

Annual Meeting of Stockholders of the Spartanburg & Union R. R. Company, held at Union R. R., August 15, 1866.

On motion of Thos. B. Jeter, esq., Col. S. N. Evans was appointed Chairman of the meeting, and F. H. Counts, Secretary. The committee on proxies made their report, by which it appears that a majority of the stockholders was represented, when the chairman announced the meeting was organized and ready to proceed to business. Whereupon, it was moved that the President of the company make his Annual Report. Thos. B. Jeter, esq., President of the company, read the report of the President and Directors, and submitted it, together with the accompanying tabular statements of the Secretary and Treasurer, as the Annual Report of the fiscal year ending 30th June, 1866.

UNIONVILLE, S. C., Aug. 15, 1866.

To the Stockholders of the Spartanburg & Union Railroad Company: GENTLEMEN: The President and Directors have the honor, respectfully, to submit the following report for the fiscal year ending June 30, 1866.

We were repairing the heavy damages caused by the great freshet of January, 1865, when a portion of Sherman's army passed over the lower end of our road, burning the bridge and a portion of the trestle at Beaver Creek, two spans of the Broad River bridge, some box cars, our steam saw mill, and much valuable timber at different points along the line. All the depots below the river were burned.

Our engines and cars, too few by far for the work required, were in bad order, on account of the heavy demand made upon them during the war, and almost every thing, in fact, pertaining to the road was in want of repair.

Thus, at the close of the war we had neither money nor credit, having lost by the Confederate Government about \$140,000.00 for transportation due.

The Greenville & C. R. R. Co. hesitated for some months; whether they would rebuild their old line down the river valley, or cut off and adopt a new line on the west side of the river. They decided at length to rebuild their own line.

We commenced to rebuild the lower portion of our road in January last. For the want of means, the great scarcity of timber, the unreliability of the labor, and the heavy work to be done, we have met with many difficulties. The sickness in the valley of the river commenced much earlier this year than usual, and has been very prevalent with our hands. We have had to cut and haul our timber with our own hands and teams. We have met with disappointments in our engagements which have seriously retarded the work.

The importance of paying laborers promptly, whose families are dependent upon them for their daily support, besides the necessity of furnishing food to the laborers themselves, has been a matter of considerable concern, and much trouble.

The cuts and embankments on the whole road, and especially on the lower end, were made originally too narrow, consequently many of the embankments were depressed by the freshet, and the cuts filled up by the heavy subsequent rains. The timber which decays much faster in the valley of the river than elsewhere on the road, has decayed very rapidly since that portion was abandoned to the weeds and grass.

A new bridge and trestle have been built over Owen's Creek, also a new bridge at Beaver Creek, with most of the trestle made new. Most of the gaps made in the embankments near Alston have been filled by trestles; some of these should be refilled by earth, as soon as practicable, especially the one on the wing bank in Colonel Alston's field.

We have hired a locomotive from the Charleston & Savannah R. R., at \$15. per day, which is now being used in construction and ditching. Expect to run it to Shelton by the first of September next, and in a short while thereafter will commence doing a through business.

The bridge at Broad River must be rebuilt entire at once, and this it is hoped, will be accomplished by the first of January next. When the burnt spans are replaced it is proposed to transport passengers and freight for most of the time while the remainder is being finished, over the river on push cars, thus avoiding the delay and expense of ferrying. But the Company should raise the means to rebuild this bridge, as well as to pay for some necessary expenses which have already been incurred.

On account of the great difficulty of getting timber during the war, the portion of our road above the river was much in need of repair. Since July of last year there have been put in the tract between the river and Spartanburg over 20,000 cross ties. Arrangements have been made with a steam mill company for delivering on the lower portion of the road, a large number of sawed ties and other lumber.

By the end of the year your road will be in better running condition than it has been for many years. Under the management of our skillful master-machinist, Mr. James Benner, another engine will soon be brought out in good order.

The trains have been running three times a week from Spartanburg to the river, 48 miles, and the total receipts from passengers have been, \$ 8,407.55 Total receipts from freight, 11,123.40

Making a total of, \$19,530.95 Total expenditure for operating the road, including wages of hands working below the river and provisions for same, 14,564.83

Expenses for tools, machine shops, cross-ties, lumber &c, 11,520.40

Making total expenditures, 26,085.23 Difference of expenditure over receipts of 6,554.28

Reference to the reports of our worthy and efficient Secretary and Treasurer, Mr. F. H. Counts, herewith filed marked No's. 1, 2, 3, and 4, will explain more in detail, the business and operations of the road.

Considering the limited line of our operations, the crippled condition of our motive power, there having been for months but one locomotive, which could run at all, and it in bad order, the high price of almost everything, especially of provisions and railroad supplies, the distracted and despondent condition of the country, we submit that the above exhibit of our business and operations is as satisfactory as could have been expected. Unfortunately for the country there are many persons who are disposed to sit in judgment, and censure the manner of rebuilding our railroads than they are to come forward and give their assistance.

The railroad has become almost a necessity to this portion of the State, by reason of its remoteness from market, the change of our labor system, and the present impoverished condition of much of our land. In times of abundant crops this ready transportation is necessary for carrying off the surplus, while in times of great scarcity, such as are now impending, it is absolutely necessary in order to avert great destitution and want, if not actual starvation. The very poor have not teams to go to market, and in the season of the year when those who have, can spare their best, our common roads are generally almost impassible. But we look to a regeneration of our lands and an entire change of our agriculture. Possessing a delightful climate, such seasons that the laborer may work through the whole year, excel water and good health, two of the greatest blessings on earth, this whole upcountry must and will be reclaimed.

The soil in its virginity was good and productive, but instead of making the natural elements auxiliary to its increased fertility, we have adopted in most instances by shallow plowing and other mismanagement, the surest means for its deterioration. The principal elements still remain; by deep plowing and heavy manuring, our lands will become very fertile and remunerative.

The Railroad Companies should transport all fertilizers at rates just sufficient to pay expenses, they will be fully compensated in the increased products returned over the road, besides inducing and enabling the citizens and labor of the State to remain in it. In some of the States at the North, though laboring under the disadvantages of a severe and rigorous climate, and of soil naturally poor, yet by high manuring and a judicious and close system of agriculture, their lands exceed in value, ours, by many hundred per cent. Their policy has been to return to the soil in fertilizers, a portion of the money made off it. Ours, to exhaust the soil by constant working, returning almost nothing; invest the proceeds in negroes, and then move West. Though their lands are permeated by a perfect net work of Railroads, yet their receipts far exceed ours. For instance, on one road in Connecticut, 24 miles long, their gross receipts last year were over \$100,000, on another 62 miles long, their receipts were over \$360,000. From Providence, R. I., to Worcester, Mass., 43 1/2 miles, the gross earnings were over \$543,000, while the net earnings were over \$140,000.

Except as to the abundance of labor, and its skill, we have the great superior advantage of climate, water power in superabundance, besides the great staple, cotton right at our doors. As to the products of the soil we know of nothing which we cannot raise as well, from the hop or onion, to wheat or corn besides some important ones, which they cannot grow at all. The stock is subscribed and officers elected for an air line road from Charlotte, N. C., to Atlanta, Ga. We are informed that they are about to commence this work, which will so much shorten the distances between the towns and cities North, of Charlotte, and the country west of Atlanta. This road if built on an air line will strike ours at Paeolet Depot, a slight divergence may carry it by Spartanburg C. H. This road will give our people the advantage of all the leading markets of the country. It will in all probability pass near the Limestone Springs, thus opening up inexhaustible quarries of lime, and affording the means of cheap and efficient manures. With this road, and the contemplated roads to the Coalfields in N. C., finished, a new impetus will be given to the iron manufacture in the Spartan District.

The Legislature at its last session passed an Act authorizing our company to issue \$400,000.00 of bonds to be used in the extension and building of the road to Columbia, and to have the first lien on the whole road when completed. If the road can be extended, as proposed, for this amount, it would add immensely to the business of the road, besides opening up large fields of fine pine timber, which would very much diminish our expenses.

It is for you to say what arrangement shall be made in regard to the coupons of our bonds now past due.

We cannot close this report without directing your attention to the polar star of our railroad aspirations, we mean the importance and necessity of carrying out to completion, that grand project which thirty years ago, commanded so much of the talent and influence of the country—the Louisville and Cincinnati railroad. If the reasons were good then, they are as good to day, the same immutable laws of nature point to the valley of the French Broad, as the natural route for a railroad between the North West and the Atlantic seaboard, the most practicable route by far, as selected and adopted, after long, patient, practical investigation by the combined science, skill and wisdom of the country.

We are not surprised that the State of South Carolina, and the City Council of Charleston, should have been committed to a rival route, since so much talent and influence, have been brought to its support. The Committees from Charleston who lately visited the West on the matter of extending the Blue Ridge road take for granted in the comparison of their route with ours that certain roads between Knoxville and Cincinnati will surely be built, which are not; they speak of our projected line as it were absolutely necessary for us to go direct to Cincinnati, and they proceed to measure off the distances, without noticing what progress is being made already on our way. They propose to start in the race at Knoxville, but will have us to begin at Paris, Kentucky.

We will grant their assumptions and make the comparison from Knoxville which they failed very signally to do. Which is the cheapest and shortest route from Knoxville to Charleston? From Charleston to Knoxville, via Anderson, Rabun Gap, to Knoxville, 452 miles. From Charleston to Knoxville, via Spartanburg, French Broad, Morristown, to Knoxville, 425 miles. Making a difference of 27 miles in favor of our route.

The cost of the Blue Ridge route, 198 miles long, \$7,500,000. The cost of the French Broad route, 161 miles, \$2,735,090. Making a difference of \$4,764,910, in favor of the French Broad route. But they have built on the Blue Ridge road 33 miles, at a cost of \$2,924,119, leaving yet to be finished 165 miles, four miles more than the distance from Spartanburg to Morristown, and requiring according to their own estimates, to build this unfinished portion, \$4,500,000, while the whole amount to build the road from Spartanburg to Morristown is \$2,735,080,081, being a difference of \$1,764,919, as to those unfinished portions.

But the Honorable Committees, ignored altogether the existence of the Cincinnati, Cumberland Gap and Charleston Railroad Company. This Company has a charter for a road from Paint Rock, on the North Carolina and Tennessee State line, via Morristown, Tenn., to Cumberland Gap, a distance of 95 miles, and is a portion of our line of extension.

The Southern division of this road from Morristown to Paint Rock, 44 1/4 miles, was estimated by Maj. R. C. McCalla, who made all the estimates from Spartanburg S. C., via French Broad to Morristown, Tenn., to cost \$534,350.57, total estimate, exclusive of equipment and land damages. But a little over \$12,000 per mile. This entire division was let to responsible contractors at the Engineers estimates, on the 5th Sept 1860.

At a meeting of Stockholders, May 30th 1861, the President, Hon. A. E. Smith, says the contractors will, in a short time, have the first twelve miles extending from Morristown to the crossing of the French Broad River, ready for the reception of the rails. The mason work for the bridges had been commenced, and some of it finished, while graduation was going on at other points on the line. This work was of course stopped by the late war. The Legislature of Tennessee has lately made an additional appropriation to this road, and the Company has, as we are informed, resumed work. With this division completed, there would remain but 117 miles, at the cost of \$2,213,102, less by \$100,000 than has already been expended on the Blue Ridge road, to bring us in connection with the great Railway system of the North west.

THOS. B. JETER, Pres't. S. & U. R. R.

On motion of Col. G. Cannon, they were received and adopted, and requested that the President's report, together with the proceedings of this meeting be published in the papers of Spartanburg and Union.

Mr. Wm. Walker, A. S. H., made an interesting and encouraging address as to the prospects of means being raised by capitalists, for the extension of the road across the Mountains.

J. W. Vandiver, of Spartanburg, entertained the Convention at some length on the same subject.

On motion of S. Bobo, Esq., the meeting went into an election for President and Directors for the ensuing year, which resulted as follows:

FOR PRESIDENT.—Thos. B. Jeter, who received 3,622 votes, which was the number received by all the Directors, S. Bobo, J. W. Miller, G. W. H. Legg, J. H. Evans, J. E. Bomar, J. L. Young, F. Scaife, D. Goudecock, T. N. Dawkins, R. J. Gage, W. J. Alston, J. H. Gilliland.

The Chair then declared the above named gentlemen elected.

On motion of S. Bobo, the meeting adjourned to meet at half past 3 o'clock.

EVENING SESSION.

The meeting met pursuant to adjournment. On motion of Col. J. H. Evans,

RESOLVED, 1st. That the Stockholders of the Company are deeply sensible of the

importance of securing an extension of their road across the Blue Ridge Mountains to connect with the Rail roads now being built on the line of the old Cincinnati, Louisville and Charleston R. R., and that they hereby authorize the Directors to take all necessary steps to secure this object.

RESOLVED, 2d. That it is the sense of this meeting that a correspondence should be opened at once with the friends of this project in North Carolina, Tennessee, Kentucky, and Ohio, and with capitalists who are seeking a profitable investment of their funds, with the view of securing its early completion, which were adopted.

On motion of S. Bobo, Esq., the meeting adjourned, to hold its next Annual Session at Spartanburg C. H.

S. N. EVINS, Chairman. F. H. COUNTS, Secretary.

THE IRISHMAN AND HIS THREE WIVES.

—“And you have been married, Patrick, three times, haven't you?”

“Yes, indeed, sir.”

“And what do you say of it? Which wife did you like the best?”

“Well, Becky O'Brine, that I married the first time, was a good woman—too good for me; so she got sick and died, and the Lord took her. Then I got married to Bridget Flannegan. She was a bad woman; and she got sick and died, too, and the devil took her. Then, fool that I was, I got married to Margaret Haggerty. She was worse bad, very bad—so bad that neither the Lord nor the devil would have her, so I have to keep her myself.”

CAN'T BEHAVE THEMSELVES ALL AT ONCE.

—There is both wit and point in the apology a Southern woman makes for the ill behavior of the people since they were beaten in the war:

“We are in exactly the same position as the little boy whose father had given him a severe whipping, and then told him to stop crying immediately. The little fellow gave three or four loud screams; the father applied the rod again; whereupon the child stopped crying, and looked piteously into his sire's face, saying: “Pa, you are mighty hard on a fellow; do you expect me to ease off all at once!”

A HANDY COVER FOR THE FLOUR BARREL.

—Housekeepers generally cover their barrel of flour with a cloth loosely thrown over the top, for protection from dust, &c., consequently it is always coming off, and mice are not kept out of the barrel. To prevent this annoyance, take the top hoop, after the head of the barrel is removed, and sew in white cloth; it makes a nice, convenient and firm cover, thus protecting the flour from dirt and vermin.

SHERIFF'S SALE.

BY virtue of sundry writs of fieri facias to me directed, I will sell before the Court House door, in the Village of Spartanburg, on the 1st MONDAY in OCTOBER next, the following named and described property, to wit:

One hundred and thirty Acres of Land, more or less, bounded by lands of Daniel McCall, Henry Turner and others. Sold as the property of J. W. Haynes, at the suit of J. A. Williams.

Also, Seventy-five acres of land, more or less, bounded by lands of A. Brannon Thomas Chapman, and others. Sold as the property of George Belcher, at the suit of J. T. Cantrell.

Also, One hundred acres of land, more or less, bounded by lands of Manerva Smith, Richard Kirby, and others. Sold as the property of William Hardy, at the suit of A. Tolleson.

Also, Three hundred and fifty acres of land, more or less, bounded by lands of Vira Turner, William Dalton, and others. Sold as the property of Dr. Lee L. Smith, at the suit of John Wheeler.

Also, One lot containing one and a half acres of land, more or less, bounded West by Laurens street, North, South and East, by lots and land of Dr. J. J. Boyd, Mrs. H. H. Thomson, and others. Also, one lot containing one acre of land, more or less, bounded North, South and East by lots and land of Dr. Heinrich, and West by a street, both of the above named lots, situated in the village of Spartanburg, and are sold as the property of John Thomson, at the suit of John Wheeler.

Also, the interest of Mrs. Mary B. Walker in one lot, containing four acres of land, more or less, and the Hotel known as the “Walker House,” situated in the village of Spartanburg, and bounded North by Main street, South, East and West by lots and land of Mrs. H. H. Thomson, Govan Mills' estate, and others. Sold as the property (in part) of Mrs. Mary B. Walker, at the suit of Caleb King, Ex'or.

Also, Fifty acres of land, more or less, bounded by lands of James Page, Jackson, and others. Sold as the property of Berry Pearce, at the suit of B. F. Bates.

Also, One hundred and thirty-six acres of land, more or less, bounded by lands of Fielding Cantrell, John Epton, David Miller, and others. Sold as the property of Jesse M. Cannon, at the suit of Fielding Cantrell.

Also, Three Hundred Acres of Land, more or less, bounded by lands of Andy Duncan, Andrew Elmore and others. Sold as the property of Jas. A. Snoddy, at the suit of Phillip Betts and others.

Also, One Hundred and Seventy-six Acres of Land, more or less, bounded by lands of Wm. Scruggs, Winston Williams and others. Sold as the property of Jacob Price, deceased, at the suit of So. Ca. Manufacturing Company, vs. Caroline Price, Ex'trix.

Also, One Lot, 194 feet front on Church-St., 30 feet deep, depth bounded by lot and brick building of H. Mitchell on the South, and lot and brick building of H. H. Thomson on the North. Said lot contains the brick building now used as a post office in the village of Spartanburg. Sold as the property of Lee L. Smith, at the suit of H. H. Durant and others.

Also, One Bay Mare, five years old, and one Sorrel Mare, eleven years old. Sold as the property of Thomas Burgess, at the suit of Stephen Kirby.

TERMS OF SALE—Cash, purchaser to pay for titles.

J. H. BLASSINGAME, S. S. D. Sheriff's Office, } Sept. 13, 1866. }

COMMISSIONER'S SALES.

IN EQUITY—SPARTANBURG DISTRICT.

Elias Wall, Adm'r. of Real Estate, deceased, vs. Mary M. Nolan, Wm. B. Nolan, Sallie Seay and others.

Bill for Partition to pay Debts, Dewar, &c.

IN pursuance of an Order of the Court of Equity, the following Real Estate of Elias B. Seay, deceased, will be sold at Public Sale, at Spartanburg Court House, on SALES DAY in OCTOBER next, said lands being situated on the Howard Gap Road, about five miles above the town of Spartanburg, bounded by lands of J. G. Mabry, Wm. J. Smith, Henry Gault and others.

LOT NO. 1 (the homestead lot) containing 85 ACRES more or less, on which are valuable improvements

LOT NO. 2 (the Gault lot) containing 63 ACRES more or less.

TERMS OF SALE:—Costs of these proceedings to be paid CASH on day of sale, the residue of the purchase money to be paid in twelve months with interest from date, the purchaser giving bond with at least two approved sureties and mortgage of the premises to secure the same.

T. STOBO FARROW, C. E. S. D. Com'r's Office, } Sept. 10, 1866. }

Sept 13 33 tds

Commissioner's Sales.

IN EQUITY—SPARTANBURG DISTRICT.

T. Stobo Farrow as Commissioner in Equity for Spartanburg District, vs. Oliver H. Moss as Ex'r. of Mrs. Rosa C. Smith, et al.

Bill to Enforce Lien.

IN pursuance of an Order of the Court of Equity, the real estate described in the pleadings in this case, will be sold at Public Sale, at Spartanburg Court House, on SALES DAY in OCTOBER next, being

A TRACT OF LAND,

purchased at Commissioner's Sale by Mrs. Rosa C. Smith, whereon she resided up to the time of her death, and now in possession of the Defendant J. R. Frey, situated on Greenville Road about six miles above Spartanburg Court House, bounded by lands of O. H. Moss J. R. Frey and others, containing

319 Acres more or less.

TERMS OF SALE:—Costs of these proceedings to be paid cash on day of sale, the residue of the purchase money to be paid in twelve months, the purchaser giving bond with at least two approved sureties and mortgage of the premises to secure the same, with interest from date.

T. STOBO FARROW, C. E. S. D. Com'r's Office, } Sept. 10, 1866. }

Sept 13 33 tds

COMMISSIONER'S SALES.

IN EQUITY—SPARTANBURG DISTRICT.

Jesse Hammett, vs. Wm. M. Champion, Bill to foreclose Mortgage, &c.

IN pursuance of an Order of the Court of Equity, the Real Estate referred to in these pleadings, will be sold at Public Sale, at Spartanburg Court House, on SALES DAY in OCTOBER next, being

A TRACT OF LAND, whereon the Defendant, Wm. M. Champion resides, situated on Island Creek about 17 or 18 miles above the town of Spartanburg, containing

Twenty Acres more or less,

whereon a GRIST MILL and COTTON GIN are located.

By consent of the Complainant, the crop growing on said Land will be sold separately from the Land.

TERMS OF SALE:—One half of the purchase money to be paid cash, the residue in twelve months from day of sale, secured by bond of purchaser with at least two approved sureties and mortgage of the premises.

T. STOBO FARROW, C. E. S. D. Com'r's Office, } Sept. 10, 1866. }

Sept 13 33 tds

STOVES, GRATES,

RANGES, FIRE BRICKS &c.

ADAMS, DAMON & Co.,

HAVE REOPENED BUSINESS AT THEIR

OLD STAND,

16, Broad Street, Charleston, S. C.

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Latest Improved Patterns,

Range's Grates, Marble Mantles, Tinners' Machines and Tools, Plumbers' Materials, Iron and Brass, deep well Force and Light Pumps, Sheet Lead, Lead and Iron Piping, Railroad Force Pumps. Also the Great Labor-Saving Washing Machine and Wringer.

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Will attend to the purchase, sale and shipment to Foreign and Domestic Ports, of Cotton, Rice, Lumber and Naval Stores.

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E. WILLIS, ALEX. R. CHISOLM. Mch 1 5 1y

Notice.

ALL persons indebted to the estate of JOHN BOOKER, deceased, must call and make settlement immediately. Those having claims against the same, must present them legally.

JAMES McMAKIN, Adm'r.

Sept 6 32 3w

Fancy Mozambique, Grape Marett, Chalties, Black and Colored Lawns, Fancy Jaconet and Organdies. Very elegant styles and patterns, just received by

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