

THE CAROLINA SPARTAN.

BY F. M. TRIMMIE.

Devoted to Education, Agricultural, Manufacturing and Mechanical Arts.

\$2.00 IN ADVANCE

VOL XXIII.

SPARTANBURG, S. C., THURSDAY, AUGUST 2, 1866.

NO. 27

THE CAROLINA SPARTAN

PUBLISHED EVERY

THURSDAY MORNING.

AT

Two Dollars (Specie) in Advance.

RATES OF ADVERTISING.

One Square, First Insertion, \$1; Subsequent Insertions, 75 cents, in Specie.

[From the Charleston News.]

Cincinnati and Charleston Railroad via French Broad.

In view of the great interest which is now being taken in having a communication by railroad between the Northwest and the Atlantic seaboard, and on account of the urgent claims advanced by the friends of rival routes, we would respectfully suggest to the friends of the various routes, and especially to the citizens of Cincinnati, Kentucky, Tennessee, North and South Carolina, that a Convention be called, composed of delegates from Cincinnati and the States named. The Convention to meet this summer or fall, at some convenient place—say Morristown, Knoxville or Asheville—to consider the merits of the various routes proposed; decide thereon, and see what may be done in the premises. Let Cincinnati name the place and time.

It is thought expedient, a corps of engineers, in the meantime might make a reconnaissance of the different routes, or an examination of the surveys thereof, which have already been made, so as to report to the proposed convention.

It is of the greatest importance to the whole country, and especially to those who may be interested as stockholders that the contemplated railway should have the best possible location, the most direct route, the cheapest line, and should pass through a country capable of producing the greatest amount of business. Other things being equal, any unprejudiced mind would be in favor of such a proposition as self evident. Directness of route is now the leading idea with English railway builders, and its great importance is now being recognized by our own people.

These advantages we claim for the route extending from Cincinnati to Charleston, S. C., via Cumberland Gap, Morristown, Tenn., Paint Rock, Asheville, N. C., Spartanburg and Columbia, S. C., which we submit, have been fully proved, are unanswerable and unanswerable, by the able report of Dr. M. Carriger, Secretary and Treasurer of Cincinnati, Cumberland Gap and Charleston Railroad, lately published in the Cincinnati Commercial.

The only argument against this report which we have seen, used by the Hon. Geo. A. Trenholm before the Charleston Board of Trade, at which he is represented to have said: "Now, as regards the Spartanburg extension, they have not got a charter to enter the State of Virginia, and they cannot reach Cumberland Gap, which is in Virginia, without one; and it is out of reason to suppose that in the present condition of the public mind—it is contrary to any reasonable conjecture, that Virginia will grant a charter for a railroad which is to tap her whole system of local and State roads, and is calculated to divert her commerce to another State. It is true they have a charter from the State of North Carolina, but such is the jealousy of that State in regard to its own seaports, and the value of its own costly system of railroads, that in that charter they have reserved to themselves the right, when this railroad shall have been completed by private capital, to indemnify the corporators and take the road for the State of North Carolina."

The distinguished champion of the Blue Ridge route must think that cause strong indeed, against which he urges no better arguments than these. But as to the fact, Cumberland Gap is not exclusively in the State of Virginia; the principal part of it is in the States of Tennessee and Kentucky. The one or two hundred yards of Virginia passed through here, is a tunnel which commences in Tennessee and terminates in Kentucky, which, we are well informed, belongs to one individual, who is a stockholder, and has given the right of way to this projected line. Besides, if his facts were true, it is difficult to imagine how the passage of a road through this remote, mountainous, and very small slip of Virginia, would so derange her "whole system of local and State roads, and divert her commerce to the support of another State." Her whole system of railroads would still be left free and open, and with the contemplated road finished, she would save in distance from Cincinnati to Norfolk via Cumberland Gap, Morristown and Bristol, sixty four miles over the line from Cincinnati to Norfolk via Knoxville. And in case the Virginia and Kentucky Railroad should be extended from Bristol to Cumberland Gap, as is contemplated, she would save in distance, from Cincinnati to Norfolk, one

hundred and seven miles over the line via Danville and Knoxville.

We have a better opinion of the liberality and generosity of the Old Dominion, even if it were necessary to appeal to her. It is rather absurd to presume that a company of stockholders would be so foolish as to undertake to build a railroad without first having obtained an indisputable right to build; and yet the Cincinnati, Cumberland Gap and Charleston Railroad was being successfully and rapidly built when the war broke out. The honorable gentleman admits the prospect of more business for the "Spartanburg extension," than we had supposed he was willing to acknowledge. Now, as to his other *ad captandum* argument. Suppose the road completed from Cincinnati to Morristown to Asheville, N. C., and the State of North Carolina should conclude to take that portion lying between Asheville and the State line, near Paint Rock (and her reservation only applies to this portion) indemnifying the corporators, what does it amount to? Simply to a change of stockholders, and by full compensation. We would be surprised if many of the stockholders of the Blue Ridge Road would not sell their stock upon terms much more favorable to the purchaser. But admitting that the State of North Carolina should take this portion of the road, it would be her interest to bring to Asheville as much freight and as many passengers as possible. Then would commence the competition between the lines running from this point to Norfolk, Va., Beaufort and Wilmington, N. C., and Charleston, S. C. So much the better for the citizens of Ohio, Kentucky, and Tennessee.

The road running this line would reach Charleston, through the centre of South Carolina, in almost an air line, passing by Columbia, where there is a water power superior to Lowell. There would be no diversion from this line, at least from Asheville, N. C., south. But suppose the Blue Ridge Road completed to Anderson, what guarantee is there that the Savannah Valley Railroad, or the road to Port Royal, will not be built, thus diverting the road and business from the centre of the State, and adding immensely to the cost of this already expensive line? With the road completed to Asheville, the great products of the West would seek the shortest route to a seaport, which is Charleston, S. C., where, in the language of Mr. Memminger, "there is no competition, the market is clear, and the proximity of the sea, and of the West Indies particularly, furnishes an open door to the produce which will come here for sale or shipment." It would thus pass through different parallels of latitude, and bring products to be exchanged for those of a different kind.

The Legislature of South Carolina, in 1835, appointed the lamented Hayne, Abram Blanding, Governor Noble, and others, commissioners "to cause examinations, surveys, and estimates to be made for a railroad between Charleston and Cincinnati." They applied to the then Secretary of War and obtained the services of a distinguished corps of United States Topographical Engineers. The engineers reported to the convention which met at Knoxville, Tennessee, July 4, 1836, composed of 280 delegates from nine different States, to wit: Ohio, Kentucky, Indiana, Tennessee, Virginia, Alabama, North Carolina, South Carolina and Georgia. The committee to prepare business, say, in relation to this report, that it is found to be entitled to entire confidence, as well on account of the able manner in which it has been drawn up, as the skill and accuracy of the engineers who have assisted in making the surveys.

"From this report it will appear that within the chartered limits of the company there is no practicable pass through the Alleghany Mountains, but the valley of the French Broad River; and, most fortunately for the undertaking, the general direction of this river within the mountain region coincides with a straight line, drawn from Charleston to the branching point in Kentucky; and what recommends it more strongly for adoption, is the fact that its head waters rise in a level plain, which begins at the summit of the Blue Ridge and stretches to the northwest in an open valley without any descent, perceptible to the eye, for 30 miles, to a short distance below Asheville, in North Carolina, and for the next 60 miles, it has a very regular descent to the point where it issues from the mountains; which descent in the whole distance averages only 13 feet to the mile, and in only one mile is there a descent of 45 feet. This committee have no hesitation, therefore, in declaring that this must be adopted as a part of the line of our road, and that it is perfectly practicable."

"This report was 'unanimously agreed to by the whole Convention, and ordered to be published to the world in their name and behalf.' At a subsequent meeting, the stockholders came unanimously to the conclusion, after patient investigation, that the passage of the Blue Ridge at the Butt Mountain Gap, via the French Broad

River, 'was decidedly superior to every other to be found within the limits of their charter, or indeed in the whole extent of the mountain ranges dividing the Atlantic from the Western States.'

McNell and Williams, distinguished topographical engineers, who 'were almost continually occupied during an entire period of four years' in surveying this mountain region, decided in favor of its superiority over all others.

Governor Hayne, in his address before the Knoxville Convention, says: 'Now we would ask whether the mere existence of such a passage through the mountains, in the general direction of a line drawn from Charleston through the centre of South Carolina, and leading nearly in a straight course across an interesting and valuable portion of North Carolina, and through the very centre of East Tennessee to Lexington, and from thence to the Ohio River, does not mark out, as with the unerring hand of nature, this as the great channel of communication between the South and the West.' There is a difference in distance of 91 miles in favor of the "Spartanburg extension" via French Broad and Cumberland Gap to Cincinnati over the Blue Ridge route via Knoxville.

The difference in cost is proportionately greater, and according to the report of Dr. M. Carriger it is shown that the cost of the Blue Ridge and Knoxville and Kentucky Roads to be \$1,850,000, or over double the cost of the Cincinnati, Cumberland Gap and Charleston, and the Greenville and the French Broad Railroads, extending from Cumberland Gap to Spartanburg C. H.

The total amount of unfinished road is greater on the former than the latter by forty six miles.

With such superior advantages in favor of the French Broad route, the inquiry very naturally occurs to every one, how the Blue Ridge road obtained such prominence. "In 1852 there was a vexatious controversy between the South Carolina Railroad Company and the City Council of Augusta, Georgia, about the right of the former to establish a depot within the corporate limits of the latter." It was suggested to build a railroad from Anderson to Knoxville. An engineer was appointed, who made a reconnaissance of the route. In his report he says: "The distance of the new road projected will be about one hundred and fifty miles—forty-eight miles lying in South Carolina, twenty-five miles in Georgia, fifty miles in North Carolina, and twenty-seven miles in Tennessee. These distances may not be exactly apportioned, the total, however, can be relied on. I have no hesitation in estimating that \$1,750,000 will build this road in a permanent form, with a rail weighing not less than fifty five pounds per yard; but it will be entirely safe to assume \$2,000,000."

With this estimate, the city of Charleston entered heartily into the enterprise, and subscribed a million of dollars. Extraordinary influences were brought to bear upon the Legislature, and the State was committed to the enterprise in the amount of several millions.

When we consider the great exertions which have been made to induce corporations and States to subscribe, and the magnitude of the enterprise, we are surprised at the comparatively small amount of individual subscriptions.

According to the report of the President of the Blue Ridge Railroad, made to the Legislature of South Carolina in 1863, the amount subscribed by individuals

is \$278,700.00
Contracts for work done 177,200.00
Total length of road constructed 33 miles, and total cost of road \$2,924,119.00

According to the report of Major R. C. McCalla, Chief Engineer of Cincinnati, Cumberland Gap and Charleston Railroad, made August, 1860, the entire cost of the road, exclusive of equipment, from Spartanburg C. H., S. C., to Morristown, on the East Tennessee and Virginia Railroad, a distance of 161 miles, is \$2,735,090.01, and from Spartanburg C. H. to Paint Rock, a distance of 117 miles, \$2,213,102.64. The State having already spent two millions and a half of dollars on the Blue Ridge Road, decided not to assist the French Broad Road, but to "husband her resources." The Committee on Railroads (not a corps of engineers) reported that "the estimates of the French Broad Railroad, through the mountains, are so much under the cost of all other railroads over the same range of mountains, that your Committee cannot regard them as altogether accurate, and believe that, should the work ever be completed, they will fall far short of the cost." Yet this same range of mountains can be passed by this line of road without a single tunnel.

A committee of fifteen gentlemen of ample means had already agreed, in writing, to build the road from Spartanburg C. H. to Asheville, N. C. entire, at the estimates made by Major McCalla, and according to the plans and specifications of the com-

pany's engineer, and take one-eighth of the amount in the stock of the company, and three-eighths in well secured bonds, and one-half in cash. They also proposed to build that part north of Asheville to Paint Rock upon the same terms. Two of this committee, with one other gentleman, were subsequently awarded the contract to build the road from Morristown, Tenn., to Paint Rock, 444 miles. They took the entire road at the estimates of Major McCalla, gave bond and security, and with a force of 400 hands were progressing satisfactorily to all parties, when they were forced to quit by the events of the late war.

We would be sorry, and would not intentionally do the Blue Ridge Road any injustice. We would be glad to see each road built; for we think there would be business sufficient to sustain both. Yet we must do justice to our own route, and if "the comparison should seem invidious," the fault is not ours, but of natural causes. In conclusion, we contend that we have an uninterrupted chartered line from Spartanburg C. H. to Cincinnati; that from Cincinnati via this route to Charleston, S. C., is nearer by many miles than by any other route to the same seaport, or to any other seaport; that it is cheaper by several millions; that it passes the whole way through a country capable of affording much business, and right on the banks of a river (the French Broad), just between the provision and cotton growing regions, which can afford power sufficient to do all the manufacturing required by the contiguous States. We believe that nature has marked out this route as the way in which the South and the great Northwest are to be brought together in social and business intercourse. The way is so plain that, sooner or later, capitalists will take hold of it and carry it to a successful completion and a prosperous future. It is for this generation to decide whether we are to fold our hands and lose the golden fruits, or move forward and build up an enterprise which will not only be a blessing to us but to future generations.

"FRENCH BROAD."

Rules for Sedentary People.

H. T. Tuckerman, in one of his essays, on the subject of health, has said: "The mind is the most delicate of organs, and it is the duty of the mind to be exercised. In the course of which Tuckerman spoke of the difficulty of combining mental toil with health. To this Sismondi said:

There is vast error on this subject. Be assured that we were intended for intellectual labor, and that there is a way of making it subservient to health. I will tell you a few rules founded on experience: Vary the kind of work—let it be research one hour, meditation another; collation today, and revision to-morrow. Do this on system: give the first part of the day to the hardest study, the afternoon to exercise, and the evening to social intercourse; let the mind be tasked when the brain is most vigorous, that is, after sleep; and woo the latter blessing not in the feverish hours of thought and emotion, but after the gentle exercise of the mind which comes from pastime and friendliness.

He considered occasional travel and prudent habits the best hygiene for a man of sedentary pursuits; and the great secret, both of health and successful industry, the absolute yielding up of one's consciousness to the business and diversion of the hour, never permitting the one to infringe in the least degree upon the other.

FAMILY PRAYER.—Robert Hall, hearing some worldly-minded persons object to family prayer as taking up too much time, said that what might seem a loss will be more than compensated by that spirit of order and regularity which the stated observance of this duty tends to produce. It serves as an edge and border, to preserve the web of life from unraveling. "The curse of the Lord is in the house of the wicked; but He bleaseth the habitation of the just."

GEN. JOHN B. MAGRUDER.—This gentleman is the editor of the Mexican Times, the American journal started in the city of Mexico by the late ex-Governor Allen. To every American desirous of being posted on Mexican affairs, the Times will be a valuable paper. Its terms are one dollar per month, or ten dollars per year, in advance.

LEISURE.—Employ thy time well if thou meanest to gain leisure; and since thou art not sure of a minute, throw not away an hour. Leisure is time for doing something useful; this leisure the diligent will obtain, but the lazy man never; for a life of leisure and a life of laziness are two things.—Franklin.

A missionary asked an Indian, "How do you know there is a God?" Pointing to footprints in the sand, the savage answered, "How do you know that men have been here?"

Lines.

[We publish by request the following amended copy of the ode written by Mr. Timmon for the late ceremonial coronation of the Confederate graves at Magnolia.]

Sleep sweetly in your humble graves,
Sleep martyrs of a fallen cause!—
Though yet no marble column craves
The pilgrim here to pause.

In seeds of laurels in the earth,
The garlands of your fame are sown;
And, somewhere, waiting for its birth,
The shaft is in the stone.

Meanwhile, your sisters for the years
Which hold in trust your storied tombs,
Bring all they now can give you—tears,
And these memorial blooms.

Small tributes, but your shades will smile
As proudly on those wreaths to-day,
As when some cannon-moulded pile
Shall overlook this Bay.

Stoop angels hither from the skies!
There is no holier spot of ground,
Than where defeated valor lies
By mourning beauty crowned.

THE DIFFERENCE FOR SAMBO.—Mr. Oliphant, an Englishman, who has written some true and many amusing things about the events of our civil war, shows the nature of the change wrought in the condition of the negro, by the following anecdote:

"I invariably asked every negro I conversed with, whether he thought himself better or worse off than formerly, and as invariably received for answer, that he was in some respects better, and in some worse. One fellow on board a steamer illustrated the difference thus: 'If, when I was a slave, I had tumbled overboard, the boat would have been stopped, I should have been picked up and put by the fire to dry, because I was property, and then given a hundred lashes for falling overboard. But now, if I fall overboard, 'Oh, it's only a cursed nigger, go ahead,' and I should never be picked up at all. In a word, the negro used to be a dog with a master, now he is a dog without one."

IMPORTANT IF TRUE.—The editor of the American Union, published at Shelbyville, Tennessee, has been shown the model of the invention intended to prevent collisions and other accidents on railroads. The advantages of the invention are thus given by the Union:

"From its simplicity, we feel confident that when once adopted, it will become a general thing, as it will do away with all other kinds of signals, as by this invention any official on the road can stop any train, when desired, at any distance. He can shut off the steam of a running engine at a distance of five miles as well as if he were on the engine. At the same time, the conductor of any train may be stopped on any part of the road, can prevent any other train from coming nearer than one-half mile, by stopping the approaching engine."

THE SECRET.—"I noticed," said Franklin, "a mechanic, among a number of others at work on a house erecting, but a little way from my office, who always appeared to be in a merry humor, who had a kind word and a cheerful smile for every one he met. Let the day be ever so cold, gloomy or sunless, a happy smile danced like a sunbeam on his cheerful countenance. Meeting him one morning I asked him to tell me the secret of his constant and happy flow of spirits."

"No secret, doctor," he replied. "I have got one of the best wives, and when I go to work she always has a kind word of encouragement for me, and when I go home she meets me with a smile and a kiss; and then the tea is sure to be ready, and she has done so many little things through the day to please me, that I cannot find it in my heart to speak an unkind word to anybody."

A disloyal paper down in Louisiana, not having the fear of Sumner's scrap-book before it, and not standing in awe of Thad. Stevens' "penitentiary of hell" perpetrates the following:

A Topeka, Kansas, paper nominates Charles Sumner for President, and Thaddeus Stevens for Vice President. Why not put a few millions tons of nitro-glycerine under the country and be done with it?

The little tax of one per cent. upon every box of matches, netted the government \$1,500,000 last year. According to that estimate, 150,000,000 bunches or boxes of matches must have been used in this country during the year, or five bunches—equal to five hundred matches—for every man, woman and child.

BLUSHING.—Blushing is said to be a sign that something of the angel is left, in woman, beautiful to the eye and bespeaking the inward purity of the heart. When a woman ceases to blush, she has lost her greatest charm.