

# The Abbeville Messenger.

VOL. I.

ABBEVILLE, S. C., WEDNESDAY, MAY 13, 1885.

NO. 33.

## RICHMOND AND DANVILLE RAILROAD.

Passenger Department.—On and after Apr. 5th, 1885, passenger train service on the A. and C. Division will be as follows:

Northward.		No. 51*		No. 52†	
Leave Atlanta	6:00 p.m.	8:40 a.m.	10:35 a.m.	11:25 a.m.	12:35 p.m.
arrive Gainesville	8:08 a.m.	10:32 a.m.	11:55 a.m.	12:55 p.m.	1:55 p.m.
Leave Atlanta	8:22 p.m.	11:21 a.m.	12:55 p.m.	1:55 p.m.	2:55 p.m.
arrive Gainesville	9:35 p.m.	12:25 a.m.	1:55 p.m.	2:55 p.m.	3:55 p.m.
Leave Atlanta	9:50 p.m.	12:35 a.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.
arrive Gainesville	11:05 p.m.	1:10 p.m.	2:10 p.m.	3:10 p.m.	4:10 p.m.
Leave Atlanta	12:27 a.m.	2:25 p.m.	3:25 p.m.	4:25 p.m.	5:25 p.m.
arrive Gainesville	1:42 a.m.	3:40 p.m.	4:40 p.m.	5:40 p.m.	6:40 p.m.
Leave Atlanta	2:00 a.m.	3:58 p.m.	4:58 p.m.	5:58 p.m.	6:58 p.m.
arrive Gainesville	3:15 a.m.	4:55 p.m.	5:55 p.m.	6:55 p.m.	7:55 p.m.
Leave Atlanta	3:30 a.m.	5:08 p.m.	6:08 p.m.	7:08 p.m.	8:08 p.m.
arrive Gainesville	4:45 a.m.	6:20 p.m.	7:20 p.m.	8:20 p.m.	9:20 p.m.
Leave Atlanta	4:00 a.m.	6:10 p.m.	7:10 p.m.	8:10 p.m.	9:10 p.m.
arrive Gainesville	5:15 a.m.	6:55 p.m.	7:55 p.m.	8:55 p.m.	9:55 p.m.

\*Express. †Mail.

Freight trains on this road all carry passengers; passenger trains run through to Danville and connect with Virginia Midland Railway to all eastern cities, and at Atlanta with all lines diverging. No. 30 leaves Richmond at 2:25 p.m. and No. 31 arrives there at 2:20 p.m. No. 32 leaves Richmond at 2:00 a.m. and No. 33 arrives there at 7:00 a.m.

Buffet Sleeping Cars without charge. On trains Nos. 50 and 51, New York and Atlanta via Washington and Danville, Greensboro and Asheville; on trains Nos. 52 and 53, Richmond and Danville, Washington, Augusta and New Orleans. Through tickets on sale at Charlotte, Greenville, Seneca, Spartanburg and Gainesville to all points south, southwest, north and east. A connects with N. E. railroad to and from Athens; b with N. E. to and from Tallahassee; c with E. Air Line to and from Filmore and Haverhill; d with Blue Ridge to and from Wallalla; e with C. and G. to and from Greenwood, Newberry, Alton and Columbia; f with A. & S. and S. U. & C. to and from Hendersonville, Alton, &c.; g with Chester and Lenoir to and from Chester, Yorkville and Dallas; h with N. C. division and C. & A. to and from Greensboro, Raleigh, &c.

EDMUND BERKELEY, Supt.  
M. Staugler, Gen. Pass. Agt.  
A. L. Hives, 2d V. P. and Gen. Man.

## SOUTH CAROLINA RAILWAY COMPANY.

Commencing Sunday, Sept. 7th, 1884, at 2:35 a. m. Passenger Trains will run as follows until further notice, "Eastern time."

Columbia Division—Daily.	
Leave Columbia	5:27 p.m.
Due at Charleston	9:35 p.m.
Leave Charleston	7:00 a.m.
Due at Columbia	4:20 a.m.

Camden Division—Daily except Sundays.

Augusta Division—Daily.	
Leave Augusta	5:27 p.m.
Due at Columbia	7:41 a.m.
Leave Columbia	5:30 p.m.
Due at Augusta	9:22 p.m.

Connections.

Made at Columbia with Columbia and Greenville railroad by train arriving at 11:00 a. m. and departing at 5:27 p. m.; at Columbia Junction with Charlotte, Columbia and Augusta railroad by same train to and from all points on both roads.

At Charleston with steamers for New York on Saturdays; and on Tuesdays with steamer for Jacksonville and points on St. John's river; also with Charleston and Savannah Railroad to and from Savannah and all points on that road.

At Augusta with Georgia and Central rail roads to and from all points West and South; at Blackville to and from all points on Barnwell railroad; and through tickets can be purchased to all points South and West by applying to—

D. McQUEEN, Agent, Columbia, S. C.  
JOHN B. PECK, General Agent,  
D. C. ALLEN, Gen. Pass. and Ticket Agt.

## COLUMBIA AND GREENVILLE RAILROAD.

On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

Daily, except Sundays.

UP PASSENGER.	
Leave Columbia	10:15 p.m.
Arrive Alton	12:10 p.m.
Leave Alton	1:10 p.m.
Arrive Columbia	3:00 p.m.
Leave Columbia	3:30 p.m.
Arrive Alton	4:40 p.m.
Leave Alton	5:05 p.m.
Arrive Columbia	6:05 p.m.

No. 52. DOWN PASSENGER.

Leave Greenville	9:50 a.m.
Arrive Belton	11:15 a.m.
Leave Belton	12:25 p.m.
Arrive Greenville	12:45 p.m.
Leave Greenville	1:30 p.m.
Arrive Belton	3:00 p.m.
Leave Belton	3:35 p.m.
Arrive Greenville	4:40 p.m.
Leave Greenville	5:05 p.m.
Arrive Belton	6:05 p.m.

No. 53. UP PASSENGER.

Leave Alton	12:52 p.m.
Arrive Union	3:55 p.m.
Leave Union	4:50 p.m.
Arrive Alton	5:50 p.m.

No. 52. DOWN PASSENGER.

Leave Newberry	3:30 p.m.
Arrive at Laurens	6:50 p.m.
Leave Laurens	7:40 p.m.
Arrive at Newberry	11:10 p.m.

ABBEVILLE BRANCH.

Leave Abbeville	3:45 p.m.
Arrive at Abbeville	4:45 p.m.
Leave Abbeville	11:00 a.m.
Arrive at Abbeville	12:00 p.m.
Leave Abbeville	1:00 p.m.
Arrive at Abbeville	2:00 p.m.
Leave Abbeville	3:00 p.m.
Arrive at Abbeville	4:00 p.m.
Leave Abbeville	5:00 p.m.
Arrive at Abbeville	6:00 p.m.
Leave Abbeville	7:00 p.m.
Arrive at Abbeville	8:00 p.m.
Leave Abbeville	9:00 p.m.
Arrive at Abbeville	10:00 p.m.
Leave Abbeville	11:00 p.m.
Arrive at Abbeville	12:00 a.m.

A. With South Carolina railroad to and from Charleston; with Wilmington, Columbia and Augusta railroad from Wilmington and all points north thereof; with Charlotte, Columbia and Augusta railroad from Charlotte and all points north thereof; B. With Asheville and Spartanburg railroad from and for points in Western N. Carolina; C. With Atlanta and Richmond dir. Richmond and Danville railway to and from all points south and west.

ALCOTT, Superintendent.  
W. H. BERRY, Passenger Agt.  
W. H. BERRY, 2d V. P. and Gen. Agt.

## CONDENSED TIME CARD

### Magnolia Passenger Route.

In effect March 15, 1885.

GOING SOUTH.	
Leave Laurens	8:50 a.m.
Waterloo	9:55 a.m.
Greenwood	10:55 a.m.
Arrive Augusta	12:00 p.m.
Leave	10:50 a.m.
Arrive Atlanta	5:40 p.m.
Leave Augusta	11:30 a.m.
Arrive Beaufort	7:20 p.m.
Port Royal	6:35 p.m.
Charleston	5:50 p.m.
Savannah	7:00 p.m.
Jacksonville	7:00 a.m.

GOING NORTH.

Leave Jacksonville	8:50 p.m.
Savannah	6:55 a.m.
Port Royal	7:35 a.m.
Beaufort	7:47 a.m.
Charleston	7:50 a.m.
Arrive Augusta	1:50 p.m.
Leave Atlanta	8:20 p.m.
Arrive Greenwood	6:10 p.m.
Waterloo	11:40 a.m.
Greenwood	3:30 p.m.
Arrive Laurens	4:40 p.m.

Tickets on sale at Greenwood to all points at through rates—baggage checked to destination. Connections made at Greenwood, G. P. A. Auguston, Ga.

## WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

GOING SOUTH.

Leave Wilmington	8:40 a.m.
Arrive Florence	11:10 p.m.
Leave Florence	2:20 a.m.
Arrive Columbia	6:40 a.m.

GOING NORTH.

Leave Columbia	10:00 p.m.
Arrive Florence	1:52 a.m.
Leave Florence	4:50 p.m.
Arrive at Wilmington	7:40 p.m.

Train No. 43 stops at all stations, south, east and west only at Brinkley's, Wileville, Fleming, Fair Bluff, Marion, Florence, Timmerstone, Sumter, Camden Junction and Eastover. Passengers for Columbia and all points on the R. C. & A. at above junction and all points beyond, should take No. 48, night express. Separate Pullman sleepers for Charleston and Augusta on trains 48 and 47. All trains run solid between Charleston and Wilmington.

## ATLANTIC COAST LINE.

PASSENGER DEPARTMENT, Wilmington, N. C., July 10th, 1884.

NEW LINE between Charleston and Columbia and Upper South Carolina.

CONDENSED SCHEDULE.

GOING WEST.		GOING EAST.	
7:00 a.m.	Leave Charleston	Ar.	9:45 p.m.
9:45 a.m.	Leave Sumter	Ar.	6:55 a.m.
11:00 p.m.	Leave Columbia	Ar.	5:30 p.m.
2:31 p.m.	Leave Winnsboro	Ar.	3:43 a.m.
5:00 p.m.	Leave Chester	Ar.	2:00 a.m.
5:55 p.m.	Leave Yorkville	Ar.	1:00 a.m.
6:25 p.m.	Leave Lancaster	Ar.	9:00 a.m.
8:00 p.m.	Leave Rock Hill	Ar.	2:00 p.m.
8:15 p.m.	Leave Charlotte	Ar.	1:00 p.m.

11:35 p.m. Leave Newberry

On and after Apr. 6th, 1885, passenger trains will be run daily, except Sunday, between Spartanburg and Hendersonville as follows:

UP TRAIN.

Leave R. & D. Depot at Spartanburg	4:00 p.m.
Leave Spartanburg	4:10 p.m.
Leave Saluda	6:20 p.m.
Leave Flat Rock	7:00 p.m.
Arrive Hendersonville	7:15 p.m.

DOWN TRAIN.

Leave Hendersonville	7:00 a.m.
Leave Flat Rock	7:15 a.m.
Leave Saluda	7:50 a.m.
Leave Flat Rock Junction	10:15 a.m.
Arrive R. & D. Depot at Spartanburg	10:20 a.m.

Trains on this road run by Air-Line time.

Both trains make connections for Columbia and Charleston via Spartanburg, Union and Columbia; Atlanta and Charlotte by Air Line.

JAMES ANDERSON, Superintendent.

## EXCHANGE HOTEL,

GREENVILLE, S. C.

THE ONLY TWO-CLASS HOTEL IN THE WORLD.

W. R. WHITE, PROPRIETOR. - 48

CENTRAL HOTEL,

Mrs. M. W. THOMAS, Proprietress.

Broad street, Augusta, Ga. 49

D. L. MABRY,

Attorney and Counsellor at Law.

ABBEVILLE C. H., S. C.

Office formerly occupied by Judge Thomson. (f-50)

L. W. FERRIN. T. P. COTHRAN.

PERRIN & COTHRAN,

Attorneys at Law,

Abbeville S. C.

EUGENE B. GARY,

Attorney and Counsellor at Law,

Abbeville, S. C.

JAMES S. PERRIN,

Attorney and Counsellor at Law,

Abbeville, C. H., S. C.

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ROBT. R. HEMPHILL. WM. P. CALLOWN.

HEMPHILL & CALLOWN,

Attorneys at Law,

Abbeville, S. C.

Will practice in all the Courts of the State. 54

ALL the new shapes in Hats and Bonnets with Ribbons, Birds, Flowers, & Co. R. M. HADDON & SONS. 26

## Don't Go West Young Man.

EVEN CALIFORNIA CANNOT COMPARE WITH CAROLINA.

The Arid Plains and Boundless Deserts of Western Texas, New Mexico and Arizona—California Farmers Must be Capitalists—The Attractions of San Francisco.

[Correspondence News and Courier.]

SAN FRANCISCO, CAL., April 8.—If the dissatisfied farmers of South Carolina could cross the Continent as your correspondent has done, they would be more content with their own State on their return home. From Western Texas to Middle California the tourist travels over vast wastes of arid land, which is mostly unfit for cultivation. As far east as San Antonio, Texas, irrigation is necessary, and even on the vast plains of that State, where it is usually supposed that immense herds of cattle graze and wax fat, your correspondent learned, to his surprise, that ten acres of pasture land was necessary to maintain each cow, and that, even with that area of pasture, the animals had to be fattened before they would be fit for beef.

Across the boundless deserts of Western Texas, New Mexico, Arizona and South California the traveler looks from the cars upon open expanses of sterile sand or rocks, with hills in view on either side, but generally without sign of human habitation, save only the railroad stations at long intervals. The eye becomes fatigued with the vast untilled landscape, where no smoke arises from settler's hamlet, where no water is seen to cattle graze, no plough furrows disturb the dire monotony of the view; even cattle are unseen and no tree grows.

Your correspondent has been in every county of South Carolina, and nowhere in her limits can be found such absolutely barren lands as the Southern Pacific Railroad traverses for a thousand miles or more. In some places water is carried by the engines in large tanks because it cannot be had in sufficient quantities along the line of the Railroad to furnish the locomotives. One naturally wonders how a Railroad can live where there is so little local freight or passenger business, and were it not for the large terminal traffic and transportation such corporations could not survive.

Sanguine persons there are who believe that with Artesian wells water can be obtained for irrigation, and that the lands now so waste may then become productive; but your correspondent is of opinion that were such the case it would require millions of people to occupy these immeasurable tracts where no timber grows, and many years of hard labor to convert this arid plain into fertile farming lands and homes.

California herself, with great wealth and a portion of very productive soil, does not offer inducements to the agriculturist which would justify a prudent man in moving from lands which, if less rich, are more sure, from soils which are always watered by "the first rain and the latter rain," to a country where rains are always uncertain, where the seasons are divided into the wet and dry, the wet season being from September to April and the dry from April to September, yet with this strange peculiarity that rains often fail to come in the season when they are due and expected, and sometimes put in an appearance against all rules and when least to be looked for. The phenomenal growth of California and the wondrous wealth of San Francisco are due to causes which no longer exist. From 1849, when gold was discovered in this State, until the Pacific Railroads crossed the country, it was the emporium of the whole west region from the Rocky Mountains, west. Here all the business houses and capital were.

NESTLED ROUND THE GOLDEN GATE. The mines of Eldorado and Nevada poured their treasures into this city, and all supplies went hence to the miners camp or to the ranch of the farmer in that boundless region.

Can any one wonder at the extraordinary development of this city under such forcing processes as these? It was indeed marvellous. Ships from India, China, Japan, Hawaii Islands, Europe, Australia and around Cape Horn from New York, Boston and Liverpool, filled the splendid bay of San Francisco. Steamers northward to Oregon, southward to Mexican ports and the Isthmus, connecting with other lines coastwise, and sometimes huge leviathans from British ports, throbbed and panted through these placid waters. Wealth accumulated and the spires of a great city grew upward in grandeur. Now, much of this has passed away. The Railroads have stalked across the deserts and climbed the Rocky Mountains. They have linked the East and West by three steel chains, and as a consequence the diadem of precious jewels has been robbed from this fair city's brow and borne eastward on the mane of the iron horse.

Yet, though like Samson, shorn of his locks, San Francisco holds its strength reserved, and her powers shall grow

again. When the East stretched forth her iron arms California "Sought her yielded hand to clasp, And a cold gauntlet met her grasp."

The union of the Atlantic and Pacific was had, but the wedding bells also tolled the death knell of San Francisco's wholesale trade. Now merchant princes find it hard to realize even an interest upon their large investments.

The agriculturist has to meet the same condition of affairs. Land which is arable commands very high prices, often reaching

THREE HUNDRED DOLLARS PER ACRE, whilst farm labor is very dear and seasons uncertain. Irrigation, always expensive, is not always attainable. Hence the successful farmer, or ranchman, as he is here called, must be also a capitalist, satisfied with a small return upon his large outlay. Some of the wheat ranches are of immense size and cost; such as return an annual net income equal to ten per cent. on the value of the property are deemed satisfactory as investments.

The people generally are industrious, their motions quick, active and sinuous. Wages of all kinds are high. A common laborer commands \$1.50 per day, whilst a skilled mechanic, if a carpenter, can obtain from \$3 to \$4 per day, and a competent brick mason \$5 to \$6.

Ninety per cent. of all the dwelling houses are of wood, highly ornamented, whilst the business houses, hotels and public edifices are of brick cemented, stuccoed, and sometimes faced with stone. The complexions of the ladies are superb, like

SUNSHINE PHOTOGRAPHED on living, moving, agile, active Aphrodites. But few manufacturing enterprises have been inaugurated here. But now they must soon be developed.

This city has three hundred thousand inhabitants, and immigration continues. As commerce trends eastward and the back country which has hitherto supported this coast gets its supplies more and more from Eastern cities, and over Railroads crossing the continent, San Francisco must supply its place with new lines of industrial development, and the first cotton mill is even now in course of construction.

THE STREET CARS here are superior to any in America, far more convenient than the elevated roads of New York. For the most part, they are cable roads. Moved rapidly, the rate being about seven miles an hour, without horses or engines, caught by clamps to endless wire ropes, which run in and under the middle of the tracks, these splendid cars, two at a time, run with even pace up and down the numerous and steep hills on which this city is built, without accidents, without smoke and without horses. Powerful stationary engines move the wire cables, and from dawn to half-past twelve at night a constant stream of people fill the cars and the pockets of their owners.

This population LIVES OUT OF DOORS. The climate permits it. At this date there are ripe cherries and oranges in the markets; all sorts of summer vegetables are in season. The late globe artichoke is found on the stalls, besides the early asparagus. Strawberries and snap-beans, tomatoes and apples, celery and spinach of winter with turnips and lettuce of spring and cauliflowers and cabbages of summer all lying on the stalls side by side. Whilst to such markets come in an endless procession, natives of almost every country, the fewest of all are Africans. One does not meet one negro here in one thousand passers-by. Nor is bacon seen except very rarely. The food of the poor is mostly mutton with fresh beef, and sometimes, though rarely, pork. No part of the population live on bacon. Sugar comes from the Hawaiian Islands, and is quite a monopoly here, controlled by one Claus Spreckels, who is regarded as the sugar king of the Pacific.

I have seen the ocean at the Golden Gate, and it is so calm, so peaceful, so utterly rested and serene that I am admonished that your readers also need repose from this long letter.

A MODEL PETITION.

Buck Rowlett's Application for a Consulate and His Business Ways [From the Louisville Times.]

Squire Buck Rowlett, editor of the *Oldham Era*, has forwarded to the President the following unique application for a place at Tahiti:

OFFICE OF THE OLDHAM ERA (THE ONLY SECOND-CLASS PAPER IN THE UNITED STATES) LA GRANGE, KY., April 4, 1884.

Hon. Grover Cleveland, President:

DEAR SIR—I herewith apply for the appointment of Consul to Tahiti, Society Islands. In making my application, I prefer to forego the usual method of seeking an endorsement to my petition from Tom, Dick and Harry; they come cheap, and are in my judgment, worthless. I do not even ask our august Senators, nor our less sedate members of the House, to say a word in my behalf. I could, I suppose, receive the

signature of every official in the State, from Governor down to our county jailer, to my petition, but as before stated such things are cheap.

I base by claims to your favorable consideration of my application to this Consularship on the following grounds:

I am forty years of age, entered the Federal army at the age of sixteen, and was intrusted by my superior officers with office from the date of my enlistment, August 13th, '61, until the great leaders arranged the terms of capitulation at Appomattox, at which time, before I had attained my majority, I was company commander. After the war I fitted myself for life by learning thoroughly two trades, that of a carpenter and that of a printer; I labored at the former until 1876, when the bad health of my wife compelled me to take up the latter, which I did by establishing here and maintaining the only second-class newspaper in the United States. A strictly Democratic sheet and fine advertising columns.

I beg to state for your information that I am the happy father of six healthy bright children, without blotch or blemish, and am pleasantly situated, and am making more money, perhaps, than the Consulate would pay me, but I have an ambition (all thoroughbred Kentuckians do) to serve my country in office. My ambition in that direction has not been satisfied with six years' service as City Clerk.

I confess that I was not an ardent supporter of yours at Chicago, but I now see my mistake, recognize in you all the elements of a wise, discreet Chief Magistrate.

The fact of my being a carpenter and a printer, and likewise the father of a large family of children, may not in your opinion fit me for a Consulate to these South Pacific Islands, but I beg to inform you, my dear sir, that at times when I needed recreation from the duties of editor, compositor, pressman, reporter and mailing clerk in my office, I have taken care to inform myself of the relations existing between this great republic and the Islands of the tropical Pacific, and I have come to the conclusion that I can by an honest endeavor, turn the mind of the reformed cannibal still further from baked Brazilian, fried Frenchmen, souped Scotchmen, scalloped German, boiled American and salad Frenchman to our own delicious and more nutritious hog and the cereals from which our country suffers by overproduction.

I am of the opinion the dignity of my country and respect for the star-spangled banner would not suffer if entrusted to my care in these beautiful, far away islands.

I respectfully ask your favorable consideration of this, my first, and it may be my last, application for executive favor. Respectfully yours,

W. W. ROWLETT.

"The Coon Skin Library,"

In the year 1803, a few of the settlers in a Southern County of Ohio, met to talk over matters of common interest. They first spoke about their rough and primitive roads, making such arrangements as seemed necessary. The next matter discussed was the want of books, and they agreed to start a public library. Money was scarce, but they had a good stock of common sense and resolution. Hon. Thomas Ewing (late U. S. Senator, Sec. of Treasury, and Secretary of Interior) was then a lad of fourteen. Writing of this neighborhood library, many years afterwards, he says: "The men were all poor, and the subscription small, but they raised in all about one hundred dollars. All my accumulated wealth, ten coon-skins, went into the fund, and Squire Sam Brown, of Sunday Creek, who was going to Boston, was charged with the purchase. After an absence of many weeks, he brought the books to Capt. Ben. Brown, on a pack horse. I was present at the emptying of the sack, and pouring out of the treasure. There were in all about sixty volumes, I think, and well selected; the library of the vatican was nothing to it, and there never was a library better read." That Coon-skin Library, as it was sometimes called, helped to train up a community, from which many men came, who were able to do other things besides catching coons.