

WEDNESDAY, MAY 13, 1885.

THOSE QUESTIONS.

Sometimes since the *Medium* propounded certain questions to the President of the C. G. & C. Railroad, and claiming that they are unanswered now challenges any friend of the road to reply. In default of a speedy response he threatens to hang the scalp of that corporation to his belt. As it would be wrong to scalp that body if alive and a pity to mutilate it if dead, let us see if the *Medium* is unanswered. We think that the public, for whose benefit the questions purport to have been asked, had then before it or has since been furnished with all the information sought to be elicited. Let us see: and for convenience we will group the questions.

In Relation to the Finance and Management of the Road since Consolidation.

1. How much money was on hand when you took charge of the enterprise?
2. How much does the Company owe for work, salaries, surveys, printing, office rent or anything else?
3. How much grading has been done under your administration?

In the letter of the President to Dr. Wideman who asked questions similar to the first two above and which letter was sent for publication to all the county papers including the *Medium* is given an explicit reply to the same. We extract.

"At this time" the beginning of the present administration "the roads referred to had in the aggregate and in round numbers outstanding liabilities to amount say \$4,000 and uncollected assets to a larger amount. These liabilities passed into the hands of and under the management of the C. G. & C. Railway Company." * * * "After consolidation the company received the Williams' subscription in part. 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 the roads placed in their hands, and they have applied the Williams' subscription to the survey and location of the Carolina Division of the line."

The President further stated (see the letter itself) that there was now due and unpaid the remaining liabilities of the two original roads and certain balances of salaries to officers. He added that the now uncollected assets on the books of the company exceeded its liabilities unpaid of this date: and that writing without them, access to the records of the company he would cause to be forwarded to Judge Cothran the resident Director at Abbeville for reference a transcript giving figures in detail. This was done: and the figures are, Assets \$22,686 63, Liabilities, \$16,657 16.

The property of the road outside of that considered above was shown to be its valuable franchises, its rights of way and depot sites donated or paid for, and an amount of work cheaply done by convict labor and valued by competent Engineers at over \$100,000.

Dr. Wideman did not ask the 3d question above relating to a matter of public notoriety. He might possibly under the circumstances have regarded it as flippant. If the *Medium* has any doubt however in the matter we inform it that in point of fact no grading has been done.

Question in Relation to Mr. Schofield.

4. Has any agent for the company solicited aid in New York, Chicago or any other money center in this country? If not why not?
5. Has Mr. Schofield invested one dollar in the stock or bonds of the road? Has he raised a dollar from any other source? Has any individual or company given him a legal obligation to assist in building the road in any way?

Extract from the Wideman letter.

"By the Schofield contract" entered into before the present management assumed office "Mr. Schofield was created Financial Agent of the C. G. & C. Railway Company with sole management of the negotiations for funds to complete the road, his contracts to that end to be subject to the approval only of the direction of the company. Mr. Schofield is known to have been in the country and has been for two years engaged in prosecuting his efforts in England."

His reasons for doing this seem to be apparent. The sum to be raised was large and money is cheaper abroad than in the United States. London is the money center of the world, and its capitalists restrict their investments to no quarter of the globe. The United States is a favorite field for them; Government bonds, mines, cattle ranches farming lands, forests, city property, rail roads in this country alike attract favorable attention in that market.

These are reasons that may have influenced Mr. Schofield, beside the fact of his being a favorable business connection, and having met with former success in England in a similar negotiation. His efforts have been for the negotiation at one time of the full amount to complete the through line to Kentucky; and without discussing the reason why, though we are disposed to think that in the depressed and unsettled money market which has prevailed for the two years of his agency, any one else would have fared no better, the fact remains that Mr. Schofield has failed to date, to place our bonds. He has not yet secured the money for the through line. It is this very condition of things that brings about the discussion now occupying our people. They are unwilling to await the contingencies attending the larger enterprise; they feel that a local road is needed by them now, and having already expended time and money in that direction some, at least, think it is best to spend more, and while not abandoning the hope of the road to Kentucky, to get at least a road to Abbeville. For this purpose the expenditure is not beyond the resources of moneyed centres nearer than London or Chicago or New York and as we understand it the present question is whether the City of Charleston and the people along the line will raise the necessary funds.

The Wideman letter informs us that no bonds have been issued up to date.

We therefore assume that Mr. Schofield has made no investment in bonds of the C. G. & C. R. In fact his appointment was to sell bonds to other people, and implied no obligation to buy them himself. Neither have we heard that he has invested in the stock of the road. But recurring to the Wideman letter for information, we find that, "He has borne at his own charges all the expenses of the Financial Agency: neither salary or other expenses connected therewith have been paid by or are chargeable to the Railway Company." We assume that Mr. Schofield and his associates are neither fools or philanthropists. Their compensation must come in some where, and it seems to us it does not require any special financial sagacity to at least discover the tail of this cat in the meat tub. Mr. Schofield and his friends are casting bread upon the waters. If this expenditure in placing our bonds, vitalizes their company, having the contract for the construction of a road over 400 miles in length and requiring six millions of dollars to build it, they will realize their reward before the end is reached—and we will realize a through line to the great trade-centers of the West.

When will the Whistle Blow in Abbeville?

6. Did Charleston or the citizens of Charleston promise to contribute \$50,000 if we would raise a five per cent. tax?
7. How much money will be required to grade and equip the line to Abbeville?
8. When will the road be completed and equipped to this place, provided we vote a 5 per cent. tax? State the exact date.

"The latter says: 'You will note under the conditions of the subscription to be voted, not a dollar is produced to the rail road to go into construction or any other expenditure, till after the locality voting it is passed. Before that time the only aid it gives towards construction is in so far as it may operate to induce third parties to put their money into the enterprise.'"

Now as Charleston is the third party we have in our eye just at this time let us see where she stands.

In the *News and Courier* of the 6th of February 1885, appeared the following:

"A number of well known business men assembled in the Chamber of Commerce yesterday at the invitation of General Hagood to hear a statement of the condition and prospects of the Cumberland Gap and Charleston and Edgefield Gap Railways. The object being to ascertain whether Charleston was sufficiently interested in that road to make it worth while to have a formal conference here later in the month."

Among those present were Mr. E. Hurry Frost, President of the Chamber of Commerce, who presided; Capt. F. W. Wagner; President C. G. Witter, of the Edgefield Gap Bank, President A. Simonds, of the First National Bank, Mr. G. W. Williams, Mr. J. S. Gibbs, Col. J. B. E. Sloan, Gen. C. I. Walker, Major W. H. Braxley, Major G. W. Dawson, Mr. A. S. Johnson, Major G. W. Huiat and Col. J. B. Beck, General manager of the South Carolina Railway. After hearing the statement of the condition and prospects of the road, the following resolution was adopted unanimously.

Resolved, That it is the sense of this meeting that the immediate and active support should be given to the railway from Abbeville to the directions of the mountains. That the line of the Carolina, Cumberland Gap & Charleston Railway, is the most practicable for obtaining a good local business in South Carolina, with the possibility of extension to the trade centers of the West and the East. That a committee of seven be appointed by the chairman to confer with the President and Directors of the C. G. & C. Railway, to determine upon the most practicable plan of giving aid to that enterprise, and that the same committee do also confer with the President and Directors of the South Carolina Railway with a view to enlisting such company in any plan that may be adopted."

On the 4th of March, the formal conference above referred to, was held, and is reported in the *News and Courier* of the next day. It was not only had with the President and Directors of the C. G. & C. Railway, but with representative business men from all along the line, whom the people in their reawakened interest had sent to attend. Pickens, Easley, Belton, Williamston, Due West, Donalds, Honea Path, Abbeville, Edgefield, Trenton and Aiken were represented. The business men of Charleston filled the Chamber of Commerce in which the meeting was held.

The stockholders of the South Carolina Railroad Company, who had just adjourned, forwarded, and the Chairman had read the following resolution.

Resolved, That this Company views with great interest the line of Railway from Abbeville to the direction of the mountains, projected by the C. G. & C. Railway Company, and will, with satisfaction, any effort in aid of such enterprise, which, in the judgment of the Board of Directors, may be proper."

After free and ample discussion, the meeting itself expressed its views in a resolution unanimously adopted.

Resolved, That this meeting is confirmed in the opinion heretofore expressed, that it is a matter of great importance to the City of Charleston that the Railway of the C. G. & C. Company should be built. That it recommends to its fellow citizens such contributions in aid of that enterprise as will assist in building of said Railroad, and that the committee heretofore appointed look hereafter to report, to a meeting to be called hereafter by the Chairman, such plans for giving substantial aid to that Railroad Company as they may in their judgment deem most likely to accomplish the object desired.

Subsequently the Directors of the road and the committee of seven conferred. The result was the acceptance of the position that Charleston's aid could only be given in the purchase of our bonds: that a pledge of local subsidy must precede any successful call upon Charleston investors, and that \$500,000 in bonds was necessary in addition to the expected local aid to complete and equip the road as far as Abbeville. These resolutions were all reported by the delegates from the country on their return to their constituents.

But in further defining Charleston's position, the committee of seven have also spoken. On the 21st March, Maj. Braxley, Chairman of that committee, was interviewed by the *News and Courier* and spoke freely. The interview was published in full in our County papers, but we make the most important extracts from it.

"The committee only wait now for a report from Gen. Hagood of the result of the efforts which we understood were to be made to secure local subscriptions. When we know that, we can say what in our judgment Charleston can and ought to do." * * * "We could not, with any propriety of case, appeal to the people of Charleston to take bonds enough to build the road unaided, unless the people along the line are sufficiently interested in it to grade it and pre-

pare it for the rails, I should doubt very much whether any bonds could be placed here." Now will 5 per cent. of the assessed valuation voted along the line from Aiken to Abbeville, raise a sum equal to the cost of completing the preparation of the road for the rails?

The estimate of the Chief Engineer, Kirk, submitted and discussed at Charleston is to complete the grading, bridging and trestling.

From Aiken to Edgefield: \$	8,780.00
Edgefield to Abbeville:	81,275.00
Cross-ties for whole distance:	40,600.00
	\$130,655.00

Five per cent upon assessed valuations as reported will yield.

Abbeville:	\$ 28,750.00
Townships Edgefield:	58,000.00
Village Edgefield:	5,000.00
Troy and Trenton:	10,000.00
Aiken Townships:	47,009.00
	\$149,159.00

But we have not yet fixed the exact date nor the hour on that date, when the whistle will blow in Abbeville. A little later, perhaps, we may be willing to bet on the day and the hour when that note of glad tidings will be sounded.

The Route of the Road.

9. Has your company decided exactly upon the route the road will take, or will another survey be had?

The Act of the Legislature incorporating "The French Broad and Atlantic Railroad" (the South Carolina division of the present C. G. & C. R.) which Act was recently republished by the *Press and Banner*, fixed between Aiken and the mountains the following points through which the route should run, with power of variation by the company in certain exigencies: to wit, Trenton, Edgefield C. H., Troy, Abbeville C. H., Due West, Belton, Williamston, Easley and Pickens C. H. At the date of consolidation into the C. G. & C. Company, as is well known, the survey had been made through these points, and all the grading that has been done is between these respectively. In the consolidation contract with the Schofield Company, set forth in the printed prospectus of the C. G. & C. Railroad, widely disseminated, it is provided (Article 1) that, "The line of the route of the said railway, from its southern terminal northward, shall be such as has been already selected and in part located."

When Greenville made the Company very advantageous proposals to deflect the main route by her borders, it was decided that the foregoing provisions precluded the consideration of her proposition.

We think it may be safely assumed that the road will run through the towns named, if the towns will let it.

The Residue of the Remainder.

Have you made an effort to secure the shipment of iron rails by any other Company at a cheaper rate than the South Carolina Railroad?

Well really! We must beg the *Medium* to let us off from this question until after the election. It will hold water till then.

We have given the public little, if any information it did not possess before, but we submit that our neighbor is indebted to us for collating for his behalf that which has strangely escaped his usual watchful attention.

AT LAST.

We have always believed the people of the town of Abbeville were not so unmindful of the vital interests of the place as to refuse to at least attempt to secure further rail road facilities. The petition presented to the Town Council asking for an election on the rail road question shows that we were right in our belief. We believe, furthermore, that this is but a precursor of the future, and when the election does come off, it will be carried overwhelmingly for subscription. Those who have opposed it, we believe have acted in good faith, but we trust, now that they see, so large a majority of the property holders desire the election, that they will be willing to assist them in the good work. Minorities, it is true, have rights, but the greatest good to the greatest number is necessarily the foundation of the government.

We all are called upon sometimes to make great sacrifices, and the patriot is ever ready and willing to make these sacrifices, when in the opinion of the majority of the State or county, or town, such becomes necessary. Let us now dwell together in peace and harmony, promoting our own welfare, by advancing the interests of the town and vicinity.

"DIED OF TOO MUCH SCHOFIELD"

"Bro. Wilson and Hemphill have been making a gallant fight against the C. G. & C. Railroad. But why will live men fight a corpse? Take off your war paint, gentlemen. That thing is dead. It died of too much Schofield." "Brother" Kirkland in *Church Record*.

We were under the impression, but alas! it may be and doubtless is a delusion, that the paper from which the above extract is taken, together with the reverend "brother," who has the honor to edit it, were devoted to the interest of the church which it represents. How the church has any part in this "fight" as the reverend "brother" chooses to term it, we are at a loss to know. He may be and doubtless is, supreme in his church, and his dictum may be law, but he will probably awake sometimes to the fearful reality that his church is not the whole State nor even the whole of Abbeville county. He will also probably awake the C. G. & C. Railroad the liveliest corpse he ever attempted to preach

a funeral over. When his services are needed they will doubtless be requested. Take off your funeral robes, "brother," and don't be in such a hurry to officiate.

Communicated.

Messrs. Editors: A copy of your last issue made its way to my room and was received and read with pleasure. I assure you, its presence is no insult to my household. I feel grateful, and my "partner in life," who is a lover of newspapers, also, express thanks to the donors for the gratuitous contribution. You are perfectly welcome to mail it to my address as long you have been duly authorized. The time stipulated was for the "year round," and I hope its visits will be weekly, until the time expires. I entertain the expectation of deriving benefit from its columns, of a more intrinsic character than the importance of having my nasal protuberance fastened to the grindstone, in being taxed "eternally" to build the Cumberland Gap rail road. I have no idea that your journal, which, I presume, is the organ of this road taxing scheme, will ever succeed in making a proselyte of your humble servant. He is Ephraim-like, given to his idols." However, his mind is "open to conviction" and will carefully undergo the ordeal and risk the sequel, of course, at the expense of the charitable party making the experiment.

It is one acknowledged fact, of which you are aware, that diversity of opinion prevails in human nature. Such has been its character from its inception in this mundane world, and will continue to exist until the wheels of time cease to make a revolution. I recognize the right of every rational man to express his opinion, however insignificant it may seem in the eyes of a "few," on whatever subjects that may be promulgated for discussion, if he sees proper so to do. I fully accord to your lordship the absolute right of expressing your views on this contemplated Cumberland Gap rail road tax and admire your heroism in endeavoring to maintain them, until you are consciously convinced by reason and experiment, that they are based upon false premises. I do abominate an editor, correspondent or speaker, to advance ideas on disputed points in a manner arrogating "what they don't know is not worth knowing." If you can achieve success, upon an honorable and equitable basis, in impressing upon the tax payers mind that it is to their interest to aid in building this road, all right, let your adjoining contemporaries, *Medium* and *Press and Banner*, whose comments on this subject are equally entitled to credit, which I endorse in toto, with due deference to the contrary, can establish opposite results, all right. Let no advocate pro or con, become offended "keep cool." Let no stigmatizing epithet or reproach brand any ones sentiments. Due West township has voted the tax. It is not my purpose, in this communication, to state my belief how it was done. If the advocates of this tax, and they are the advocates of this tax, and they are men noted for erudition, integrity and sobriety, can face the world and their God and say with a clear conscience that they resorted to no unfair means in any shape or form to obtain this result, all right. I resisted it with all my mental vim and force of suffrage; I, knowingly, made no requisitions upon any four means to take undue advantage of any station. I expressed views consistent to my belief, or I ignored them. I, liberty to endorse, or ignore them. I, Confederacy-like, was "not whipped but overpowered." Next thing, required, I presume, will be iron-clad "oath of allegiance," *id est*, Railroad tax. I would take the liberty of saying that a portion of the intelligent class of citizens in Due West are very ungenerous in bemoaning so sarcastically the sentiments of the *Medium* and *Press and Banner* on this rail road enterprise. They are the multiplicity of the public and have the liberty to advance their respective views in whatever way they choose to do so *pro bono publico*. They harbor no ill feeling for the propriety of Due West and would not, by any means, advance an idea, if they thought, would have the least weight to diminish her measure of success in any praiseworthy undertaking. Their past record, in eulogizing so repeatedly the merits of the place, is a sufficient guaranty to testify to this fact. I do not think they are proper subjects upon whom views of wrath to be uncorked in this Christian town, discharged unapprisingly, derogatory to their reputation as journalists, simply, because a little difference of opinion is brought to hear on the Railroad. Courtesy and respect should characterize all debatable topics, especially when public interest is at stake. R. S. G. one of the speakers selected for the recent Railroad campaign in Due West township, in favor of imposing a tax, and by the way, he made commendable efforts in his faith to make converts, with an exception of being too presumptuous in knowing every thing. His speech was full of errors, and right of diversity of opinion and were tempered with less sarcastic slang. My nature is to give the "devil his due."

Trenton Follows Due West and Troy.

The election, as regards voting a tax in aid of the Carolina, Cumberland Gap and Chicago Railroad, took place at Trenton on Thursday of last week, and the municipality voted unanimously in favor of the tax. And thus does Trenton evince that she is abreast of the spirit of the nineteenth century. Trenton, Troy, Due West! Now let the Townships of Pickens, Wise, Moks, Blocker and Mableton nobly into line!

Three Cheers for Trenton.

At the election in Trenton Thursday on the Railroad subscription question, a solid vote was polled for the Railroad subscription, not a single vote having been cast against it. The people of Trenton know the advantages of Railroads and like sensible people they are willing to assist in building them.

Edgefield Chronicle.

P. A. S. M. A. T. H. G. O. ROBINSON & CO. offer a Maxon & Hamilton Organ to the correct interpretation of P. A. S. M. A. T. H. As these letters have a double interpretation, which person will have two trials, and the winner must first read both readings. The names, with solution, will be entered in a book, and when the correct answer is received, it will be advertised and the party notified. This offer remains open until May 1st, 1885.

A Careful Reading of our Advertisement is Advised.

T. M. H. O. T. S. G. O. ROBINSON & CO., Augusta, Ga.

Speed & Neuffer DRUGGISTS.

KEEP constantly on hand a full, and well selected stock of pure
Drugs, Chemicals etc., etc.
All the latest and popular lines of Patent and Proprietary Medicines.

Herbine,

the best Liver Medicine, cures Dyspepsia, for sale only by us.

BED BUG POISON,

the most convenient way of destroying these insects.

DIAMOND DYES,

all the Staple and Fashionable Colors.

Toilet Articles, Stationery etc. etc.

The best brands of
Cigars, Tobacco, and Cigarettes.
A complete stock of White Leads, Paints, Oils, Varnishes, etc., etc., Paint Brushes, Window Glass.

Golden Machine Oil.

We sell the celebrated Harrison Brothers' Prepared Paint; the best in the market. Special attention paid to the

Prescription Department.

Physician's prescriptions and family recipes filled at all hours of day and night, by experienced and competent hands. Orders by hand or Mail, promptly attended to.

SPEED & NEUFFER.

April 29, 1885. 1f

A FEW HINTS

FOR THE USE OF

AYER'S PILLS

DOSE.—To move the bowels gently, 2 to 4 Pills; thoroughly, 4 to 6 Pills. Experience will decide the proper dose in each case.

For Constipation, or Costiveness, no remedy is so effective as AYER'S PILLS. They insure regular daily action, and restore the bowels to a healthy condition.

For Indigestion, or Dyspepsia, AYER'S PILLS are invaluable, and a sure cure. Heartburn, Loss of Appetite, Foul Stomach, Flatulency, Distension, Headache, Numbness, Nausea, are all relieved and cured by AYER'S PILLS.

In Liver Complaint, Bilious Disorders, and Jaundice, AYER'S PILLS should be given in dose large enough to excite the liver and bowels, and remove constipation. As a cleansing medicine in the Spring, these PILLS are unequalled.

Worms, caused by a morbid condition of the bowels, are expelled by these PILLS. Eruptions, Skin Diseases, and Piles, the result of Indigestion or Constipation, are cured by the use of AYER'S PILLS.

For Colds, take AYER'S PILLS to open the pores, remove inflammatory secretions, and allay the fever.

For Diarrhoea and Dysentery, caused by sudden colds, indigestible food, etc., AYER'S PILLS are the true remedy. Rheumatism, Gout, Neuralgia, and Sciatica, often result from digestive derangement, or colds, and disappear on removing the cause by the use of AYER'S PILLS.

Tumors, Dropsy, Kidney Complaints, and other disorders caused by debility or obstruction, are cured by AYER'S PILLS. Suppression, and Painful Menstruation, have a safe and ready remedy in

AYER'S PILLS.

Full directions, in various languages, accompany each package.

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1885

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Absolutely Pure Spirits.

NORTH Carolina copper distilled Corn, Finest brands of Kentucky Rye, from two dollars to six dollars per gallon. Imported Cognac Brandy a specialty.

Also Ales, Porter, Champagne &c. In fact all the popular and standard goods that can be obtained.

Together with an assortment of Tobaccos and fine Cigars that can not be excelled in quality.

Persons needing such goods would not be hampered by buying from them.

The place is Second Door from Court House.

O'DONNELL & CUNNINGHAM,

Proprietors, Abbeville, S. C.

Jan 14-1f

Notice to Board of Health.

THE following persons have been appointed members of the Board of Health, for the town of Abbeville:

G. A. VIANNA,
H. T. TUSTIN,
J. M. GAMBRELL,
F. F. GARY, M. D.

They will be required to look after the sanitary regulations of the town, and will commence their inspection of all the premises, on MONDAY, 25th of May, 1885. Property holders and residents will govern themselves accordingly. By order of the Council.

JONES F. MILLER, C. T. C.

May 13, 1885-2f

Watches, Clocks and Jewellery.

MR. H. D. REESE, of Abbeville, is prepared to do all manner of repairing of Watches, Clocks and Jewellery, and will pay all express charges on work sent to him from stations on the C. & G. R. He always keeps in stock a handsome line of Jewellery and Plated Ware at moderate prices. Send in your orders. Address, H. D. REESE, Abbeville, S. C.

17

For Sale.

I OFFER for sale, at low figures, the following property:

1 Five-horse power Upright Engine.
1 Farquhar Thresher,
1 Gin, (30 saws) and Condenser,
1 King Cotton Press.

The above property, is considered in good condition, and may be bought very low by applying to the undersigned at the Messrs. Office. JAS. S. PERRIN.

May 6, 1885-1f

The Place to get What You Want

THOS. M. CHRISTIAN,

HAVING bought the interest of Mr. JOHN WILSON in the business formerly conducted by them jointly, will keep always in store a complete stock of

Fancy Groceries,

CANNED GOODS

CONFECTIONERIES!

of all kinds.

The Best and Cheapest

Cigars and Tobacco,

THE FINEST WINES AND LIQUORS

SWEET MASH CORN WHISKY for medicinal purposes, a specialty. Also choice LIQUORS of any kind for medicinal purposes. Give him a call. Satisfaction guaranteed. All persons indebted to the firm of Christian & Wilson must make immediate payment.

THOS. M. CHRISTIAN, Abbeville, S. C.

1-3m-33

AGRICULTURAL MACHINERY.

WE OFFER TO THE FARMERS OF ABBEVILLE,

The Derrig, Jr. Twine Binder—weight 1,250 lbs.

SIMPLE, STRONG, DURABLE and EFFICIENT.

PRICE, \$230.

THE Derrig Light Reaper, weighs 750 lbs. price, \$105.

The Derrig Mower, cog gear made of malleable iron, the best mower in use, price \$75.

The celebrated Thomas Hay Rake, price, \$30.

The Corbin Disc Harrow, with friction rollers and chilled boxes, price, \$40.

Parquhar's, Cardwells and Butterworth's Threshers, and "Ajax" Portable Engines. The Iron Age and Planet Cultivators. We solicit correspondence from farmers and dealers.

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Columbia, S. C. Apr 14m