The Press and Banner.

ABBEVILLE, S. C.

Wednesday, April 22, 1885.

General Hagood's Letter.

Elsewhere in these columns we present the full text of a letter from General Hagood to Dr. J. W. Wideman, of Due West. This letter like everything else in connection with the C., C. G. & C. R. R. is vague and indefinite.

The first part of the letter is not understood by us at all, and we do not know what he is driving at until he begins to talk about Schofield's salary and the expenses connected therewith. On this subject Mr. Hagood says:

> "He [Schofield] has done this at his own charges, and neither salary or other expenses connected therewith are *chargeable to the railway company.* They are borne by Mr. Schofield and his associates."

While this statement in one sense is strictly true, yet we submit that it is misleading and conveys an erroneous impression. The bonds of the road are deposited with the Farmer's Loan and Trust Company of New York in trust for the Schofield Construction Company in whose employ Mr. Schofield is, and Mr. Hagood can no more recover those bonds without paying Schofield's salary and his expenses, than we could recover our own bonds after they are once put into the hands of an agent of the C., C. G. & C. R. R. Company.

Mr. Hagood says:

> "There now remain due and unpaid by the Railway Company certain balances of salary to its officers."

The "remainder due and unpaid to its officers" is one of our main objections to this whole scheme. A full corps of officers, with an office, at Aiken, and a great flourish of telegraphic accounts of the "hopeful prospects" of a financial agent in England, spending time at the rate of $5,000 a year, and incurring a bill of expenses it is said, aggregating $16,000, while a five thousand dollar President was giving mysterious hints to the newspapers, but by whose extreme caution, the fewest facts ever came to the public. In addition to the President's salary, we are told that a Surveyor's corps was kept camped in tents about Aiken for a long time, and to the chief of whom the C., C. G. & C. R. R. is now indebted in the sum of $2,300. The balances due and unpaid run up to a large amount, while, so far as we know, the C., C. G. & C. R. R. has not moved a shovel full of dirt since their inauguration. The officers of an imaginary road at fabulous salaries with nothing to do, may be very desirable, but the sorely pressed people of this town who are scarcely able to keep the wolf from their doors, will not be likely to vote away bonds to pay these gentlemen the liberal salaries which may have been voted to them by a generous body of directors. Former Presidents of our roads made easy charges for their services. The lamented and honored W. K. Bradley, who traversed this country from one end to the other, gave his money and gave the work his personal supervision, and never made any charge at all. After his death his worthy and energetic successor, Captain J. N. Cochran, took the place and did all that he could for the success of the road, but if he ever charged the company a cent, we have not heard of it. Capt. Cochran on the consolidation of the road, gave place to Governor Hagood. On the consolidation the idea occurred that a yearly salary of $5,000 to him would help the progress of the road, and it was consequently voted to him. The money of the company, however, at this time, was about exhausted, and we presume the new President with nothing to do received but little of his munificent salary, and so far as we know the resolution to pay him that salary has not been rescinded, and that debt is still piling up at the rate of $400 or $500 a month. A majority of the men who are called upon to pay this monstrous tax do not, by real hard work, make as much in a whole year, as he is to receive for a month of imaginary services, while spending his time in elegant leisure.

The venerable General W. K. Bradley, whose indomitable will, and untiring energy, gave us the A. & K. R. R. worked from its inception until the driving of the last spike at Greenwood. He received as pay for his undivided energies and full time for years an aggregate of only about $3,000 in the common stock of the company, but Mr. Schofield wants much better pay than the stock of his own road, and he wants much more of it.

To further convince the public of the great waste of an enormous sum of money in officer's salaries, while they were doing almost nothing, it is only necessary to state the Presidents of the Savannah Valley Railroad have heretofore received no pay, so far as we have ever heard.

Surely the C., C. G. & C. R. R. is a magnificent corpse with a $5,000 President to sit upon it, and whose hopeful words do continually praise thee.

Judge Haskell is the active President of two live Railroads, to which he gives his attention night and day, and yet he receives but a little more pay than is promised to the President of this old corpse into which some of its stockholders are now assiduously laboring to blow the breath of life, even though, if need be, the home of the widow and the bed of the poor man should be taken to raise the money with which to pay this munificent salary.

Mr. Hagood says:

> "I have written to have forwarded to Judge Cothran the resident director at Abbeville, a transcript of the President's report, and of the account of the Treasurer, presented to and audited by the directors at their recent meeting. Reference to this will give you accurate details."

So far as our observation goes all such reports made by officers of the live roads, are given to the newspapers. Mr. Hagood may have good reason for withholding it, and we shall not question his action. Its publication might possibly prejudice the interests of the officers who may be pressing the railroad election, and who may be more than willing to see a good pile of bonds stacked away with their agent. Mr. Hagood says:

> "I would say that the mortgage known as the Schofield mortgage is to secure bonds, not one dollar of which has been executed or will be executed until negotiations are concluded by him for a sum sufficient to build the whole through line to Kentucky."

The above announcement by Mr. Hagood caused us to give a casual glance at the mortgage now of record against the C., C. G. & C. R. R. in the office of the Clerk of the Court. The following sentence is copied:

> "Whereas, the said Carolina, Cumberland Gap and Chicago Railway Company has duly executed its First Mortgage or Trust Deed to The Farmer's Loan and Trust Company of New York, as trustee, *and also executed and delivered to the said trustees its First Mortgage Bonds*, bearing six per cent. interest to the extent and for an amount equal to twenty-two thousand dollars per mile of railway to be constructed, and track thereon laid, which First Mortgage or Trust Deed and the Bonds thereunder to bear date the first day of December A. D. 1882."

The public will understand that the "Farmer's Loan and Trust Company" hold the bonds in trust for the Construction Company under which Mr. Schofield is acting. It may be that Mr. Hagood can reconcile his statement with the official record at Abbeville, and if so we should be pleased to hear from him. The way matters now stand the two statements seems as much at variance as possible, and it may strike others in the same way.

The most remarkable statement of the whole letter is in these words:

> "On behalf of the Railway Company I propose as President to execute and file in each county at once such contract or other paper as *will assume the fulfillment of those conditions in good faith.*"

Considering General Hagood's well known knowledge of the meaning of the English language, we are inclined to think that the above is a misprint. Of course the reader sees the predicament in which he has placed himself. He did not mean it. The expression was certainly a slip of the pen.

Mr. Hagood says that our bonds are in the nature of a "bonus put up to be delivered to the Railway Company" whenever the railroad is put in operation in our locality. This too in the face of the fact that the very petition sets forth that the bonds are to be put into bank to their credit, and in direct conflict with the law, which is as follows:

> "It shall and may be lawful for any County, township, city or town in any County through which the said railway runs, or which is interested in its construction, to subscribe to the capital stock of said company such sum or sums in bonds or money as a majority of their *qualified* voters may authorize the County Commissioners of such County or the municipal authorities of such city or town to subscribe, *anything contained in the charter of such municipal corporations to the contrary notwithstanding.*"
>
> "That for the payment of the interest on said bonds voted by any County, the County Commissioners shall issue their warrant directed to the County Auditor requiring him to levy and assess such per centum upon the taxable property in said County as may be necessary to pay said interest, which shall be known and styled in the tax books as said railroad tax, and he shall enter the same upon the tax duplicate to be turned over to the Treasurer, which shall be his warrant for collecting the said tax, which shall be collected by the said Treasurer of such County under the same regulations as are now provided by law for the collection of State and County taxes therein, and which shall be paid over by the said Treasurer of the County so voting such subscription to the holders of said bonds as the said interest shall become due."

He says also that our "subscriptions will not build the road." In this statement we thoroughly agree with Mr. Hagood. He also says "the friends of the road are *prepared to guarantee nothing.*" This has been our complaint from the first. General Hagood and his company have "guaranteed nothing," and we have realized nothing regularly all the time. Mr. Hagood says:

> "It is difficult to conceive how capitalists at home or abroad looking only to investments, would regard as a good investment a railway which the people most interested in thus decisively declare they do not want."

It is equally difficult for us to conceive how a corporation or an individual holding these opinions would allow an agent to go abroad, and scamper all over England in search of money to do this identical work.

Mr. Hagood says:

> "I have not and do not propose to urge this subscription upon our people. They know their needs and must decide for themselves."

Exactly so. Last December the people of Abbeville village by a unanimous vote, asked our Legislature for a charter to Verdery, *and they didn't get it.* We would like to know how it is that General Hagood finds the law on the statute books authorizing the levy of the proposed tax for the benefit of his road. We feel perfectly sure that the people did not ask for its passage, and we are perfectly sure that we were given to understand at the consolidation that we were expected to pay no more. He and his associates only wanted our valuable franchises and rights of way, together with the grading.

One noticeable feature about the whole letter and all the promises about the bonds, lies in the fact that there is no definite period fixed for a termination of this trouble, and no intimation is given as to when the road is to be completed or when its old corpse is to be buried, nor are we informed as to how long the President's salary of $5,000 a year is to be continued. If we could bury the old thing, and discharge the expensive guard of honor which sits up with it from year to year, we would have something definite to hope for, and we could look forward with pleasure to the times when we would be relieved of the imminent danger which threatens to afflict our people.

We will not close this article without expressing our high appreciation of General Hagood's act in declining to urge this matter upon our people. Although he personally is no doubt more interested than any other, yet his high sense of honor will not allow him to urge our people to an act which they may hereafter have reason to regret. If our people vote these bonds they certainly will have no right to blame him. He has told us that our bonds will not build the road, and that he does not urge us to vote them. This is certainly a high position for one so much interested. We have the greatest respect for General Hagood personally, and we have only aimed to bring out some points about which he seems to be mistaken. The people of Abbeville owe him a debt of gratitude for the car loads of hay which he has sent here, and even if he had urged the railroad a little we should be ready to forgive him. We know that the General will accord us credit for being all right on the railroad question.

The Election for Railroad Bonds.

The election as to whether Due West township will subscribe bonds to the amount of five per cent. of the taxable property in the township will come off to-morrow at Due West. The assessment is as follows:

Real Estate	$209,420
Personal Property	119,695
Total assessment	$329,115
5 per cent. on $329,115, $16,455.75.	
Interest on $16,455.75	$1,151.85
Annual payment of principal	822.78
	$1,974.63

To pay this amount it would require a tax of six mills on the dollar of all the property, but as the property of the stockholders of the Atlantic and French Broad is exempt from taxation to the extent of their subscriptions it is fair to presume that the property of those persons who have not subscribed will be subject to a tax of about eight mills. This added to the twelve mills of State and county taxes already levied will bring the assessment in that township to two per cent. or an amount as high as the taxation was at any time during the Radical government.

The deceptive matter lies in the fact that the debt is to stand for twenty years, and subject to interest all the time. By casting an eye to the figures above it will be seen that the interest account is much greater and much more burdensome than the principal of the debt.

While the stockholders of the C., C. G. & C. R. R. have been as silent as the grave on the subject, and while President Hagood has declined to answer the respectful questions propounded to him by the *Abbeville Medium* in behalf of the people, yet rumor has it that the actual debts of the road, outside of the mortgage for $22,000 a mile, which is held by the Schofield Construction Company, is something like this:

Schofield's salary, 3 years	$15,000
Schofield's traveling expenses	16,000
President Hagood's salary for 3 years	15,000
Treasurer's salary for 3 years	6,000
Surveyor Kirk's claims	2,300
Judgment in Pickens	1,500
Costs on judgment	300
Note in banks	1,200
Total	$57,300

To pay the above, so far as we are informed, besides the roadbed and franchises, the company in our opinion look to the following sources for relief:

Suit against Treasurer of Greenville	$ 1,000
Recently voted bonds of Troy, about	3,000
Bonds of Due West	16,455
Bonds of Abbeville	28,750
Bonds of Williamston	12,000
Bonds of Belton	8,000
Bonds of Edgefield	30,000
Total	$99,205
Discount for failure to get bonds of Abbeville	28,750
Total bonds	$70,455
Debts	57,300
Leaving	$13,155

Even if all the other towns vote the bonds, only $13,155 would be left to prosecute the work of building the road about 80 or 90 miles long, from Aiken to Due West, the entire cost of which would be something like a million of dollars, and it should not be forgotten that Aiken has already voted against the subscription, and will not, so far as we are informed, contribute one dollar toward its construction. The reader is as competent as we are to judge of the length of time the $13,155 would pay the salaries of the officers of the company, when the entire assets of the company and the people would be absorbed.

The whole road is already mortgaged to the construction company for an amount something like $17,000,000, and this mortgage is of record in the Clerk's office at Abbeville Court House. Of course the stock of a road like this, with such a mortgage on it can never have any appreciable value to anybody, and we presume it is fair to say that, if we are correct in our surmises, that there is not an intelligent man in Abbeville county who believes a road which is so much embarrassed can ever be built. It may be said that Mr. Schofield, Mr. Hagood, Mr. Kirk, and others will not present their claims, and we leave it for others to say if it is probable that these gentlemen will be any ways backward in handing in their bills as soon as there is any money in the treasury.

N. B.—Since the above was in type we have received a letter from Mr. Hagood, which fully confirms our opinions, as will be seen by article elsewhere. If we have done the road the shadow of injustice, we shall be glad to make the amend, if the error is pointed out.

Railroad Rates.

> Mr. D. Cardwell, Assistant General Passenger Agent of the C. & G. Railroad, says that the statement which the *Register* obtained from the *Press and Banner* as to cutting of freight rates, is entirely incorrect, and that the reverse is true. The company he represents has been in perfect harmony with the Georgia Central all along, and the recent meeting of agents in Augusta, Ga., was held in furtherance of that harmony. As to cutting rates, it was determined at Augusta to advance the rates to Greenwood and Laurens on May 1st from Augusta, from all Eastern points and from the ports.—*Columbia Register*, April 17.

In reply to the above we would merely say that Mr. Cardwell, in reply to a communication from us in reference to the discrimination in freight rates said to us on April 11; "Rates to your section are now being revised, to take effect May 1st, and the matters you mention will have due weight in constructing the new rates." We submit that Mr. Cardwell's note to us, when taken into consideration that it was in reply to a letter protesting against the higher rates of the Columbia and Greenville Railroad than those of the Augusta and Knoxville Railroad, could fairly have no other construction than that which we placed upon it. We hope the C. and G. Railroad may not adopt the plan of the Carolina, Cumberland Gap and Chicago Railroad, and speak by riddles, winks and nods, the meaning of which "no fellow may find out."

We shall be only too much delighted to know that there is and shall be "perfect harmony" and equity in the freight rates on the Columbia and Greenville and the Augusta and Knoxville. The people of this section have heretofore regarded the discriminations against us at Abbeville and in favor of Greenwood as owing entirely to the action of the Augusta and Knoxville road. As a proof that we had reasonable grounds for this belief, Greenwood was not more favored by the Columbia and Greenville road than the neighboring towns, until after the construction of the Augusta and Knoxville road.

It may be that "perfect harmony" between the Georgia Central and the Columbia and Greenville brought about the discrimination which has disturbed the commerce of this county, and created so much dissatisfaction among our people, but if so, may God help the country where there is "perfect harmony" between the railroad authorities, and where that "perfect harmony" may warrant them in charging one community twice as much freight as a neighboring town is compelled to pay. The "perfect harmony" between the railroads that would warrant the Columbia and Greenville road in charging Abbeville from five to ten cents a bushel more on corn than Greenwood is charged, doesn't sound nice to this community. Nobody here has heretofore attributed this discrimination against us to "perfect harmony" on the part of the Columbia and Greenville Railroad.

Surely the President of the Columbia and Greenville is not in "perfect harmony" in a plan of outrageous and unjust discrimination against the town of his nativity, the people of which have always honored him personally and looked to him as their friend in all matters pertaining to their railroad accommodations and services.

Question.

The *Medium* has asked General Hagood to answer certain questions about the Railroad, but never a word does he reply. The *Press and Banner* has also frequently asked for information, but the stockholders and officers are as silent as the grave. Let us have light. Is there a man among them who believes that our bonds, even if issued, would pay the existing debts and bring the road *half way* to Abbeville? Is there a man among them that believes that our bonds, if not issued, would move a single shovel full of dirt, or pay one cent of the indebtedness of the road? The people have a right to know the reasons or motives that prompts the C., C. G. & C. R. R. to make an effort to take our property away from us and appropriate it to their own uses. Would it not be well for them also to explain the cause of the prevailing spirit of intolerance towards those who object to having their property taken away from them, or who may seek for information as to what they may want to do with our money?

Three cases of millinery just opened at J. M. Haddon & Co's.

Not Much of a Ticket, After All.

We were in receipt of a letter bearing date January 26, 1885, enclosing an advertisement of the "Georgia Pacific Railway, the short line to points in Alabama, Mississippi, Louisiana, Texas, and the West and Northwest. The favorite route to the World's Fair, New Orleans, La." The following is a copy of a letter:

PASSENGER DEPARTMENT,
THE GEORGIA PACIFIC RAILWAY.
SOLID TRAINS, MANN BOUDOIR AND DINING CARS,
ATLANTA TO NEW ORLEANS.
ATLANTA, GA., Jan. 26, 1885.

Editor Press and Banner, Abbeville, S. C.:

DEAR SIR—Passes for yourself and lady have been left with Mr. Geo. C. Jenner, General Agent, Atlanta, Ga., over the line of the Georgia Pacific Railway. Upon application to him they will be furnished you.

Yours truly, ALEX. S. THWEATT.

Taking the letter and the advertisement together, we had not the remotest doubt but that we were offered "passes for ourself and lady" to the New Orleans Exposition, but the following letter will show how at least one unsuspecting editor does not go to New Orleans on "passes for yourself and lady."

THE GEORGIA PACIFIC RAILWAY CO.,
ATLANTA, GA., April 13, 1885.

Hugh Wilson, Jr., Esq., Abbeville, S. C.:

DEAR SIR—In reply to your favor I shall be pleased to grant you a pass over our line, but that is not to New Orleans but only to Birmingham, where our line for the present terminates. I have not authority to grant passes over the Queen and Crescent lines. Please call at my office in Kimball House when going through Atlanta and I shall be pleased to make it for any time you may wish.

Yours respectfully,
G. C. JENNER, G. A.

The value to a man in Abbeville of a ticket from Atlanta to Birmingham may be readily seen. The usual railroad charge from Abbeville is $—— and to return is the same amount, making $—— expense between Abbeville and Atlanta. To avail ourself of Mr. Jenner's most extravagant offer we would have to lie over in Atlanta for twelve or twenty-four hours, incurring hotel bills during the time that might be lost in seeking him or finding his office open. At Birmingham we presume another detention would be necessary in order to secure the privilege of buying a ticket from that point to New Orleans.

The reader may readily see that we can now go to the Exposition at New Orleans at just as little cost in cash as any other citizen, provided we do not accept Mr. Jenner's proposition.

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The friendship and attachments of youth and childhood last forever. This is true of all men in all the stations of life, and especially is it true when the objects of one's affections are consistently faithful and every way worthy of one's whole heart and confidence. The editor of the *Press and Banner* was thrown among the people of Due West early in life, and their uniform kindness to him in boyhood, their nobleness of character, and their unwavering friendship to him has bound him to them as by hooks of steel. He therefore yields to no man in friendship for the town, in hearty good-will for her institutions, and in affectionate regard for her people. For these reasons it is extremely painful to the *Press and Banner* to appear to differ from them in a matter which vitally interests them and us, and nothing but a deep sense of duty on our part could induce us to oppose a movement which is ostensibly for the benefit of the town, and upon which so many of our friends at Due West and elsewhere have set their hearts. But we would be false to our convictions, and false to our friends, if we did not with all of our ability, and to the full extent of our energy, try to prevent a threatened calamity to them, and strenuously oppose a monstrous proposition, whereby it is meant to seek lawful authority to lay violent hands upon the property of the unwilling citizen that it may be appropriated for the sole benefit and use of a private corporation of which the instigators of this movement, so far as is known to us, are mainly stockholders or interested creditors.

Clerk of Court for Edgefield.

Governor Thompson did his whole duty in appointing a successor to the office made vacant by the death of the Clerk of Court, and his independence and firmness in the discharge of his official duties commands our respect. We hope that every Governor may act as he has done. The law makes it his duty to make the appointment, and until some one appears who has a better right to make the appointment, we hope that he will continue to discharge his duty fearlessly. If he shall be persecuted because of his performance of a well defined duty, he will not be lacking in friends who will be ready to give him their hearty support.

The C., C. G. & C. R. R.

We regret to see the attitude taken by our valued exchange the *Abbeville Medium* in regard to our railroad, and hope he may yet see his error, and come to the assistance of the projectors, and aid them in their efforts to benefit every citizen on its line. We consider the *Medium* the best paper published in Abbeville, and would like to have it on our side.—*Honea Path Plaindealer.*

Our friend seems utterly oblivious of the fact that the Carolina, Cumberland Gap and Chicago Railroad is to run by way of Craytonville, and not by Honea Path. The *Plaindealer*, however, seems to be about as well informed on railroad matters as a majority of those who favor the putting of other people's money in that great serbonian bag.

* * *

Funny.

Some of our friends at Honea Path, we learn, have the Railroad fever in its most violent form, and are lustily crowing over the action of Due West in asking the County Commissioners to order the election for bonds. If our Honea Path friends had read the "condition" that the road should go to Featherston, instead of Honea Path, we think they would sing less triumphantly. Donalds and Honea Path are to be left out in the cold.

The C., C. G. & C. R. R.

> The matter of the tax appears to be encumbered with conditions, many of which are likely to be set aside by the Courts, that it is the part of prudence, to say the least, to oppose it.—*McCormick Advance.*

When the "conditions" are set aside the people along the line who vote this tax, and rely upon "conditions" to save them, will be surprised to see with what alacrity the Courts will compel them to pay the old debts of the concern.

Wholesale Murder!

> A local notice in a contemporary journal which we have recently read, consists of about forty lines, and contains at least *fifteen* palpable violations of some of the most common rules of grammar. Such a wholesale murder of the "king's English" we have rarely witnessed.—*Piedmont Instructor.*

Please give us the particulars. Give us the benefit of your observations.

AIKEN has already voted against the tax for the benefit of the Carolina, Cumberland Gap and Chicago Railroad. Abbeville may be set down as "dead sure" against it. Troy has voted her tax, of about $3,000. The reports from Due West are conflicting. But whatever doubt may remain would be swept away by a little discussion. The public meetings for yesterday and to-day will settle the matter favorably to the people, if both sides of the question are heard. Believing that the good Lord has no particular spite at those people, we cannot believe he will allow a calamity like tweenty-year-bonds to befall them. The Due West resolutions propose to give Donaldsville and Honea Path the go-by. These places are to be congratulated, for the reason that they are sure to get as many railroads as their sister towns, and will not have to pay any old debts.

FROM whence originated the report that the C., C. G. & C. R. R. would come to town before our bonds are to be used? If it was meant in good faith to carry out any such agreement, why is the law on the railroad election and this point as silent as the grave? We make no imputation to anybody, but we want information before surrendering our hard earned surplus change, or consenting to place our homes and our beds in jeopardy for the benefit of a railroad which we do not want, and which would not benefit us if built.

MARK TWAIN, or some other wise man of like ability and patriotism, said during the war that he would sooner sacrifice all his wife's brothers, than to have the Union dissolved. The stockholders of the Carolina, Cumberland Gap and Chicago Railroad on the same principle it seems to us would rather sacrifice the beds or homes of many widows and orphans, than not have this tax levied.

ABOUT the only thing that we have heard of importance, is that the whistle was to blow in town before our bonds should be issued. We do not believe that any capitalist has ever offered to bring the road here on any such terms, and challenge Governor Hagood to give a scintilla of evidence of any such proposition from anybody who has the money to back his judgment.

In December last the people of this village held a public meeting and adopted resolutions asking our Legislature for a charter of a road to Verdery. Nothing has been heard of those resolutions or the proposed charter, except that the fact is almost daily thrown in our faces that we haven't got it. We are now fully impressed with that fact.

TROY voted the bonds for the railroad last week. We know nothing of the "conditions," but presume from the advertisement that the election was held under the terms of the act of the Legislature authorizing the election, and the bonds are entirely in accord with the wishes of the creditors of the road.

WHEN the C, C. G. & C. R. R. held a meeting and sent delegates to Charleston, where their proposition was dismissed unceremoniously, their delegates returned and promptly reported that they had done something else, for which we are unable to see their authority.

IF the Railroad bonds are to be locked up until the whistle blows, and Brawley says we are to get no money from Charleston until the track is ready for the cross-ties, who is to do the grading?

Is there an intelligent man in South Carolina who believes that the Carolina, Cumberland Gap and Chicago Railroad will ever be built as far as Due West?

Due West and Troy.

WHAT this country needs and what we will have as soon as we get rid of the C. C. G. & C. R. R., is a railroad from Due West to Troy. That is a possibility, and a result which can be accomplished.

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AT whose request was the act passed authorizing the taxation of our people for the benefit of the C., C. G. & C. R. R.? It was certainly not at the request of any public meeting of our citizens. They merely asked for a charter of a road to Verdery.

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SOME of the friends or stockholders of the C., C. G. & C. R. R. have even gone so far as to fix the freight rates on guanos or fertilizers to Due West. If this isn't counting chickens before they are hatched, then we are mistaken.

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CHEERING WORDS.

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What Some Kind Friends Have Said of the "Press and Banner."

Whatever may be the faults of the *Press*

THE C., C. G. & C. R. R.

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THE PRESIDENT WILL SOON ASSUME THE FULFILLMENT OF CONDITIONS WITH FIDELITY.

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Governor Hagood Does Not Urge the People to Subscribe to the Road---He Gives Very Little Information---His Premises are Outside of the Provisions of the Law---He Asks Us to Accept too Much on Faith.

SALUDA OLD TOWN, April 17, 1885.

DR. J. W. WIDEMAN:

Dear Sir: In reply to yours of 9th April, addressed to me at Barnwell and forwarded to this place, I beg leave to say:

1. The two roads which now constitute the Carolina Division of the Carolina, Cumberland Gap and Chicago Railway, while existing separately, raised and expended in construction together about $0,000. They then entered into the Child & Oliver contract, now with some modification known as the Schofield contract, by which these parties assumed further construction. At this time the roads referred to had in the aggregate and in round numbers outstanding liabilities to the amount of say $4,000 and uncollected assets to a larger amount. These alike passed into the hands

Real Estate Transfers.

Wm. Johnson to G. F. E. Wenck, 1 house and lot, 1st township, $500, August 10, 1882, bounded by Columbia & Greenvill Railroad, G. T. Jackson, Miss M. E. Hale, W. R. Hilton, S. C. Beacham and Mrs Jacob S. Auld.

Ellen Anderson to G. F. F. Wenck, 6 acres, 1st townshship, $200, January 31, 1885, bounded by John A. Moore, C. P. Roberts, Rail Road, estate Mrs. Hale.

M M Clinkscales to Mrs S M Nance, 182¼ acres, 5th township, $1,800, February 26th, 1885, bounded by H P McGhee, estate Wm Clinkscales, S B Robinson and Lela P Robinson.

Ed Perrin to Berry Watsen, 2 acres, 2nd township, no considerationed, December 29th, 1884, bounded by Robt McGhee, Milton Sullivan, Barney Fantteroy and B Frank Reynolds.

S F Anderson, T F Riley, Sohn D Riley by his attorney J Ted Riley to Mrs Mary Ellis 265 acres, 7th Township, $1702.50, December 9, 1881, bounded by Mrs Elizabeth Logan, L H Rykard, E V Hinton, Jacob Rykard, Jas Watt and others.

Leander Marshall and Susan Marshall to Oliver P Morey, one-half interest interest in 1050 acres, Belcher Place, 15th township, $2,250, December 10, 1884, bounded by estate Thomas Thompson, Mrs McComb and others.

R B Cade to Elbert Ford and James Stokes, 380 acres, 15th township, $1,000, February 9, 1885, bounded by Foster Morris, F M Mitchell and Savannah River.

W Z McGhee to Thos R Blackwell, 2 acres and building, 9rd township, $250, January 26, 1885, bounded by G B Riley, W W Mars and others.

Henry Long to Mrs Josephine Long, one

AN EMIGRANT AGENT ROUTED

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And Made to Hustle Out of Town---One Community Where the Agents Cease from Troubling and the Darkies are at Rest.

"What luck have you had lately?" asked an *Observer* reporter yesterday of a railroad drummer who had just come in from a tour of the country. "Rather poor," was the reply. "Fact is, we have gone all over the ground hereabouts, and have raked up every darkey that we could find who had an inclination to go West, and who could raise enough money to pay for his ticket. That last lot of one hundred which went through here last Tuesday exhausted the crop of Arkansas fever victims. There are still a few darkies down the Carolina Central who want to go, but they haven't any money to start on, and nothing which they could sell off to raise money. Now, down here in South Carolina, about Laurens, for instance, there's just dead loads of darkies who want to go the worst in the world, but I wouldn't go down there after them for the State of Kansas." The emigrant agent here eyed us as if waiting for us to ask him to give his reasons, and this being done, he proceeded with his narrative.

"There's Chas. P. Walker," he explained; "Walker is one of the sharpest agents in this country, but he got fooled when he went to Laurens. He had been about there on and off for several days, and had worked up a

O. P. H. on Railroad Taxation.

To the Editor of the Medium:

Up to the present time I have said but little, either pro or con on the Railroad question, that, seems to be the principal topic of the day in this section of the country. Good deal of wind work has been done. Steps have been taken to introduce a more tangible shape to secure aid. I notice in your last issue an advertisement of an election ordered 23rd inst., for Due West township, to ascertain the will of tax-payers as to the feasibility of levying a special tax for railroad purposes. The petition published, that prompted the authorities to make the order, was my first insight of it. The canvasser, enthused advocate of the contemplated road, who solicited signatures in the territory that embraced my whereabouts, ignored, from some cause, my sanction in the matter. However, I am not, by any means, offended thereat. He economised time in pushing ahead to the next house. I possess a limited amount, both of real and personal property, upon which, I have a tax to pay. I claim the right of opinion whether it is much or little, on any subject that pertains to the public welfare, especially when it assails the pocket nerve. When the majority of a cause rules fairly and squarely, I am submissive and will abide by the consequences, I have no desire for an evil purpose, to throw a

of the "Press and Banner."

Whatever may be the faults of the *Press and Banner*, we feel that we have lived to some purpose, when our much respected brethren will give us such high praise as we here reproduce. The words therein contained might make us vain, if it were not for another fact, that other friends in disguise are ever ready to take the conceit out of us. During a recent absence we may have failed to see some of the good things, which others may have said. We should not, without the *Messenger's* kindness in copying it, have seen the *Register's* highly appreciated notice. To one and all of the brethren, we return thanks for their kind expressions, some of which it seems to us, were more than our merits deserved, but over this we shall not quarrel. Again, we thank you, gentlemen, and shall take new heart, and try to work harder in the future than in the past.

◆

Our Compliments.

Georgetown Enquirer.

Hugh Wilson, of the *Abbeville Press and Banner*, celebrated last week the twenty-sixth anniversary of his connection with that paper. In a modest and tasteful editorial referring to the occasion, he says:

> "In a long career of an active and impulsive nature, it is not to be denied that we have made many mistakes, and committed some grievous sins, but we hope it is not amiss in us to refer with undisguised pride and pleasure to the steadfastness of many good and true friends who have stood by us in the varying scenes through which we have passed. In a deep sense of gratitude, we return sincere and hearty thanks to all those friends who have been—
>
> "To our faults a little blind
> And to our virtues very kind."

We beg permission to extend to editor Wilson our hearty congratulations upon the completion of his twenty-sixth year of arduous and honorable service in the cause of his State and people. Some one has spoken of Hugh Wilson as "the lynch-pin of South Carolina journalism," and the tribute was both appropriate and deserved. There is no truer journalist in the State. Sometimes eccentric and often impulsive, he has never yet failed to command attention and respect, if not acquiescence, by the vigor of his writings and the uprightness of his character. Although he has excited antagonisms by his ardent advocacy of men and measures or by his impetuous and merciless arraignment of what he regarded as abuses, yet the purity of his motives has never been questioned. The *Enquirer* doffs its juvenile *chapeau* to this veteran and accomplished editor and hopes that another quarter of a century will be marked off on the cycle of time ere he lays down the pen which he wields with such force and usefulness.

◆

The Brightest Exponent of Journalism in our State.

Edgefield Advertiser.

All things considered—which means principally that it is not published amid the many advantages that a large city gives—the *Abbeville Press and Banner* is the brightest exponent of journalism in South Carolina. Undoubtedly it stands at the head of all its cotemporaries. This valued exchange comes to us lately at the close of its twenty-sixth year—its twenty-sixth year as the *Press and Banner* proper—freighted with all the strength, vigor, progress and patriotism of early manhood. The *Press and Banner* is fully alive to all the issues of the day. It has opinions of its own, and generally enunciates them with firmness and intrepidity. As an enterprising journal it would stand well to the front in any State of the Union.

◆

"An Authority Recognized Far and Near."

Newberry Herald and News.

Our neighbor the *Press and Banner*, has reached the good old age of twenty-six years under the management of Mr. Hugh Wilson. There is no better paper in the State. Its editor very frequently gets a little ugly in his tiffs with the brethren of the press, but the goodness of his heart soon shows itself and the breach is made up. The principle of "keep your company" in force with school boys, is with him soon "made up" and forgotten. Bro Hugh is forcible and fearless and he has made his paper an authority recognized far and near. We wish it success, and many more years added to its honorable roll.

◆

"An Excellent and Popular Journal."

Seneca Free Press.

The last number of the Abbeville *Press and Banner* completed the twenty-sixth year of Mr. Hugh Wilson's connection with that excellent and popular journal. As a news gatherer he is always industrious, and as a writer bold, independent, strong and impressive. His newspaper deserves to be classed among the leading journals of our country. Long may he live to enjoy the honors he has acquired by patient toil and invincible determination.

◆

Honest and Straightforward.

Newberry Observer.

The *Abbeville Press and Banner*, in many respects the best weekly paper in the State, has completed its twenty-sixth volume. Our esteemed cotemporary is ofttimes peculiar in its views, but it is honest and straightforward; and it has long ago learned the secret of success to be hard work continuously kept up, and close attention to the details of business.

◆

"One of the Very Best."

Columbia Register.

The *Abbeville Press and Banner*, ever alive to all matters pertaining to journalistic enterprise, lays before its readers this week full reports of the sermons preached at the several churches in Abbeville on Easter Sunday. Hugh Wilson prints one of the very best weekly newspapers in the United States.—

◆

Twenty-Six Years Old.

(McCormick Advance.)

Our county neighbor the *Press and Banner*, is old enough to vote. We are not personally acquainted with our worthy contemporary, but having been a constant reader of this excellent journal, we feel that the editorial head is no stranger to us. It affords us great pleasure to say: *vive le Press and Banner.*

STONEY POINT ITEMS.

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An Interesting Letter from "Dulcio"---Proposed Fair for Abbeville County---"Shinny on Your Own Side."

STONY POINT, April 21, 1885.

The farmers are all hard at work, hoping for a successful year.

The grain is improving rapidly, though our knowing ones, agree that it will fall far short of a good yield.

Mrs. C. C. Law, who has been spending the winter with her daughter, Mrs. Early, of Darlington, is expected at home this week.

The fruit crop, for which our vicinity can't be beaten in the State, does not seem to have been injured by the recent frost.

We have recently had two valuable accessions to our neighborhood, in the families of Mr. David Rampey and Mr. John Rodwick. We extend a warm welcome to them, and hope they will find their new homes all they may desire.

Mr. Jas. Jones has been quite sick since his return from New Orleans, but we are glad to learn, is now convalescent.

We think it is Stony Point, and not Coronaca, that holds the "magnet which attracts a certain young planter from the vicinity of White Hall."

We noticed an item in "West End's" communication of last week, advocating a fair; we coincide with him, and think Abbeville could get up an elegant display, for within her borders is to be found thoroughbred stock of all kinds; from the game chicken to the handsome Percheron horse. We have also the finest grain, fruits, wines, vegetables, &c. As for domestic and fancy departments, the Abbeville ladies stand at the head.

My last notes were printed as coming from Coronaca. I regret the error, as I do not wish to trespass upon "Quill's" territory, we propose to use our new cross roads as a dividing line, and each "shinny on our own side."

DULCIO.

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DUE WEST'S PLACE IN THE PICTURE.

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Resurrecting the Dead---Due West Blessed--Junior Exhibition--Severe Frost Kills Fruit.

We noticed Mr. J. W. Magill in his accustomed place on last Sabbath—the choir. We have some elegant singers in this congregation, in fact every stranger is struck nearly as much with the choir as with the new church.

Due West is peculiarly blessed with many and excellent preachers. For instance, last Sabbath the pulpit was occupied in the morning by the pastor, in the afternoon by Rev. J. N. Young. On the Sabbath before we listened to Rev. L. W. Reid in the morning and Rev. Dr. Lathan in the evening.

Mr. C. T. Boyd spent a night or two in our town last week visiting his son Henry. He was on his way home from Presbytery. He lives at Prosperity, and edits a column in the *Newberry Observer*.

Judging from the way the Juniors are carrying around subscription lists, we will soon have the pleasure of hearing them speak, and listen to some excellent music. The band has some new instruments and are practicing every night. There are only five speakers, and they are not allowed to go over twelve minutes, so with this consideration and the music there is no danger of any one being bored. The students and faculty will be pleased to see their friends on the first Friday in May.

We hear that there is to be a public entertainment at Irwin's College on Friday evening next, cannot vouch for it however, only hope it is true.

A colored woman, Phoebe Valentine, who died on Monday, 13th instant, and was buried on the next day, was disinterred on the following Monday and an inquest held over her body. The reason for this was that there was some fear of poisoning. Nothing, however, was found to confirm suspicions. Her husband, Andrew, lost in less than 48 hours his wife, horse and two dogs. No one suspects him, however. He is one of our most respectable colored men, and has the sympathy of both white and colored.

The severe frost killed a great deal of the fruit in this section. If no more is killed we will have a tolerably fair crop. The wheat is doing well and the farmers are all busy planting cotton, some have even finished. We have heard of no one having any peas yet, but gardens are progressing favorably.

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A $20.00 Biblical Reward.

The publishers of *Rutledge's Monthly* offer twelve valuable rewards in their *Monthly* for May, among which is the following:

We will give $20.00 to the person telling us how many verses there are, having only two words each, in the New Testament Scriptures (not the Revised edition,) by May 10th, 1885. Should two or more correct answers be received, the Reward will be divided. The money will be forwarded to the winner May 15th, 1885. Persons trying for the reward must send 20 cents in silver or postal notes, (no postage stamps taken) with their answer, for which they will receive the *Monthly* for June, in which the name and address of the winner of the reward and the correct answer will be published, and in which several more valuable rewards will be offered. Address Rutledge Publishing Company, Easton, Penna.

referred.

numbers outstanding liabilities to the amount of say $4,000 and uncollected assets to a larger amount. These alike passed into the hands and under the management of the C., C. G. & C. R. R. Company at its subsequent creation by consolidation of the South Carolina roads with other roads beyond the State. The assets of the roads beyond the State consisted of contingent subscriptions not now available, and their liabilities were little or nothing. After consolidation the C., C. G. & C. Company received the Williamston subscription in part; the rest is in litigation. The amount so received was between $4,000 and $5,000. By the Schofield contract Mr. Schofield was created Financial Agent of the C., C. G. & C. Company, with sole management of the negotiating for funds to complete the road, his contracts to that end to be subject to the approval or disapproval only of the Direction of the Company. This is the extent of the control of these negotiations which was left to the present Direction by a contract made by the company before they came into office. Mr. Schofield, as is known, decided to try his fortune abroad, and has been for nearly two years engaged in prosecuting his efforts in England. *He has done this at his own charges, and neither salary or other expenses connected herewith have been paid by or are chargeable to the Railway Company. They are borne by Mr. Schofield and his associates.*

By this same Schofield contract a full organization of the Railway Company was by it agreed to be kept up with headquarters for the present at Aiken, but the Schofield Company contracted to refund the costs of the same. The contingency that the Railway Company might take steps toward construction pending Schofield's negotiations was also recognized, and it was provided that only expenses incurred in that direction, whether surveys or other works, should be refunded by the Schofield Company when it commenced the work of construction. This, it is well enough to mention, it was not by the terms of the contract compelled to do till Mr. Schofield's negotiations were successful.

Coming into office under these circumstances, and thus restricted in their powers by a matured scheme deliberately and previously adopted by the Stockholders who elected them, the management of the present Direction may be briefly summarized: They have collected and applied to debts of the two original roads a part of the assets of said roads placed in their hands, and they have applied the Williamston subscription in the completion of the survey and location of the Carolina Division of the line. For a while the Schofield company met their obligation in reference to the Aiken office. Failing to continue to do so, the Direction of the Railway Company carried it on for a short time under the terms of the contract, and then practically closed it by furloughing the Secretary without pay and placing the records in the charge of the Treasurer. The latter gentleman consented to accept the additional duties of acting secretary and discharge the same without pay, as he had previously done those of Treasurer. *There now remain due and unpaid by the Railway Company certain balances of salary to its officers.* The remaining assets of the original roads, after paying the debts of those roads, become the property of the C., C. G. & C. Company, and exceed in amount the liabilities here referred to as unpaid. There are also the property of the Company some $60,000 or $70,000 of valued subscriptions beyond the mountains, besides its valuable franchises, rights of way and depot sites, donated or paid for, and its construction in the South Carolina Division, cheaply done by convict labor and valued by competent engineers at over $100,000.

I write as to the finances of the Company without present opportunity of access to its records, which compels me to speak of them generally and in round numbers. The unfortunate delay in your letter reaching me and the propriety of answering promptly induces this. I have written to have forwarded to Judge Cothran, the resident Director at Abbeville, a transcript of the President's Report and of the account of the Treasurer, presented to and audited by the Directors at their recent annual meeting. Reference to this will give you accurate details.

In reply to your second question, *I would say that the mortgage known as the Schofield mortgage is to secure bonds not one of which has been executed or will be executed until negotiations are concluded by him for a sum sufficient to build the whole through line to Kentucky.* And further, in connection with this mortgage, in the event of other parties (in Charleston or elsewhere) consenting to furnish the funds for completing the South Carolina Division of the line, *it is agreed that this mortgage shall be released on so much of the road and a new mortgage on that half be issued to secure the funds thus advanced.*

In reply to your third question: The subscription along the Carolina Division, now about to be voted upon, is by its express terms to be due and payable only upon a completed line to and through the locality voting it. It cannot be sooner received or expended by the Railway Company for any purpose whatever, and if the line is not constructed as stipulated such subscription remains uncollectable. *On behalf of the Railway Company I propose as President to execute and file in each county at once such contract or other paper as will assume the fulfilment of those conditions in good faith.*

This I think answers fully the inquiries made by you. You will observe that the subscription voted by any locality is in the nature of a bonus put up to be delivered to the Railway Company whenever it has, from other resources that it may provide, built and put in operation the Railway as far as that locality. You will also note that a subscription thus voted does not produce to the Railway Company a single dollar to go into construction, or any other expenditure, until after the locality making it has been passed. Before that time the only aid it gives toward construction is in so far as it may operate to induce third parties to put their money into the enterprise: *That this subscription will not of itself build the Road is self-evident; but that it will be a long step toward securing that end is a reasonable expectation. This expectation may or may not be realized. The friends of the road are prepared to guarantee nothing but earnest effort to success.*

I think it was Hercules, or some other man of affairs, that advised one that had stuck in the ruts to put his own shoulders to the wheel while he prayed for help. Should local effort be repudiated now by our people the probabilities are that it will well nigh seal the fate of the projected Railway. *It is difficult to conceive how capitalists at home or abroad, looking only to investment, would regard as a good investment a Railway which the people most interested in thus decisively declare they do not want.*

As President of the Railway Company *I have not and do not propose to urge this subscription upon our people.* They know their needs and must decide the question for themselves in their own interest and on their own responsibility. What I have written is for information and to avoid misapprehension. It is due to those in charge of the enterprise and to those who with you will pass upon the matter at the ballot box.

The subject matter of this communication being of general interest in your Country, I have forwarded a copy for publication in your County papers.

I am, very respectfully, your obedient servant, JOHNSON HAGOOD,
Presid't Carolina, Cumberland Gap and Chicago Railway.

Kershaw's Indigent Railroad.

(Kershaw Gazette.)

What is a railroad? Is it a graded road with wooden crossties upon which are laid iron or steel rails? If so, there is no railroad known as the "Palmetto" traversing the county between Cheraw and Camden which would authorize the purchase of 1st mortgage bonds under the Act (No. 468) approved December 24th, 1881. A proposition to sell first mortgage bonds of a railroad not in existence is too absurd to be made to capitalists, therefore the Palmetto Company offer this tempting security to the taxpayers of Kershaw county, calculating that the influence exercised by those who will be most benefitted by the road and the indifference usually exhibited by individuals to public affairs will insure a majority of the votes *polled* in favor of the purchase of first mortgage bonds, but our Legislature have wisely guarded against a minority deciding so important a question by requiring that a majority of the taxpayers paying a tax on $100 or more, shall vote in favor of such purchase before the county is authorized to purchase said bonds. There is no analogy between selling a plantation to a farmer and taking a first mortgage for the purchase money, and the lending of money to a company to build a railroad and taking a first mortgage upon the road before it is built. If the company fail to build the road the creditor loses his investment—principal and interest. But if the farmer fails to make a crop the creditors gets back his plantation and only loses the interest on his money. The lien taken by merchants on the products of the farm would be more analagous. If the lienor fails to make a crop, the lien is worthless as a security for advances; and if the railroad company fail to build the road the first mortgage bonds are worthless as a security for the money loaned. The Act of 1881 which provides for the first issue of first mortgage bonds ("of an issue not exceeding $15,000 per mile") authorizes the county to purchase said bonds on ten miles of road to secure a loan of $150,000, and the company would not be likely to give a mortgage on four times as much property as the Act requires.

If the stockholders of the Palmetto railroad build the road with borrowed money and give bonds paying 7 per cent. interest the company could borrow money from capitalists in this State who are anxious to invest in good securities at even a less rate of interest than 7 per cent. If first mortgage bonds of the Palmetto railroad are as good as the county bonds (for which they are to be exchanged dollar for dollar) then why will capitalist loan money on county bonds in preference to first mortgage bonds?

If the taxpayers of Kershaw county would avoid being struck with "lightning" they had better "stand still" or go slow, in borrowing money to loan to a foreign corporation wherewith to speculate.

GREYBEARD.

Pensioning Crippled Soldiers.

Watchman and Southron.

Some weeks ago we commented favorably upon the action of the North Carolina Legislature in pensioning the soldiers of that State who had lost a leg or arm.

The sight of a Sumter County war veteran, upon our streets yesterday, with but one leg, and appealing to the people for charity, convinces us that such a law in our State would be but an act of simple justice. If the benefits were confined strictly to cripples absolutely dependent upon their labor for a support, the cost would not be very heavy, and it would pay in a small degree the heavy debt we owe those men who gave so much for a cause we believed to be just and holy.

We speak of this matter now so that our people can think and talk about it previous to the next meeting of the Legislature.

The only question to be considered is our ability. We know that taxes are very burdensome and that any proposition to increase that burden will be looked upon with disfavor, but the increase need not be very great. We have no figures at hand, but believe that half a mill levied on the taxable property of the State would give every crippled soldier who depends for a living upon his own labor at least $5.00 a month. This list would not include the thousands who have been injured and partly incapacitated for life's duties; but is confined to those who have lost a leg or an arm and are thereby prevented from earning a livelihood. Can we not do it?

We do not think this matter has ever been brought squarely before the Legislature. Several papers, the *Press and Banner* most notably, have advocated the importance of State aid to these deserving men and their families; but nothing has come of it. We invoke the opinions of our cotemporaries, and if it is at all practicable to give substantial aid to the men who offered their bodies as a breastwork against the cruel foe, and who are now standing on street corners asking for charity, or hiding their poverty, are suffering for bread and clothing at home, then let us give it.

1885, bounded by G B Riley, W W Mars and others.

Henry Long to Mrs Josephine Long, one and nine-tenths acres, house and machinery, 13th township, sustenance of self and wife during life, February 16, 1885, bounded by H H Harper, R B Hutchinson and others.

M C Milwee to Koon, 150 acres, 7th township, $800, December 15, 1884, bounded by Nancey Beasly, estate Wm Bell, R P Pierson and the Laurens Lands.

M L Bonham, Jr., to Mrs E E McCelvey, 160 acres, 15th township, $35 January 19, 1885, bounded by Mrs J W W Marshall, Mrs Jane Lee and others.

M L Bonham, Jr., to Wardlaw & Edwards, 42½ acres, 15th township, $115, October 6, 1884, bounded by James Taggart, Sr., Ezekiel Partlow and others.

A C Collins to J D Fouche, 37 and one-fifth acres, 2nd township, $558, September 18, 1884, bounded by J D Fouche and A C Collins.

Richard Duncan to A J Clinkscales, 339 acres, 8th township, $2,400, March 6, 1885, bounded by J A Banister, Hard Labor Creek, Richard Duncan and others.

W P Wideman, S W Addison and J F Wideman to Richard Duncan, 676 acres, 8th township, $3,257.50, Fabruary 7, 1885, bounced J M Pruitt, M W Cuddy, Whitfield Johnson and others.

Jas S Cothran, as trustee, to Mary G Corley, 30 x 100 feet, 16th township, $100, January 10, 1882, bounded by No. 19 block M, in McCormick.

J W Hill to Mrs Fannie B Major, 6 and two-tenths acres, 2nd township, $800, November 10, 1884, bounded by Public Cemetery, James Burton, Baptist Church Parsonage and Bird Street.

Francis Arnold to Robt W Major, 399¾ acres, 1st township, $2,250, January 8, 1885, bounded by W P Anderson, J L Hughey, Dudley Boyd, Dr J G Boazman and Robt W Major.

Phillip Rosenberg to G A Visanska, 543 acres, 11th township, $1,600, March 9, 1885, bounded by Mrs J T Robertson, Martin Lands, Leroy Wilson and others.

Gen. P H Bradley to J W Ligon 1½ acres, 8th township, $60, January 9, 1885, bounded by P H Bradley, A & K Railroad, Public Road, J M Jordan and J W Ligon.

E A Whatley to Mary S Whatley, 150 x 312½ feet, and 150 x 291 feet, 8th township, $100, September 26, 1884, bounded by Barksdale Ferry Road, J W Ligon and J M Jordan.

Gen P H Bradley to Mrs Mattie B Baker, 1 a., 3 r., 34, 9th township, $16.70, January 1, 1881, bounded by P H Bradley, A & K Rail Road and others.

G M Kinard to Lillie M Kinard 1 house and lot, 31 x 110 feet, 1st township, $300, Jauary 22, 1885, bounded by F M Pope, Mrs Henning, Cambridge Street, Phillips & Jackson.

John R Kay to W G Smith, 85 acres, — township, $1,250, Feb. 19, 1885, bounded by Mrs A E Bigby, John M Dunlap and others.

R P Shaw to Jane Taylor, 210 acres, 4th township, $1,877, Feb. 18, 1885, bounded by Jane Taylor, Ward's road, W T Vermillion, Estate Haywood Davis and others.

J Fuller Lyon, Judge of Probate to L S Trewitt, 219 acres, 16th township, $1,715, Nov. 2, 1883, bounded by Estate W K Bradley, Long Cane creek, Dower tract and tract No. 2.

Jas W Wideman to John Henry Roberson, 25 acres, 15th township, $162.50, Jan. 5, 1885, bounded by W H Wideman, Wm Wilson, Baptist church lot and Jas W Wideman.

W O Sturkey to G R Sibley & Co, 578 acres, Edgefield county, $5,000, Feb. 16, 1885, bounded by A M Martin, S J Reynolds, H V Self, Holloway's lank, Mrs M E Weed and F M Hendricks.

W O Sturkey to G R Sibley & Co, lots No. 16, 17 and 18, 16th township, $——, Feb. 16, 1885, lots No. 16, 17 and 18, in McCormick.

J N Young to Due West Baptist church, ½ acre, 5th township, $150, Jan. 16, 1885, bounded by J P Pressley, J W Bonner and J N Young.

G H Moore, Executor to Alfred Cunningham, 1 acre, 16th township, $14, Feb. 16, 1885, bounded by Mill street, Robert Harris, Lewis Richey and others.

Evelyn E Rogers to F W Wagener, 1 house and lot, 1st township, $100, bounded by Wm Johnson, Mrs M E Hale, Mrs E E Rogers and W Richardson.

M L Bonham, Jr, Master to F W Wagener & Co, 33¾ acres, 3d township, $100, Oct. 30, 1884, bounded by J T Ellis, W C Norwood, J M Miller and C & G R R.

M A Fellows to S B Marshall, 42 acres and 15 acres, 1st township, $115, March 9, 1885, bounded by S B Marshall, M A Fellows, T L Coleman and Henley's creek.

Mrs Henrietta Rogers to Mrs Evelyn Rogers, ⅞ acre, 1st township, love and affection, March 11, 1885, bounded by E E Rogers, R F McCaslan and Cambridge street.

Mrs L J Merriman to Mrs R R Oldham, 5 acres and buildings, $2,500, March 13, 1885, bounded by B Reynolds, G, L & S R R, Abbeville road and C W Crews.

Mrs A E Carr to Miss Bell Yoe, 1 acre, 2d township, $——, Oct. 30, 1881, bounded by C & G R R and L D Merriman.

S A Durham to E A Seckendorf, 493 feet on Depot street and 333 feet on Magazine street, 11th township, $3,000, Jan. 31, 1885, bounded by Alfred Ellison, Magazine and Depot streets.

A J Pounds to Ella Pounds, 1 acre and buildings, 8th township, $400, bounded by P H Bradley and A & K R R.

Thos N Dallis to Sally L McClain, 2 lots 30x100 feet each, 16th township, $100, Feb. 21, 1885, lots No. 11 and 12, fronting on Oak street in McCormick.

W E Cothran to Thos W Chiles, undivided half interest in 184 acres, 9th township, $350, Jan. 8, 1885, bounded by Jas Steele, J H Chiles and S E Cothran.

Thos W Chiles to S E Cothran, undivided

county, but he got fooled when he went to Laurens. He had been about there on and off for several days, and had worked up a big emigrant business. I believe he had persuaded every colored family in the county to sell out and move to Kansas, and the day for the exodus had been set. Walker had them all well in hand. Whole families were getting ready to depart for the West over railroad lines represented by him, and the darkies were holding meetings to persuade the few who were holding back to fall into line and join the colony. These meetings were largely attended, and all the darkies got to talking Kansas. About this time Walker visited Laurens, to round up business, and arriving at a hotel, he took a room for the night to secure a good rest so as to be fortified for his labors of the coming day. But when daylight came, there was nothing in the room except Walker's shirt collar and scarf, and one or two other insignificant remains. The truth about the matter was that Walker had been invited to leave the place, and he was too polite to refuse the invitation, even had it not been of such a pressing character."

Walker's nap was disturbed about two o'clock a. m. He dreamed that a bed bug had crawled out from under his pillow and was shaking his shoulder, but when he jumped up to combat the foe, he was astonished to find that instead of the insect, it was a man's hand that grasped him. Around the bed gleamed a half dozen lanterns, each held by a determined looking citizen of Laurens. The spokesman of the party then addressed Mr. Walker and told him that he was wanted down stairs. He protested, but his friends insisted, and he hurriedly got into a few articles of clothing and accompanied them, having no idea of what was in store for him. When he reached the hotel office he was told that the party who wanted to see him was outside, and thither he was requested to proceed. The party he found to be a large body of men, some of whom were costumed as if for a hunt in the fields, and they all maintained a respectful silence as Walker was introduced to them. Then the leader of the party told the emigrant agent that his presence in that neighborhood was by no means desirable, and that he had to 'git.' They gave him ten minutes in which to make himself scarce, and there was fully half of that time to his credit when his form had vanished from their sight. The people had become a little sore over the business of having the darkies persuaded off, and had merely concluded to put a stop to it for awhile."

"No, I don't think I will go down to Laurens for a few days yet," the agent remarked in closing. "Times are getting dull, but I believe I will work up business in some other field. The Laurens darkies are salted and will keep, and besides, that is Walker's claim, and I am willing to allow him to manage it."

BEWARE OF MARRYING A STRANGER.

A Tar Heel Comes to South Carolina, Leaving a Wife Behind Him, and Marries Another.

(*Yorkvile Enquirer.*)

D. A. Long, who was indicted at the last term of the Circuit Court on the charge of bigamy, and who was admitted to bail by Judge Wallace in a bond of $300, Mr. M. A. Thompson becoming his surety, was surrendered by his bondsman and recommitted to jail on Friday last.

Long, who is a carpenter by trade, came from Gaston county, North Carolina, to Rock Hill, several months ago, and being industrious and steady, gained the confidence of the people. He recently married an estimable and highly respected young lady of the town, and soon after the marriage the rumor gained currency that he then had a wife living in North Carolina. On being confronted with the charge he attempted to make his escape, but was captured a mile or two from town and on a hearing before Trial Justice Fewell he admitted that when only sixteen years of age he went through the form of a marriage ceremony with a woman of ill repute, much older than himself, she having inveigled him into the misalliance; that it was not a valid marriage, first as no license was issued by the county register, as the law of North Carolina requires, the register refusing to issue license because he was under age; and secondly the ceremony was not performed by a person properly authorized by the law of the State to solemnize the rites of matrimony. He further claimed that soon after this mock marriage, he still being a minor, his father sent him to Florida, where he lived for more than a year, and had never, since he left North Carolina for Florida, lived with the woman. This story was plausible and to some extent gained for him the sympathy of those who had so recently censured him; but with that strange perverseness for which trial justices and other administrators of the law are noted, Trial Justice Fewell decided to hold him for the action of the grand jury, Court being then in session, and in default of $200 bail he was committed to jail. The grand jury found a true bill, and the case being called, the State moved a continuance, one reason being that there had not been time to produce testimony from North Carolina for either side, and the family of his second wife desired, in justice to her, that he should have ample time and opportunity to vindicate himself fully and entirely; or failing to do so, abide the consequences.

The motion for continuance was granted,

missive and will abide by the consequences, I have no desire for an evil purpose, to throw a damper upon an enterprise that would tend to advance the prosperity of a people. I feel a delicacy to express my opinions to the import of the petition, that, bears upon its face so much intelligence, notwithstanding. I am, constrained, by pure notions, to operate against the proposed taxation. I am not surprised at the citizens of the town of Due West to want more convenient railroad facilities. Such ambition is natural and laudable. Railroad there, would doubtless have a great tendency to enhance their reality, enlarge their respective sphere of business, promote the growth of the town, but the question presents itself to my mind are the farmers of the township in a condition that will justify them to assume or bear an additional load of taxation. They are in arrears. For the last two crops have been inadequate to meet necessary demands. Creditors are indulgent, inspired with the hope that good crops will be the farmers' reward this year to enable them to secure their just claims. The best of crops would not release them entirely of necessary indebtedness in one year. Impose a railroad tax and you will decrease the creditors chances of obtaining their just dues at an early day. Besides our county taxes will be much greater than heretofore on account of the unpredented calamity that she sustained last year in consequence of the mighty flow of her swollen streams.

Our prospect of an oat crop is very indifferent which will conflict greatly to our prosperity. I do not think it is an opportune time to tax a township to build a railroad. It is not able to pay its just debts and it is not suffering very seriously for such a need. Towns receive the very largest share of good conferred by a railroad. The people in the country are not benefitted materially not enough to counterbalance the tax imposed. Such a tax is to be dreaded, it may hang upon us like an incubus for years to come and finally be a means of involving us in serious embarrassment. Mortgages sooner or later, will be recorded against us in the Clerk's office and eventually the result will be, in the hands of a "few" (Syndicate or combination) and the tax-payer denied of any ownership. Go up to the mountain counties through which the Air Line (R. & D. R. R.) traverse, which was partly built by local taxation and you will ascertain that a great many farmers have been deprived of their claims of reality by railroad assessment. Think how hard it is to pay taxes for the government outside of a railroad tax, which will increase the difficulty ten fold. They are the "inevitables" got to come, independent of good or bad crops or what not. No exemption whatever is available. Farmers consider well before you incur a railroad tax. Look to your interest by voting against it. Economise and strive to do away with the necessity of so many railroads. Make your fertilizers, corn, bacon, molasses and live independent at home. Competing lines are the arguments harped upon, in order to reduce freight tariff. The people's necessities are not sufficient to build, equip and keep up so many first-class railroads in such close proximity. It requires an immense amount of capital and the officers in charge are compelled to exact a tariff sufficient to defray expenses and realize a little profit. You need not expect to be benefitted shortly on the tariff question. An objection might be mentioned as to labor. Farms are now lying idle for the lack of laborers. The tide of emigration has borne them off in such great numbers as to cripple the agricultural interest and grading a railroad now through the county would enhance this embarassment much more. A plausible plan might be brought to bear against the destruction of so much timber as is required to build and keep up railroads. One of the principal features of the stock law was, it would preserve our forest growth, that was necessary to bring showers of rain from the clouds to water vegetation and quench our thirst and you know oftentimes we need rain worse than railroads. I know of no means, in this particular, that are more calculated to denude the forest of its majestic oaks than railroads. It has been estimated that a mile of grading requires 2,500 cross-ties, which will necessitate ten acres of good timbered land to be cut down and then to be duplicated every eight years. Think of the immense amount of timber for steam purposes, also for bridges, trestles and so on, to keep alive a multiplicity of railroads. I am inclined to believe that the "City by the Sea" will not, shortly, give any substantial assurance to the "Cumberland Gap." She is more deeply interested in the "Midland" route. One railroad at a time is about as much as she cares to say "grace over." I repeat, the straving condition of this country does not justify a railroad tax. She is anxious to pay her just debts, before any other additional encumbrance is imposed that would by law sepersede their payment.

O. P. H.

Sound Sense.

(*Charlotte Observer.*)

Jan. [illegible], 1885, bounded by Jas Steele, J H Chiles and S E Cothran.

Thos W Chiles to S E Cothran, undivided half interest in 184 acres bought of W E Cothran, 9th township, $450, Feb. 20, 1885, bounded by Jas Stelle, John H Chiles and S E Cothran.

J A Platt to Wm E Penn, 30x100 feet, 16th township, $150, Jan. 28, 1885, bounded by Main street and alley in Block L in McCormick.

Wm E Penn to Garrett & Latimer, 30x100 feet, 16th township, $573 40, Feb. 23, 1885, bounded by Main street and alley Block L in McCormick.

J P Phillips to J W Calhoun and others, 1 94-100 acres, 1st township, $215, Jan. 3, 1883, bounded by J T Miller, C T Whitten, Anderson Bros, M Richardson, Church street and Lipscomb avenue.

J W Power, trustee to A R Ellis, 2¼ acres, 5th township, $215, bounded by Prof J I McCain, J W Power and Main street.

J F C DuPre, Sheriff to W N Hall, 40 acres, 12th township, $50, Feb. 2?, 1885, bounded by John McMahan, Mary McMahan, W L McMahan and others.

R W Lites to M J Dendy, 1¼ acres, 9th township, $125, March 6, 1885, bounded East by Neel street, North-west by Greenwood street, North-east by R W Lites, South-west by Grove street.

M L Bonham, Jr, Master to Dowie & Moise, 30x150 feet, 9th township, $100, bounded by Jas M Dendy, fronting on Main street, on the corner of Main and Augusta street.

J C Klugh, Master to Joel C Weir, 2 acres and buildings, 11th township, $825, April 2, 1885, bounded by Mrs Margaret Sassard, W A Clark, R H Wardlaw and the Anderson road.

Mrs Susan A Reagan to Mrs Fanny Drennan, 125 acres, 7th township, $1,000, Feb. 27, 1885, bounded by Mrs E N Brooks, E W Watson, Allen Good, Henry Red, D A P Jordan and J Fuller Lyon.

J C Reagan to Dr Horace Drennan, 30x90 feet, 7th township, $10, Feb. 27, 1885, bounded by Depot street and D A P Jordan.

J C Klugh, Master to Mary Jane Henry, 1 acre and buildings, 4th township, $110, March 2, 1885, bounded by A M Dodson, W W Rowland and G B Reid.

Thos E Frith to Wm A Frith, 56¼ acres, 15th township, $500, April 6, 1885, bounded by Thos E Frith, Mrs Morrah and Mrs C T Rogers.

Wm A Frith to Thos E Frith, 50 acres, 15th township, $500, April 6, 1885, bounded by Jas McCelvey, Jas L Covin and others.

E A Seckendorf to Otto F Wieters, 193x335 feet and buildings, 11th township, $3,000, March 28, 1885, bounded by Alfred Ellison, Magazine and Depot streets.

John W Lesly to F J Lawson, 8¾ acres, 11th township, $120 30, March 2, 1885, bounded by J W Lesly, Mrs Harrison and Mrs F J Lawson.

Isaac Y Moragne to Eli Moragne, 11 acres, 7th township, $6, March 21, 1885, bounded by Jas Fields, Primus L Aman and A P Moragne.

Mattie F Cook and J W Lyon to J S Burnett, 1 acre, 9th township, $50, June 10, 1884, bounded by lot No. 1, public road and Cook & Lyon.

T T Wakefield to W P McCarter, J E Brownlee, J B Hampton, School Trustees of School District No. 12, 1 23-100 acres, 12th township, $2.50, Feb. 19, 1885, bounded by Estate C Wakefield, Mary Boyd and Trail road.

Elizabeth Wells to C N West, 30x120 feet and buildings, 9th township, $600, March 25, 1885, bounded by J C Tittle, J H Burnett and Main street.

G Cade to T P Paschal, 40 feet, 15th township, $50, Feb. 28, 1885, bounded by J L Covin, Benson land and G Cade.

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How Many Stalks to the Acre.

Carolina Spartan.

A farmer has asked us to give again the number of stalks or hills on an acre of ground with rows of different widths and hills at different distances. We will not use fractions of a foot. The first figures represent the width of the row in feet and the second the distance of the hills in the drill:

Distance.	Hills to Acre.
3x1	14,520
3x2	7,260
3x3	4,840
4x3	3,630
4x4	2,722
5x3	2,904
5x4	2,178
5x5	1,742
6x3	2,420
6x4	1,815
7x3	2,074
7x4	1,555

Now taking these figures it will be easy to calculate the yield of the crop when well worked. Take the first distance, 3x1 for cotton, and make 6 to 7 bolls to the stalk, and the yield will be 900 pounds of seed cotton. If the cotton is planted 3x3 and the yield is 25 bolls to the stalk, it will give 1,200 pounds. When it comes to corn it is generally crowded too much. On very rich alluvial lands it may be crowded so as to give five or six thousand hills to the acre and if the seasons are just right, the yield will be great. But when it comes to the average upland of our county, the rows should be wide and the distance between the hills in proportion to the land and manure. We would advise those who have been crowding corn and raising nubbins and short, light fodder, to begin a reformation by planting 5x4. When they see how much better that is than the old way, they may be induced to plant 6x4. Better than this, however, 7x3. The advantage of this last distance is that the manuring, planting, hoeing, pulling fodder and gathering corn requires very little over half the time necessary when the rows are only four feet wide. It takes much less time to do the running round, and no more to break out the middles. Corn planted 6x3½, and 7x3 and 5x4, gives almost the same number of hills. When the ears are large and well filled, about 80 of the best will make a bushel. The average crop of fine, large corn will require about 120. This table is given for our farmers to cut out and file away for future reference. Remember that giving corn plenty of distance and working it well will make full cribs. Close planting and poor cultivation encourages liens and high prices. Which will you take?

◆

How to Measure Fields.

During seeding time farmers often wish to make an accurate estimate of the amount of land in a field. The accompanying table has been found useful and convenient for the purpose, and may be cut out and preserved for future reference:

5 yards wide by 968 long contains an acre.
10 yards wide by 484 long contains an acre.
20 yards wide by 242 long contains an acre.
40 yards wide by 121 long contains an acre.
70 yards wide by 69⅐ long contains an acre.
80 yards wide by 60½ long contains an acre.
60 feet wide by 726 long contains an acre.
110 feet wide by 396 long contains an acre.
120 feet wide by 363 long contains an acre.
220 feet wide by 198 long contains an acre.
240 feet wide by 181½ long contains an acre.

entirely; or failing to do so, abide the consequences.

The motion for continuance was granted, and the Judge fixed the amount of bail at $300. The bond was given, Mr. Thompson becoming his surety, as above stated; but after signing the bond he investigated the case in North Carolina, and finding the records all against the accused, he decided to annul his bond.

The *Analecta*, published at Cherryville, in Gaston county, N. C., fully confirms the ugly rumors in connection with Long's disgraceful career. That paper of last Saturday's date furnished indubitable proof that Long was married to Mary Ann Hovis, in Gaston county, by J. Kiser, a Justice of the Peace, eight or nine years ago, a license having been duly obtained therefor; that Mary Ann is now living in Gaston county, and that she is a woman of good record. The *Analecta* further says that since the recent proceeding in York Sessions Court, Long has been in that county, and a report of his marriage having preceded him, he denied it, but admitted that he had been living with a woman at Rock Hill. While in Gaston he attempted to bribe his wife No. 1 to sign a paper certifying that she did not recognize him as her husband. This she refused to sign. She says she considers herself the only lawful wife of David Long. However many women he may marry, she claims to be the first, though the rest are welcome to him. It is supposed that Long was making his arrangements to skip the country, having returned to Rock Hill last Thursday for his tool chest and clothing when he was unexpectedly and unavoidably detained.

◆

Planting Cotton in Checks.

Anderson Intelligencer.

As the time for planting cotton is fast approaching, and wishing success to those who plant, I will give my experience in the cultivation of this staple product, so that your readers, should any of them choose to follow the plan, may be benefited thereby. My plan of preparation is as follows:

Break the land close and deep with a subsoil, lay off furrows with a large shovel, checking three feet each way; put the amount of manure desired in the check, cover with a twister; then take a hoe and following across the ridge along the uncovered furrow dig a hole about four inches deep, directly over the manure, drop from eight to ten seed in a hill, and cover with a hoe.

Now, in order to prevent the ridge being washed away and seed scattered, take a double foot stock with small subsoils attached and go one round to the middle; The cotton, then, when it comes up will be on a small ridge. By so doing it will be much more convenient to work. The cotton should be thinned to one stalk in a hill, unless it is short-limbed, then two are sufficient.

Having followed the above plan last year, I gathered fourteen hundred pounds seed cotton off of three-quarters of an acre, the ground not being very much improved. My estimate of the advantage derived in cultivating cotton by the above plan is as follows:

First, it does not acquire as much hoeing by three-fourths; second, droughts do not injure it so much as when planted in the drill, there not being so many roots to exhaust the moisture. When planted in the hill the bolls will grow larger, the stalks will be better developed and lint superior to that of drill cotton. If planted according to the above plan there will be forty nine hundred hills on the acre, and land highly improved and planted in the hill will produce one hundred bolls to the stalk. Now, in order to show how much cotton might be made on one acre, I will state that I picked one hundred average bolls, weighed the cotton, and found that I had a fraction over a pound, showing that it is not impossible to make sixteen hundred pounds of lint cotton to the acre.

TALL GROVE.

Bushy Creek, Anderson County.

◆

What it Costs to go to New Orleans.

What does it cost to take in the Exposition at New Orleans? That is the question that is often asked. The proper way to go is to carry nothing but a valise, if you expect to stay only a few days. Start with cooked food enough to last you till you get there. That not only saves expense, but it is better than you will snatch up on the road. Carry as little baggage as you can get on with. One of temperate, economical habits can estimate a ten days stay in New Orleans as follows:

Round trip ticket	$22.45
Pullman Sleeper, round trip	7.00
Admission to grounds 6 days	3.00
Street car fare	1.00
Excursions on boats 4 days	4.00
Admission to entertainments	3.00
Ten days board	20.00
Total	$60.45

It requires 30 hours to make the trip. One may take the ordinary coach and save part of the expense. If that item and entertainments are left off, the expense will be brought down to $50.00. You can add as much as you please for the purchase of extras and trinkets to bring away with you. While one can spend 7 to 10 days there for $50.00, another may go and pay $200 and not learn half as much that is profitable.

◆

The Appointing Power.

Aiken Recorder.

The primary election at the best only decides who is the choice of a political party, not of the whole people as in a State or county election, therefore it can have no legal force; but if the Governor in the face of the law should regard its verdict as binding, and confer the appointment upon the individual chosen, he in no way relieves himself of the personal responsibility vested in him by the law. He alone is clothed with "full power" to appoint, and if he shirks that responsibility by delegating it to others, and the appointee should prove to be an unworthy person, he alone would be morally and legally responsible for any detriment that might result to the commonwealth.

◆

The Knights of Honor.

The Grand Lodge of Knights of Honor, at their meeting in Chester, elected the following officers to serve for the ensuing year: J. L. Moses, of Charleston, Grand Dictator; M. L. Bonham, of Abbeville, Vice-Grand Dictator; M. B. McSweeney, of Hampton, Assistant Grand Dictator; G. W. Holland, of Newberry, Grand Reporter; J. T. Robertson, of Abbeville, Grand Treasurer; B. G. Clifford, Grand Chaplain; Simon E. Bacon, of Spartanburg, Grand Guide; F. H. Wardlaw, of Edgefield, Grand Guardian; C. B. Quattlebaum, of Horry, Grand Sentinel; Dr. George Howe, of Columbia, State Medical Examiner; Julius Moses, of Charleston, Representative to the Supreme Lodge; M. L. Bonham, Jr., of Abbeville, alternate.

Sixty-six delegates were present, representing forty-one out of the fifty-one lodges in the State. The next meeting will be held at Georgetown on the third Wednesday in April 1886.

◆

Spool Silk Veilings. Something to please the ladies, new and handsome. Full line of colors. R. M. Haddon & Co.

Sound Sense.

(Charlotte Observer.)

Reports from South Carolina indicates that there are agents there enticing the negroes to emigrate to the West. They paint glowing pictures to the ignorant colored man of the wonderful inducements offered him to locate in Arkansas, which they represent to be "a land flowing with milk and honey." The following is the result of one exodus:

> A party of ten or twelve families who left Abbeville county in December, have just returned to their old homes. At the palce where they intended to locate one man was found hauling wood for seven widows, whose husbands had dropped off in that inhospitable country. This state of things so alarmed the women of the party that they immediately set their faces to their old homes, and their husbands followed them.

The pen that writes this has often pointed out, years ago the methods of these oily-tongued rouges, who are employed by railroads which make a big thing out of the poor negroes' fares. As most of those who are induced to leave are under contract to the farmers, it is no wonder that the farmers are beginning to deal summary justice to the rascals.

◆

A Good Government.

Newberry Herald and News.

The country needed a Democratic administration, and it has it. It had been so long misgoverned by a Republican party, whose mission was taxation, fraud, waste and stealing, and all of this carried on upon the largest and grossest scale, that the need was pressing and it brought about the election of Cleveland. Reform did the work, brought about the revolution of '84 and turned the corrupt old party adrift, and a part of that revolution is that which is now turning the rascals out. That the new government will be conducted upon the truest, soundest, strictest and best methods there is every reason to believe and not a single reason to doubt. We are satified with it, and every one else should be.

◆

Farmers should get an improved double foot plow stock to put in their cotton with, for sale by W. Joel Smith & Son.

For gentlemen—a most elegant line of collars, cuffs, handkerchiefs, cravats, &c., at Smith & Son.

We have still a small lot of millinery on hand, consisting of flowers, feathers, hat ornaments, hair switches, &c. We offer plumes and feathers costing as high as $2 for 50c. and 75c., flowers costing as high as 75c. for 25c., real hair switches, black and colored, costing 75c. and $1 for 50c. Smith & Son.

Our stock of clothing has been pronounced the prettiest ever brought to Abbeville. We really think we have a beautiful line of clothing and are selling same at very reasonable prices. Smith & Son.

Our stock of hats, gents neck wear, and hand sewed shoes cannot be surpassed. Smith & Son.

'White lawn robes with trimming to match. A very handsome lot and very cheap at Smith & Son.

W. Joel Smith & Son have on exhibition one of the largest and most attractive stocks of spring and summer goods they have ever offered. Goods are much prettier than usual, and cheap enough to satisfy the closest buyer. Call, examine our stock and get your wants supplied. Smith & Son.

We went to market late, had several lines of goods sold us at reduced prices, and therefore can offer some real bargains to our customers. Come, see for yourself. Smith & Son.

Dress goods, plaids, English check, all wool nuns veiling from the cheapest to the best at Bell & Galphin's.

Citron, currants and rasins, fresh at Parker & Hill's.

Northern apples at $3.15 per barrel at Parker & Hill's.

The time to set out your flowers is here We are expecting a lot of flower pots in a few days. W. Joel Smith & Son.

Black kid gloves, every pair guaranteed at Bell & Galphin's.

Bell & Galphin are selling real nice pink, blue, navy blue, cardinal and brown hose for 10 cents a pair.

Hosiery! hosiery! hosiery! Ladies, Misses, and Children at Bell & Galphin,s.

Crazy cloth, for waist dresses, makes up as pretty as an all wool kibur cloth. Entirely new at Bell & Galphin's.

Linen lawn at Bell & Galphin's.

Our black kid gloves for one dollar cannot be beat, every pair guaranteed. Bell & Galphin.

Stylish millinery at Bell & Galphin.

Flowers, feathers, and ribbons in great variety at Bell & Galphin's.

A dress for all. Our line of 5, 6¼, 7 and 10 cents colored lawns cannot be surpassed. Bell & Galphin.

The best black silk ever shown in this market, at Bell & Galphin's.

The best black silk at Bell & Galphin's.

If you need a nice cashmere dress you can save money by buying it from Bell & Galphin. They have the trimmings and everything to match.

It is simply impossible to find a better line of 8, 10, 12½, 15, 20 and 25 cents white lawns than Bell & Galphin are showing.

A great bargain, fifty full sized marseilles quilts in perfect order at $1.25 each worth $2.00. A. Rosenberg, Greenwood, S. C.

Parasols! parasols! parasols! from 10 cents to $5.50. A. Rosenberg, Greenwood, S. C.

Our line of 5, 6, 7, 8 and 10 cent muslins is simply beautiful. A pretty dress for every one. R. M. Haddon & Co.

Just received a large lot of the "fruit of the loom" bleached homespun, which we are selling very cheap. Bell & Galphin.

Every lady who would enjoy complete comfort should wear the Madame Strong comfort corset for sale by Bell & Galphin.

The best thing out, is our novelty combination corset beautifully made, perfect fitting and guaranteed to give satisfaction. Bell & Galphin.

Embroidered dress Robes something perfectly beautiful at Bell & Galphin's.

Gloves! gloves! gloves! something to suit every one. Lisle silk and kid at Bell & Galphin's.

You ought to see our line of plaid worsteds for over suits and trimmings, they are new, stylish and cheap. R. M. Haddon & Co.

Miss Annie Howell, of New York, will assist Mrs. Haddon in the millinery department.

We have an immense stock of fine em eries and laces for trimming white d They are very pretty and cheap. R. M. don & Co.

Mourning goods a specialty. Tamise Henrietta cloth, gazelle cloth, black meres, &c. R. M. Haddon & Co.

Dress ginghams, all shades at Cunnin & Templeton's.

Hosiery, gloves, corsets, buttons, shirts, undershirts, at Cunningham & pleton's.

Brown goods, ¾, ⅞ and 4-4 at low pri Cunningham & Templeton's.

Check goods, jeans, cottonades and mers at Cunningham & Templeton's.

Cunngham & Templeton will sell nice muslin at 6 cents per yard. Cal from 5 to 7 cents.

5,000 pieces of assorted tinware to prices to suit purchasers at Parker & H

Parker & Hill are selling 11 yards fruit of the loom bleaching for one dol

Cow peas for seed at Parker & Hill's.

Parker & Hill will sell a bargain ware.

Never so cheap before No. 3 mackere barrels for one dollar and fifty cents Parker & Hill's.

20 yards of good calica for one dollar ker & Hill's.

Second mourning goods. The hands line of second mourning goods we have shown, fine and cheap. R. M. Haddon &

Dresses cut and fit or made to order. Haddon & Co

Parasols and fans. Our line of parasol fans is both large and cheap. We show in this line entirely new. R. M. Hadd Co.

Summer silks, black silks, black and ed satins, satin rhadame, &c., full line M. Haddon & Co's.

The latest styles in millinery will be every week during the season as they a in New York. R. M. Haddon & Co.

Foster kids. Our five hook kid glove cannot be beat in this market. Give th trial. R. M. Haddon & Co.

Look at our "town talk" corset only 35 R. M. Haddon & Co.

"Best out" corset, for 50 cents, is a be try one. R. M. Haddon & Co.

Spring and summer worsteds in all the shades, with trimmings to match. R. M. don & Co.

Embroideries. The prettiest and che line of lawn and hamburg edgings to be at R. M. Haddon & Co's.

White goods in great abundance at ningham & Templeton's. Pique from 6 Lawn from 10 to 20, Muslin from 6 to 20.

If you want a bargain in nice ladies' call on Cunningham & Templeton.

A large assortment of Hamburg edgin Cunningham & Templeton's.

Ask Cunningeam & Templeton to you the stock of gent's collars.

If you want a suit of clothes cheap Cunningham & Templeton's.

White robe dresses. Something ent new and handsome. R. M. Haddon & Co

Hosiery. A beautiful line cardinal, b and navy blue hose, only 10 cents a pai M. Haddon & Co.

Corsets, 25 cents and up. R. M. Hadd Co.

Gloves, lisle, silk and kid in all the shades at reasonable prices. R. M. Hadd Co.

JUST ARRIVED.—Messrs. Wallingfo Russell have just received a carload of year old mules. The finest ever broug this market. A

Oranges, bananas, apples and all seaso fruit, choice and fresh, at Parker & Hill's

Go to Miller Baothers and supply yo with a good clock for $1.25.

Say! look here. Don't you need a real hat? If you do there is no excuse why should not have one when Miller Bro are selling them so very cheap.

Choice uncanvassed hams at Parker &

Calico, 4½, 5 and 5½ cents per yard, at P senberg & Co's.

Our line of 5 cent muslin cannot be sur ed. R. M. Haddon & Co.

$1,000 wanted in school claims. We wi allow full value for school claims in merc dise at cash prices. R. M. Haddon & Co.

Fans, from 2½ cents up in beautiful de at R. M. Haddon & Co.

Rosenberg & Co., are offering clothin greatly reduced prices.

Ginghams, 5 cents per yard, at P. Rosen & Co's.

CALL at Miller Brothers and get clocks and boots.

Sound seed potatoes—early rose, early rich, pinkeye, and Florida yams, at Park Hill's.

Sugar—12 lbs. granulated for $1.00, 13 lbs. tra C. for $1.00, 14 lbs. golden for $1.00, 14½ yellow for $1.00, at Parker & Hill's.

Farmers wishing to purchase tobacco or 10 pound lots or by the box, will find their interest to call on P. Rosenberg & C

25,000 pounds of bacon, 1,000 bushels of 200 barrels of flour, 60 barrels of molasse stock and to arrive. Parties in need of goods will do well to examine our stock. Joel Smith & Son.

100 bushels clay peas at Parker & Hill's.

A varied and extensive stock of nearly erything usually needed by the trade found at Smith & Son's.

White goods, India linen, Egyptian la linon dedueca, Persian lawns, nainsooks, finish mulls, French and Irish mulls, trimmings to match, at prices never qu before in this market. R. M. Haddon & C

No pains or expense have been spare make our spring stock one of the most tractive we have ever shown, prices as lo the lowest. R. M. Haddon & Co.

Five hundred pounds of candy at ten c a pound. P. Rosenberg & Co.

Mr. John T. Lyon is the owner of a Spanish jack—"Dan Castello."

Washington street still improving. Ca Thos. McGettigan's well known estab ment, the old Palmetto Saloon, No. 4 W ington street, next door to the *Messeng* fice and right under the *Medium*. See the provements Tom is making and see for y selves how a first-class saloon is kept.—*ad*

15 pounds brown sugar for one dollar at ker & Hill's.

The Abbeville wholesale store is still sel corn at Western prices. Mr. Rogers had cars corn at depot a few days ago and rep eight more to arrive. It is astounding amount of corn, meat and flour this h sells daily. This house does a mammoth iness and is certainly a great blessing to trade.

Fresh buckwheat at Parker & Hill's.

Mackerel at bottom prices. No. 2 in ¼ rels at $1.75, No. 3 in ¼ barrels at $1.50, at ker & Hill's.

Tinware in sets—very low—at Parke Hill's.

A full stock of New Orleans sugar and lasses at Parker & Hill's.

Landreth's onion sets at Lawson's.

A large lot canton flannel to be closed ou New York cost by P. Rosenberg & Co's.

Remember that P. Rosenberg & Co will c out their immense stock of overcoats, suits at sacrificing prices.

All winter goods to be sold at reduced pr by P. Rosenberg & Co.

Gent's woolen undershirts will be sol cost by P. Rosenberg & Co.

Smoke "Mary Lee" tobacco. P. Rosen & Co.

Hot Water Remedy.

There are few cases of illness where w would not occupy the highest places as a medial agent.

Headache almost always yields to the multaneous application of hot water to feet and back of the neck.

Pieces of cotton batting dipped in hot w and then applied on new cuts, bruises sprains, is the treatment now adopted in h pitals.

Madrass curtain lace—beautiful patte Also, Schirn lace. These goods entirely and cheap. R. M. Haddon & Co.

Parasols! Parasols! Another lot of pa sols just received. R. M. Haddon & Co.

GRANT is not dead yet, and the doc have about come to the conclusion that will get well in spite of them.

Have you seen those zephyr suitings, like silk and very cheap, at R. M. Haddon Co's.

WHITE BROTHER

— ARE —

now prepared to exhibit an elegant stock

SPRING & SUMME

GOODS.

All departments are full, and persons want of any article, have only to call fo and be supplied.

In regard to prices, a great many goods nowsold below the cost of production.

Satisfaction guaranteed. Let every one c and see for himself.

WHITE BROTHERS.

LAW CARD

WE have this day formed a partnership the practice of law under the firm na of CASON & BONHAM. Mr. Bonham h retired from the Master's office and will d vote his whole attention to the practice.

☞ Office O'Neill Range.

SAM'L C. CASON,
M. L. BONHAM, Jr

January 28, 1885. tf

WM. H. PARKER W. C. McGOWAN.

PARKER & McGOWAN

ATTORNEYS AND SOLICITORS,

ABBEVILLE, C. H., S. C.

WILL practice also in the Circuit Courts the United States for South Carolina.

Jan 7, 1880. tf

Marshall P. DeBruhl

Attorney at Law,
ABBEVILLE C. H. S. C.

In Stock and to Arrive!

25,000 ponnds Bacon,
1,000 bushels of Corn,
200 barrels of Flour,
60 barrels of Molasses

PARTIES IN NEED OF THESE GOODS will do well to examine our stock.

W. Joel Smith & Son,

Jan. 14, 1885.

Harness

GOOD machine made harness for sale chea by THOS. BEGGS.

Dec. 17, 1884, tf