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ADVERTISING. One square or one inch, first insertion, - - \$1.00. Each subsequent insertion, - - - - - 75.

The next meeting of the Board of County Commissioners will be held next Tuesday, the 2d of August.

Mrs. G. B. Koon has our thanks for a fine treat of vegetables. Among them was a Beet that measured 16 inches in circumference.

If we were asked what kind of weather we are having, without any equivocation, circumlocution or prevarication, we should say—hot.

It is now expected that the next State convention of the Republican party will be held in the Penitentiary, as all the leaders will be there when it is called.

We neglected last week to pay our respects to Miss Kate Young and Miss Carrie Sartor for a basket of fine Horse Apples. We forgot them in our editorial duties but remembered them when we were enjoying the dumplings.—We Sorter like such Young Ladies as sent us those Apples.

Our energetic and straightforward as well as straightout Treasurer, informs us that he is satisfied he will collect at least \$10,000 of the taxes before he closes his books. This, we think, is doing remarkably well, considering the extreme scarcity of money. When the crop comes in we are satisfied the people will pay up as close if not closer than ever. The present levy calls for \$45,236, in this County, for all purposes.

S. J. Lee, Solicitor of the second Circuit and Speaker of the House of Representatives in 1873, was arrested at Aiken on Tuesday, upon a charge, made by the investigating committee, that he issued fraudulent certificates to the amount of \$8,000.

Ex-Governor F. J. Moses was arrested on the same day, at Charleston, and taken to Columbia, under the same charge, while he was Speaker of the House, in 1872. The fraudulent warrants issued by Moses and Jones in that year alone amount to \$11,455 25.

George Smith, the colored Barber, was arrested last Monday, upon suspicion of being the one who broke into Mr. Moses' store and stole a number of articles, some time ago. George at the time of his arrest was sporting a watch that was stolen at that time, and his account of where and how he got it being very unsatisfactory, he was placed with the Sheriff to board, until he satisfied the Court that he came by it honestly. He undertook to implicate another colored man, but his story is not believed.—George is quite a flashy young man and loves to splurge.

It may not be generally known in this County that we have a veritable Brick Machine in full blast in this town; but such is, nevertheless, the truth. The machine cost, laid down here, \$700, and can turn out 20,000 well made and well pressed Brick per day.

Messrs. Bishop & Brown, the owners, are intelligent working men, and understand their business fully. They are from the State of New York, and just the kind of men our people are anxious to see come down here, and we sincerely hope they will be encouraged.

From what we can learn the price of brick will be materially reduced, when the Machine gets fairly at work.

The Investigating committee is scaring the vultures from the State carcass, and catching those who have the audacity to remain watching for the last mouthful. Chamberlain, Corbin, Carpenter, Whittemore, Owens, Dennis, Jones, and perhaps others of the plunderers, have all left the State, and a few days ago the "only honest man," who the "leading paper in the State" defended so defiantly, and saved him from impeachment, because he was the "right bower of Chamberlain," has been arrested, and upon the very charge preferred against him at that time—that of misappropriating State funds—and is now under \$20,000 bail.

Since writing the above we learn that the smiling—in Shakesperian style—Treasurer has left the State also. A second arrest was expected, and we suppose he has gone for a second Bond.

One of the boldest robberies that was ever committed in this part of the country was perpetrated on Dr. H. S. Beaty, at his residence, last Thursday night.

The thief first placed a barrel near a front window, prized open the window blinds, then cut out a pane of glass and reached the spring inside that fastened the window down, and raised the window. He then passed through two rooms into the one in which the Dr. was sleeping. The Dr. had a son quite sick, to whom he was giving medicine at intervals during the night. On getting up to give the Medicine the Dr. found the lamp had been put out, as he supposed, by the wind or some other accident, and he took but little notice of it. In the morning, however, he found his pantaloons had been taken in the front room and the pockets rifled of from \$22 to \$30 and some tobacco. The thief, after he got into the Dr's room, evidently first blew out the light then took the pantaloons into the front room, abstracted what he wanted from them and left them there. Persons sleeping in rooms above heard the noise made by cutting out the glass and also the thief walking through the house, but supposing it was the Dr. attending to the wants of his child, thought nothing of it.

This should be a warning to our citizens to see that their doors and windows are securely fastened before going to sleep. Such robberies are alarmingly frequent all over the State.

The Road Under Survey.

The proceedings of the meeting held at Carmel Hill, which we publish this week, will give a very correct idea of the spirit which is now animating the citizens of Chester and Union Counties at this time upon the paramount subject of building a Narrow Gauge or cheap railroad to connect the two towns; while the practical exposition of Dr. Davega, as to the cost of building such a road, with Judge Mackey's explicit remarks upon the practicability of building it, the usefulness and necessity to all classes of our citizens for such an outlet to the north and to Charleston or Wilmington, places the importance of the enterprise fully and plainly before the people of this County, and requires but little notice from us, further than to ask each one of our readers to seriously consider the benefits such a road would confer upon every portion of the county.

As an evidence of the determination of the people of both counties to build the road at once, we will state that the funds necessary to defray the expenses of an experimental survey have been subscribed by citizens of the towns of Chester and Union, and by the following extract from a letter from Judge Mackey, who is taking a very active part in the matter, it will be seen that the Engineers are engaged to go upon the line at once and report to the mass meeting to be held at Lockhart Shoals on the 25th of next month. If such prompt action is continued, we may expect to see the road built and the little engine steaming into our corporate limits in less time than it has ever taken to accomplish any similar undertaking.

CHESTER, July 20th 1877. R. W. Shand, Esq.

The balance of the fund necessary to defray the expense of surveying and staking out the entire route, has been subscribed in Chester.

Capt. Dwight and his Engineer Corps, now engaged on the Chester and Lenoir Narrow Gauge Railroad, will enter upon this survey within the next twenty (20) days, and his report, with profile map of road, will be laid before the meeting at Lockhart Shoals, on the 25th of August proximo. I am satisfied that, by utilizing the economic principle of the Narrow Gauge system—that of high gradients—the entire road can be built and equipped at a cost not exceeding \$4,000 per mile, including bridge across Broad river.

Yours Faithfully, T. J. MACKEY.

Terrible Scenes at the North.

Our daily exchanges have been almost filled the past week, with accounts of a terrible uprising of the employees upon almost all the Railroads at the North, and extending to Baltimore. The destruction of Railroad property at Pittsburg and other important points in Pennsylvania is estimated at from six to seven million dollars. At Pittsburg the mob burned about 200 first class engines, hundreds of Cars loaded with valuable freight, besides all the fine buildings owned by Railroad companies. The scenes as we read them, were never equalled, except once, and that was when 30,000 Federal soldiers burned Columbia.

At one time in Pittsburg there was three miles of flames on the railroad track.

The strike is wide-spread and assuming terrible proportions in New York, Pennsylvania, Maryland and Ohio. All trades seem to have caught the infection, and daily increases the mob.

TERRIBLE LOSS OF LIFE. The military—State and National—have been called out to suppress the riot. In Pittsburg the mob drove the soldiers away, but not until at least thirty lives were lost, on both sides. In Baltimore about twelve were killed. The accounts are so lengthy, that we must defer publishing them to the next issue.

It is hoped the fury of the mob has been spent.

We are credibly informed that an industrious colored man, living in Bogansville Township, had ten acres of fine corn cut up, one night last week, by a number of head of stock belonging to his neighbors; and that man still says, "I'll be d—d if I vote for the stock law, because it will ruin the poor man." That's about as plain a statement of both sides of the question as we have seen made. It's the poor man's corn that is cut up at night, for the rich man can fence in his land; but once got the "poor" man to think that a law is not for his special benefit, or that it will benefit his more fortunate neighbor, and he will suffer any loss or inconvenience rather than sustain it.

As it is generally the poor man who cannot afford to keep up fences around his crop, or the richer man who won't do it, we go for the law to protect the poor man's crop, and also to compel the richer farmer to make pastures for his own and the stock of his laborers and tenants. Will such a law ruin the poor man?

We have received from N. B. and Vincent Farr, two brothers, and much respected colored men of this town, specimens of Peaches grown their own Orchards, which are equal to any we have seen from any orchard in this County. One peach—and we think the finest in size and quality—from Vincent's orchard, is a seedling, the seed having been planted and the tree carefully cultivated by him.

These two colored men have, by their industry and economy, become the owners of very fine property on Main street. Vincent is a fine gardener and has devoted his best efforts to making his home comfortable and his property profitable. N. B., better known as "Bony," is a good Tailor, and devotes the hours he can spare from his shop to the improvement of his homestead, and in gathering the comforts of life around his family.

No men in this town are more respected than they. Quiet, sober, intelligent, we have no better citizens, among the white or colored population.

Thrash's Consumptive cure and Lung Restorer, is becoming as staple for consumption and all diseases of respiratory organs as quinine in chills and fever. Trial 50c. large 1 50. Sold by all Druggists, and by A. IRWIN & Co., Union.

The crops of corn in this County look very fine. Cotton small and late.

Proceedings of the Railroad Meeting at Carmel Hill.

The Committees from Chester and Union met at Carmel Hill on Wednesday, 18th inst. Dr. A. H. Davega was called to the chair and Mr. Buchanan, of Chester and James Munro, of Union, were requested to act as Secretaries.

Dr. Davega stated the object of the meeting, after which he went on to show the cost of constructing and equipping the Road. His estimate was, as follows:

Table with 2 columns: Item and Cost. Items include Land, Bridge over Broad River, Locomotives, 10 Box Cars, 4 Flat, Water Tanks, 3 Depots, Fish joints and spikes, Distant from Chester to Union, 28 miles, etc.

The work of grading, track laying and getting out cross-ties to be done by convicts. Judge T. J. Mackey, being called upon, addressed the meeting. He said:

The great problem of the age is cheap transportation: transportation of the products of the earth from the land to the Sea.—This will be admitted, but the objection is urged of the poverty of the country; that the people are too poor to build the road. But if it be admitted that the products of a country are worth transportation, then the Country is able to build the road. The products of this country are worth transportation. They are and will continue to be transported, and the country is able to build the road. We should build according to our means. We should build a cheap road. It is the fashion of the times to build cheap roads. The Roman Soldier was instructed to move a step forward if his sword was found to be too short. If we cannot build a costly road let us build a cheap one. By combined effort we can accomplish it. It is true that the Counties of Chester and Union have been greatly exhausted by the results of the war and by excessive taxation. They are in the condition of the unfortunate mule that had the misfortune to tumble into a well. After a fruitless effort to extricate him it was thought to be a mercy to cover him with dirt and thus end his sufferings, and accordingly earth was thrown upon him; but to the surprise of all it was found that the sagacious animal had made use of the earth to extricate himself; he had risen by the very means intended for his destruction. Let us take a lesson from the mule, and by the calamities which beset us rise to prosperity by increased exertion.

The Presiding officer of the meeting, who is an experienced and practical railroad man, has told us of the low cost of the construction of the road, and there can be no doubt that the road can be built, to cross Broad river at or near Lockhart Shoals, for less than the estimate. It should not be attempted to reduce the grades to 105 feet per mile, as in other roads, but we should surmount grades of 200 feet per mile, laying the cross-ties, as near as may be, upon the surface of the earth. It is doubtless true that those roads which are nearest horizontal are cheapest in the long run, but those which follow more nearly the inequalities of the ground are cheapest to build. And mankind are like greyhounds—they run by sight. Build your road upon the cheapest system, and when the revenues of the road warrant, and lands appreciate, then improve your road.

Another objection urged is, that the cars are so narrow they are apt to upset. But this is not true. There is a higher safety in the Narrow Gauge than in the broad gauge. The track of the Narrow Gauge is 3 feet and the cars are 35 feet long. In the broad gauge the track is 4 feet 8 inches and the cars are from 45 to 52 feet in length. In the broad gauge the platform or level of the floor is 37 inches in height, and in the Narrow Gauge 26 inches. The broad gauge cars are 11 feet wide, the Narrow Gauge 7 to 8 feet. The effect of the lowering of the centre of gravity in the Narrow Gauge car is to make it more difficult to overturn. Many accidents are caused on broad gauge roads by the breaking of axles, by what is called the torsion strain of the axle. The Narrow Gauge axle being 2 feet shorter, and the diameter being equal, the shorter is less liable to break. The speed attained is sufficient for all practical purposes.—25 miles per hour can be easily attained. On the Chester & Lenoir Narrow Gauge Road, as occasion has demanded, 30 miles and over per has been made. The cost of construction is 60 per cent of the broad gauge, and the cost of operating is much less.

The Narrow Gauge system is revolutionizing the whole theory of Railroad construction in this Country. They have been in use about 18 years. The first of the kind was the Port Madoc & Festiniog R. R., in Wales. With a gauge of 2 feet and with engines of—tons, a speed of 20 miles per hour was regularly run. Since that time Narrow Gauge Railroads have multiplied greatly, and now, in Scotland, England, India and the United States, there are thousands of miles. A road is now being built from Louisville to Maysville, Ky., a distance of 70 miles. Judge M. read a communication from a newspaper relating to the Denver & Rio Grande R. R., (5 feet gauge), showing that much sharper curves are now made, and that one gradient of 217 feet and another of 311 feet to the mile, has been made over Dump Mountain.

We are told that the people are too poor; that the farmers are all poor. But see the saving that will be made. Take the County of Union, which is said to produce 12000 bales of cotton. To ship this Cotton to N. Y. now costs \$5.50 per bale. From Chester to New York, before the building of the Narrow Gauge R. R., the price was \$1.75; since the building of the Narrow Gauge R. R. it is \$3.50. It is not supposed that it will cost any more from Union to New York than from Chester to N. Y., after the completion of the road. The difference will make a saving of \$34,000, per annum to Union County alone, upon this item. The town of Chester saved \$39,000 in freights last year by having the Chester & Lenoir Railroad. I am not an advocate of the adage that figures do not lie. In my opinion figures do lie. Nothing lies more than figures, unless it be facts. But these are truthful figures and honest facts. And there will be a reflex benefit from the building of the road. Before the building of the Narrow Gauge Railroad to Chester the freight upon bacon from Cincinnati was \$1.57 per cwt., now it is 56 cents per cwt. Thus will the necessities of life be cheapened. "Feed among a people like this, who do not feed themselves, how eminently wise to build a road which will enable them to sell in the dearest market and buy in the cheapest. This has been our experience in Chester, and there is no reason why the same results should not follow again. But the farmers say they do not pay the cost of transportation; that the taxes are too high; that the increased tax from the cost of the road will overcome any benefit to be derived. But do they not realize that they do pay the cost of transportation. Do they suppose that the commission merchants of the large cities are a holy army of good Samaritans, who have an eye single to their good? No, indeed! The farmer pays the cost of transportation in the lessened value of his products—in the unnecessary difference in the value of his products at his door and at the point of their destination. Suppose, for example, I were to try to make a bargain with my philosophic friend there, Mr. Smith, to hire his wagon and team to haul a load to Chester; to start at early dawn and return late. What should I have to pay?—Say five dollars per day. Now, if his team and wagon is worth \$50 to hire, is it not worth more to him on his farm with his own labor superadded? The difference between those two sums will serve to illustrate the amount paid by him in the way of indirect taxation. The farmers of South Carolina have, all their lives been wasting their substance in indirect taxation.—Their long suffering is more deserving of commendation than the renowned patience of Job. If I were called upon to define a South Carolina farmer, I should say he was one who works his land and boards himself for nothing.

It is practicable to build the road. The road is a necessity for more reasons than one. The ordinary highway is almost impassable. There is no such system of roads in the world as in South Carolina. No doubt our friends from Union have had their views greatly strengthened by the travel over the roads to-day. It was, therefore, sound judgment to select this as the place of meeting. They have doubtless observed that we have not yet adopted a system of macadamized roads. The civilization of a country is measured by its roads. From the narrow trail which could be followed only by the keen eye of the Indian up to the broad and level turnpike, the successive stages of a country's civilization can be marked. Roads are the veins and arteries of commerce; and you may look for clouds and darkness until your country is traversed by good roads. Your magnificent and neglected watercourses and waterpowers can never be utilized without a Railroad. The sound of the rushing waters of your mighty river near at hand, should be hushed in the hum of busy spindles. But this cannot be without a railroad to transport the material and products. The first inquiry of the manufacturer is concerning transportation. Rest assured that until this Railroad is built you will be in the grip of hard times.

We hear great complaint of the high rate of interest. If you would reduce the rate of interest, increase the amount of capital for the borrower. Build your railroads and attract the capital. You cannot attract immigration without railroads. What immigrant would care to come here when he learns that he is fifteen miles from a railroad, and that the cost of transportation of those fifteen miles is perhaps greater than 1200 miles at the North.

Some one will suggest that the Railroad will benefit only the lands through which it passes. If it is admitted that the lands traversed by the road will be benefited then it follows that all other lands in the county will be benefited. For instance, it requires about \$10,000 per annum to carry on the Chester County government. Suppose the whole property of Chester county to be valued at \$1,000,000. To raise the sum of \$10,000 a tax of one per cent. on all property will therefore be required. But it is admitted that the building of the railroad will increase the value of the lands along its line; then, of course, there will be a greater value with which to pay the tax. Suppose the value should be increased to \$2,000,000, then a tax of only one-half of one per cent. will be required. And, as the tax falls upon all alike, therefore the benefits will reach the remotest sections. Our experience in Chester is that all the lands have advanced in value since the building of the Narrow Gauge railroad.

But the way to build railroads is to commence. We should begin now. The corporations should exercise their powers here and now. Vacancies should be filled and an organization perfected, and Surveyors put upon the route.

Speeches were made by Dr. A. P. Wiley and Col. E. T. Atkinson, of Chester, and Robt W. Shand, Esq. and B. D. Culp, of Union. On motion of Judge Mackey a meeting of the corporations of the Chester & Union Railroad was called to fill vacancies caused by death or resignation. Dr. A. H. Davega was called to the chair and Joseph Wiley requested to act as Secretary. The following were elected to fill vacancies.—Joseph Wiley and John J. Wilson, of Chester, and H. L. Goss and J. C. Farrar, of Union. On motion, a Committee of five for the County of Chester and six for the County of Union were appointed to solicit subscriptions to the capital stock of the Company. The following were appointed. Chester.—JOHN W. WILKES, JOSEPH WILEY, WADE OSBORNE, DR. WILLIAM McCOLLUM, JOHN J. WILSON. Union.—R. W. SHAND, Esq., HON. T. B. JETTES, WM. MUNRO, Esq. B. D. CULP, H. L. GOSS, W. A. NICHOLSON. On motion, the President was authorized to employ engineers to make an experimental survey of the road from Chester to Union. On motion, The Meeting adjourned to meet at Farrar's Mill on Lockhart Shoals, Broad River, Saturday, August 25th. A. H. DAVEGA, Pres't. JAMES MUNRO, } Secretaries.

For the Times. Dr. Wade Fowler. Mr. Editor:—I notice the above name under an article or statement in a recent issue of the TIMES. Being somewhat acquainted with the Doctor I have presumed to call attention to his article and am not afraid of his misunderstanding me. The Doctor is very well known in this County and, I believe, has the confidence of the people. Ordinarily they would believe him—ordinarily I say—but how can a man (or a Dr.) hope such an assent to truth when he opposes cotton growing? When he attempts to dethrone a King—a Despot—who has swayed almost universal empire for 40 years! or may he 50! Who could hope for success with loyal consistent citizens when treason is attempted? Who but the Dr. would dare do such a thing? Dethrone King Cotton! How are the mighty fallen!—the mighty fallen in the midst of the battle! "Tell it not in Gath, publish it not in the street of Askelon." If the Dr. were in good health he would hardly have done it. Why not let the King reign? Can he reign any longer than his subjects live? The time is short. Besides the Dr. has brought forth figures, also facts. Was this wise? Are not facts too blunt, too square faced, to be used in argument? These estimates—away with them. Again "Mulching" "absorbent in stalls and lots!" This won't do. We read an agricultural paper, he understands his business.—This won't do.—"Book-farming" won't do. CRITIQUE.

From Skull Shoals.

Mr. Editor:—According to promise I send you a brief statement of what is going on in this section of our County. Crops, for the most part, are clean, and the earth is now being watered with abundant showers of rain. Our township was thrown into considerable excitement on Thursday the 12th inst. by a mad dog, which, by 8 o'clock in the morning, bit the greater part of the dogs from this place to Broad river, between Paolet and Thickety, and at last account he had crossed Thickety and was going north. It behooves the people to watch for the appearance of this fatal malady, and strive to nip it the bud.

Times in this quarter have been harder this year with the farmers than usual, by reason of the freshet of last year, but by the timely advent of an abundant wheat harvest, hope and prosperity begin again to dawn upon the people.

Religious interest, like breadstuffs, has been rather scarce, but unfortunately the demand for spiritual things has not been urgent, like that for temporal things. Many, however, are now looking forward to the 25th, inst., with anxious hopes for a season of refreshing from the Lord, as the quarterly meeting at Mesopotamia Church begins that day. It is to be hoped that so great an influx of good men into our community, to remain with us four or five days, will have a salutary effect upon the hearts and consciences of the people. Respectfully, Yours W. M. F.

The "Times" Ruined—Busted.

Mr. Stokes:—I have been taking the Times several years, but had blamed if I take it any longer, and I want you to pay my money back and stop the damned old thing. I've got no use for no man that's in favor of that blamed "stock law" the aristocrats have started up here. There is no use for no such law, if there wasn't so much blamed laziness. Let everybody go to work like I do and make fences; and if they won't do it make them give their places to somebody that will fence it. If this cussed law passes it will ruin me, and I will have to sell all my fine cattle. You see, Stokes, I keeps my place all fenced up and I don't allow nobody's stock to run in my fields; but my neighbors are too blamed lazy to fence and so I pasture all my cattle in their fields, summer and winter, and it don't cost me nothing, only a few shucks in the winter to my milk cows. Jest as soon as they eat up the shucks left in my field when I gather corn I turns them into neighbor A's bottoms and they get fat as bears by April. Now, Stokes, you have jest got to write against this blamed Stock law; if you don't, I'll ruin you; yes, sir, I'll break you up. A FREEMAN

Here Ends the Chicken Dispute.

Mr. Editor:—I would advise you and your many correspondents to hush bragging on your wonderful Chickens and Ducks, for I have found a hen that lays your hens in the cold, but never lays an egg. This hen has been watched by my informant for some time. She goes to her nest regularly and after sitting there a few minutes she comes off cackling. The nest has been closely watched, but they have never found a single egg in it. Now, the presumption naturally follows, that this hen does not take the trouble of laying double yelked eggs, or many of any sort, and then go through the slow process of a three weeks incubation, but, with an eye to business, worthy the great competition now raging among hens, she steals some chickens from her neighbors' hens, while they are cackling over their double yelks, &c., and raises them in the way they should go—towards my informant's yard. VISITOR.

Spartanburg County Teachers Convention.

This Convention will be held at Limestone Springs the 16th and 17th August. To Union we extend a cordial invitation. Come up and unite with us and let us talk over all matters pertaining to education. Teachers, the County School Commissioners, and the Editor of the Times, are especially invited. See Programme in Spartanburg papers. Teachers writing to me will be entertained by the Community. Hotel accommodations here and at Gaffney City ample 20 July 1877. CHAS. PETTY, For Committee.

The boys in the office say the less room we have the more matter we put in the Times.