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DECEMBER 12, 1900.

In the death of ex-Senator Irby South Carolina loses a valuable citizen and a man of great intelligence. And he should not soon be forgotten by the political forces which he led to victory in the revolution of 1890. Most of those who have received political preferment in South Carolina during the past decade owe their good fortune to the acumen of Senator Irby, for he it was who managed in its incipency the party which has dominated the State during that time. In return for the opportunities he created for so many he was relegated to political oblivion, chiefly at the instance of B. R. Tillman and John Gary Evans, both of whom he helped materially.

Senator Clay, of Georgia, made a strong point against the ship subsidy bill, now the regular order of business in the Senate, when he compelled Senator Frye, who introduced the bill, to admit that it became a law the annual cost of a twenty-one knot ship was \$304,000. Senator Clay called attention to the fact that ten and twelve knot ships carry the agricultural products of the country will not receive more than one-third of the subsidy provided for the fast passenger ships which carry no agricultural products. Senator Vest offered an amendment to the bill repealing all laws prohibiting the purchase of foreign-built ships for use in the foreign carrying trade of the United States or imposing taxes or restrictions upon such, and giving American citizens the right to purchase vessels anywhere and for any purpose and to have them registered as ships of the United States.

A Washington dispatch says that the statistician of the Agricultural Department reports 10,000,000 bales as the probable cotton production of the United States for 1900-1901. In the making of this estimate the same methods and agencies have been used that were employed last year. Many thousands of ginneries have, however, made reports for the first time.

The estimated yield, in pounds of lint cotton per acre, is as follows: Virginia, 190; North Carolina, 199; South Carolina, 167; Georgia, 172; Florida, 133; Alabama, 151; Mississippi, 159; Louisiana, 234; Texas, 226; Arkansas, 223; Tennessee, 177; Missouri, 275; Oklahoma, 318; Indian Territory, 289. The acreage, after eliminating all land from which no crop whatever will be gathered, is estimated at 25,034,734.

Senator John W. Daniel, of Virginia, has set himself to the task of drafting a provision for disfranchising the negroes of Virginia. The provision to be submitted to the constitutional convention, which meets early in the new year to form a new organic law for the State, says an exchange. Some good lawyers believe that the "grand father" clause of the Louisiana and North Carolina constitutions is unconstitutional, and Senator Daniel is one of them. He will therefore attempt to draw a provision that will meet the legal requirements in this particular respect. His plan is to exempt from disfranchisement all illiterate persons who served in any war. That will admit a good many colored people and a good many whites, but it is discrimination for which there are several precedents in federal legislation. Congress has discriminated in favor of ex-soldiers in giving them homesteads on the lands in exempting them from examination for appointments in the civil service and in other respects, and during the civil war several of the States enacted laws making service in the army equivalent to naturalization for foreign-born citizens.

SOLDIERS OF THE CONFEDERACY.

The following article is one of a series that will appear in The Times giving a synopsis of the war record of members of the Fort Mill Camp of Confederate Veterans. Records will be published in the order in which they are handed in.

I am a son of Mecklenburg county, N. C., and was clerking in Greensboro, N. C., when the war between the States began. I was about 20 years of age at the time. C. C. Cole, editor of the Greensboro Times, organized a company, of which he was elected captain and I was appointed orderly sergeant. We went to the camp of instruction at Raleigh, about May 1, 1861. J. Johnston Pettigrew was elected colonel of my regiment, the Twelfth; but ten regiments of State troops came in and placed the volunteer regiments ten numbers higher, making mine the Twenty-second regiment. My company, E, was honored by being made the flag company of the regiment. Our first duty was honorary, our company being called upon to act as escort for the remains of Governor Ellis, of North Carolina, who was buried near Salisbury. We were also selected to bury with military honors at Salisbury, Col. Fisher, who was killed at Manassas. Our regiment was then hurried toward Manassas, but as we carried the field we were stopped at Petersburg and lodged in a tobacco barn. We advanced to Richmond and after about two weeks were ordered to Evansport to blockade the Potomac part of that winter. Jos. E. Johnston, commander-in-chief, and General Trimbel, brigade commander, then shortened the lines and we evacuated Evansport and went to Fredericksburg, Va. I can't give the dates for I was one soldier who never knew dates and could never see as much on battlefields as some. Pettigrew became brigadier-general; Lightfoot, colonel; Long, lieutenant colonel; and Galway, major, who led us to the battle of Seven Pines, or Fair Forest, as the Yankees call it. Pettigrew, Lightfoot and Long were wounded and captured and Maj. Galway was badly wounded. We were then placed under Brigadier-General Pender, with James Connor, of Charleston, colonel. June 26th was the beginning of the Seven Days' fight around Richmond. We crossed Meadow Bridge in the afternoon. Pender's brigade leading A. P. Hill's corps. I saw the blue-coated pickets leave their posts, and the enemy made their stand at Mechanicsville. The fight, in which Col. Connor lost a leg, lasted some hours after dark. By this time, Harper Charles was captain of my company and I had risen to first lieutenant. On the afternoon following the Mechanicsville engagement, the battle of Gaines' Mill was fought. A. P. Hill started the fight, and if a soldier was fond of battle he was fortunate to get into A. P. Hill's corps. I often felt that I would like to get into some other command, even if I should have to throw up my commission.

The battle of Frazier's Farm was fought on June 30th, and it had terrible consequences for my company. Capt. Charles and a number of picked men were killed. The fight closed after dark. Upon the death of Capt. Charles I became captain of the company. The next battle was that of Malvern Hill. My brigade did not take much part in that action. From Malvern Hill we were marched to Richmond and then by rail to Gordonsville. From there we marched to the battle of Cedar Run, where Jackson used up Gen. Pope so unmercifully. A night or two previous to the battle of Cedar Run I was in charge of a picket line, my orders from Gen. Jackson being to allow no one to pass without his permission. About 1 o'clock on this particular night Gen. Stuart rode up and demanded that he be allowed to cross the line. The picket halted him and I was called up. Not being certain that it was Gen. Stuart, whom I had seen only on the field, I told

him my orders from Gen. Jackson were preemptory to allow no one to cross. He thereupon said he would send back to Gen. Jackson and get a pass; but I could not have read the pass had he secured it, on account of the high wind, which would not admit of a light, so I asked him how long he would be gone if I allowed him to cross the line. He replied, "About two hours." I looked once more to make sure that it was Gen. Stuart and then allowed him to pass. Never, during my entire life, have I undergone such anxiety as that which I experienced during Gen. Stuart's stay outside the lines, for I did not know but that I would be court-martialed and shot for violating Gen. Jackson's orders. But Gen. Stuart returned at the expiration of the two hours and I heard nothing more of the incident.

From the battlefield of Cedar Run, Jackson's "foot cavalry," as we were called, marched around Gen. Pope and got in his rear and fought the second battle of Manassas. The marching to gain the rear of Pope's army was fearful. We had to wade all streams, and with the hot, sharp sand in our shoes we were given no time to stop. I think it was August 28th when we took Manassas Junction and all the great commissary supplies. My company lost several men while driving the re-inforcements coming in from Alexandria, but did not have much hard fighting that day. We drew rations that evening from the great Yankee commissary, and were ordered to take all we could carry, the remainder to be burned, as Jackson had not dared to take his wagon train in the rear of Pope's army. As we marched that night we could see the fire as it destroyed everything at Manassas Junction. We marched toward Centerville and from there to Thoroughfare Gap. We went through that gap in the mountains. I suppose Jackson thought that the best and only way home if Pope's whole army should fall upon him. The next day, August 29th, Jackson and

Pope measured their strength. The battle did not begin until the afternoon, and then with Pope's great effort to crush Jackson. The latter's resistance, with Longstreet forcing his way through Thoroughfare Gap to aid Jackson, made it a terrible scene, even in war. I was badly wounded while we were retaking the Manassas railroad. The railroad cut was taken by my brigade and I got my commission as a cripple Confederate soldier for life. I was furloughed and lay wounded about a year and was finally discharged. M. M. WOLFE.
December 12, 1900.

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