of the relief asked to be founded upon the hypothecation of the bonds of the several Southern and South-western States with the United States; said bonds of the States having twenty years to run, and bearing an interest of six percent. per annum, payable semi-annually, and receiving in lieu thereof the bonds of the United States bearing six percent. interest per annum, payable semi-annually, and the bonds maturing at even time with the State bonds (twenty years).

The funds realized from the sale of the United States bonds to be invested in a national bank, to be located in each State, with such checks and balances as the wisdom of Congress may direct.

The amount asked for in no event to exceed one-fifth of the banking capital possessed by each State on the 1st of January, 1860. Referred to the Committee on Finance.

Mr. Hastie presented a long communication from John A. Wagner, Commissioner of Immigration for South Carolina, in which that gentleman expresses his belief that Baron Besset, the enlightened Austrian Minister, would readily enter into arrangements to promote trade relations between that empire and the Southern States. He also recommends the establishment of a direct steamship line between Charleston and Trieste, the Austrian port on the Adriatic.

A communication from Commodore Ingraham was also referred to the same committee, in which that officer expresses his opinion that, although the distance between Charleston and Trieste would be greater than upon the Northern route from Bremen, the advantage of weather would, especially in winter, be in its favor.

To the committee on other business and agriculture was referred a long communication from Senator F. A. Sawyer, of Charleston, regretting his inability to be present at the convention, and expressing the hope that irritating topics would be avoided. The writer fears that too large a proportion of the people, of more than one race, are non-producers. Let the manly work from industry and the rest be shamed into it by their neighbors, and our prosperity is solved. Providence has supplied priceless gifts; let us use them by our labor—that is, make capital, build railroads and levee rivers. If the convention can teach this lesson of la-

bor to our people, it will have done more than politicians and projects of all kinds.

Mr. G. H. Walter, of South Carolina, submitted the following, which was referred to the Committee on Railroads:

Whereas, the Blue Ridge Railroad, to connect Knoxville, Tennessee, with a point on the Greenville and Columbia Railroad, in the State of South Carolina, by Acts recently ratified, has provided for the endorsement of the bonds of the said company to the extent of \$1,000,000; and whereas, by the completion of this road and the connection of Knoxville with Cincinnati by rail, a continuous line of railway from the great West to a Southern port on the Atlantic, will thus be opened by the shortest, most desirable and practicable route,

Resolved, That in the opinion of this convention it is eminently to the interest of Southern and South-western States that the Blue Ridge Railroad should be at once completed, and we cordially commend this enterprise to the people of the Southwest.

Mr. Millett, of South Carolina, submitted the following:

Whereas, this convention has assembled to devise means for developing the resources of the South in building the Southern Pacific Railroad, in leveeing the Mississippi River, and making available the mineral treasures of the Mississippi valley; and whereas, to accomplish these ends it is essential to increase our labor; and to increase our labor, immigration from Europe must be had by means of steamers of heavy draught and large capacity, plying directly between Southern ports and Europe; be it, therefore,

Resolved, That in the opinion of this convention the great harbor of Port Royal, on the thirty-second parallel of latitude, is one of the greatest ports of the South Atlantic coast, and that the railroad from that point to Augusta, Georgia, should be completed as speedily as possible.

Mr. Millett, in offering his resolution, said that in the Southern States they must have immigration, and must put forth all their efforts to procure it. In regard to direct trade, it had been said that they had no Southern port to compete with New York where immigrants could land.

Within the past fifteen years a great change had taken place in regard to the vessels carrying passengers across the Atlantic. Fifteen years ago they had wooden ships, then they got side-wheel steamers, but now there were iron propellers. And out of nine-five vessels engaged in the ocean trade to and from New York, only two were side-wheels. The average tonnage of the propellers was, 2,500, and few were below that, and all or nearly all drew nineteen feet of water, and South of Cape Hatteras they had no port that had over sixteen feet at the bar. In the State which he represented they had a port where the water was twenty feet deep. He had only to remark that in South Carolina they had a harbor equal to New York, and that harbor was Port Royal.

The resolution was referred to the Committee on Immigration.

Mr. William S. Hastie, of South Carolina, introduced the following, which was referred:

Whereas, by Act of Congress, passed March 28, 1854, certain cities of the West and South-west are allowed to import goods in bond through the cities of Boston, New York, Philadelphia, Baltimore and New Orleans, entirely ignoring Norfolk, Virginia, and Wilmington, North Carolina, and limiting Charleston and Savannah to three points—Knoxville, Nashville and Memphis; and whereas, since the passage of that law the Southern Atlantic cities have made extensive railroad connections with the West and South-west,

Resolved, That the Committee on Direct Importation be requested to frame a petition to Congress, asking that all ports of entry in the United States be placed upon the same footing as to the importation of goods in bond by interior cities.

A report in favor of holding another convention at Louisville, on the 12th of October next, also for a committee of one from each State,

to prepare a constitution and by-laws for the convention, to be reported at the next meeting, was adopted.

The following resolutions by Mr. Austin, of Tennessee, were adopted:

Resolved, That the delegates here assembled from all parts of the Southern States fully represent the spirit and purposes of the great body of the Southern people.

Resolved, That this convention, in justice to the members and in justice to the people of the United States, deem it expedient and proper on this occasion to declare that there is not now, and has not been since the surrender of the Confederate armies, any other purpose or design on the part of the great mass of the people than a cordial and thorough restoration of fraternal relations in all sections of this broad land.

Resolved, That it is the deliberate opinion of this convention that erroneous impressions upon the minds of the people of each section in regard to the other, so easily made and so hard to remove, have been and now are the greatest obstacles in the way of prompt and thorough adjustment of our political and industrial relations, which would create peace, contentment and universal prosperity throughout the entire country.

Resolved, That a copy of these resolutions be presented to the President of the United States by a committee of one member from each State here represented, appointed by the President of this convention.

Of the committees appointed, the Hon. Wm. Sprague, of Rhode Island, was appointed the chairman to memorialize the Cotton Supply Association and the Association of Manufacturers and Planters, with regard to production of cotton.

Mobile, May 25.

The Presbyterian Assembly, on Monday, appointed commissioners to revise a form of government and discipline. The committee reported in part to-day to the assembly, and recommended its presbyteries to throw the licentiate so far as practicable into destitute fields. On the subject of co-operation with the General Assembly of the old School in labor among the freedmen, the following was unanimously adopted: That inasmuch as the correspondence of the Secretary of the Committee on Free Men of the General Assembly of the Presbyterian Church in the United States of America, with the Secretary of Sustentation of our church, has devolved no practical mode of co-operation between the two churches, in their efforts to evangelize the freedmen, this General Assembly is not prepared to take any steps contemplating the proposed concert of action. The Secretary of Sustentation is merely instructed to communicate the foregoing to the Committee on Freedmen of the General Assembly of the Presbyterian Church in the United States of America. A resolution of maintenance of simplicity in church music, was laid over. A missionary meeting was held on Monday night. A plan was reported for insuring the lives of ministers in our convention, and a resolution was introduced looking to an amendment in the charter of the church. At the meeting to-night, several addresses were made on the subjects of education and publication.

Words are little things, but they sometimes strike hard. We wield them so easily that we are apt to forget their hidden power. Fifty spoken, they fall like sunshine, the dew, and the fertilizing rain; but when unskillfully, like the frost, the hail, and desolating tempest.

The New York Herald states that the Spanish Government has contracted in that city for the building of fifteen gun-boats.

Among the round hats worn by ladies, the "bee hive," the "shepherdess," and the "bombshell" are said to be the most popular.

General Joseph E. Johnston is named as a candidate for Mayor of Savannah.

A country paper wants to know if a man with wooden legs can be considered a foot passenger.