

THE RECONSTRUCTION PERIOD.

Was Much Worse Than War—Carpet Baggers From a Southern Point of View.

Thomas Nelson Page's contribution to the September number of the Atlantic Monthly shares with that of ex-Governor Chamberlain, of South Carolina, the distinction of being the most notable of the Atlantic's fine series on "The Reconstruction Period."

Chamberlain was himself one of the "Reconstruction Governors of South Carolina, and was in office when Gen. Wade Hampton made the masterly campaign which restored the State to the control of its real people."

Mr. Page approaches the subject from the point of view of the native Southerner. He writes in a temperate vein; indeed, his reference to the carpet-baggers, while unmistakable in its import, is no more scathing than was Governor Chamberlain's.

"What the South really was she gave no small proof during the war: she gave even stronger proof after the war. Without ships; without money; without machinery that could produce a knife, blanket, or a tin cup; without an ally; without even the sympathy of a single nation; without knowledge of the outside world, or indeed of her able and determined opponent, she withstood to the final gasp the vast forces thrown against her—enduring all things, hoping all things, until she was not only overthrown, but actually destroyed. When Sherman marched across the South to the sea he found it to be an empty shell.

"But as notable as were the intrepidity of her soldiery in the field and the endurance of her people at home, they were not equal to the resolution and courage that her people displayed in the great and unrecorded struggle afterwards. The one was a fight of disciplined armies, with an open sky and a fair field, the endurance of a people animated by hope; the other was a long and desperate struggle with shackled hands, against a foe that in the darkness, unknown to the rest of the world, or with a sort of blind approval on its part, fastened on its victims and slowly sapped its life blood."

"The distinguished writer is sure that if Mr. Lincoln had lived the country would have escaped most of the blunders and follies and crimes of the Reconstruction. Whatever may be said of Lincoln, he had common sense and applied it to the business of government. His death led loose upon the Southern States a horde of fanatics and unprincipled schemers, against whom the forces of conservatism, deprived of their leader, were unable to make any headway. Returning to the impressive language of Mr. Page:

"The white race were disfranchised and were not allowed the franchise again until they had assented to giving the black race absolute equality in all matters of civil right. This the leaders of the other side vainly imagined would perpetuate their power and for a time it almost promised to do so. The result of the new regime thus established in the South was such a riot of rapine and rascality as had never been known in the history of this country and hardly ever in the history of the world. It would seem incredible to any but those who have investigated it for themselves. The States were given over to pillage at the hands of former slaves, led largely by adventurers whose only aim was to gratify their vengeance or their cupidity. The measure of their pecculation and damage, as gauged by figures alone, is a staggering belief. Unhappily, the credulity and ignorance of the negroes threw them into the hands of the worst element among the adventurers who were vying to become their leaders. The man who was bold enough to bid the highest outstripped the others. Under the teaching and with the aid of these leaders the negroes showed signs of rendering considerable parts of the Southern States uninhabitable by the whites. Had the latter given the slightest sign of being cowed or of yielding they probably would have been lost forever; but, fortunately for the South, they never yielded."

All of Mr. Page's article should be read by those who wish to get a clear, accurate and good-tempered description of the sufferings of the South during the Reconstruction. Not with bitterness, not with vindictiveness, should we remember these sufferings; but we

should remember them, nevertheless. We should remember them in order that we may escape ever having to go through such an ordeal again. Until we have put about the ballot a safeguard which will protect it from those who lack the intelligence and character which a suffrage should possess we cannot forget these things without peril.

Two of the most famous and probably the two ablest Reconstruction Governors were Daniel H. Chamberlain, of South Carolina, and Adelbert Ames, of Mississippi. They have given recently very strong testimony against the scheme which they were chosen to assist in carrying out, and which they found to be based upon such false principles that its complete failure was not surprising.

In the Atlantic Monthly a few months ago ex-Governor Chamberlain set forth that Zachariah Chandler, Henry L. Wilson and the other organizers and directors of the Reconstruction movement were animated neither by love of the Union nor by a determination to secure justice to the negro, but by hatred of the white people of the South and a determination to humiliate them as much as possible. The chief aim of reconstruction was "to put the bottom rail on top."

Governor Chamberlain contended that the policy which was directed against the South for several years after the war was, from every point of view, as discreditable to the statesmanship of its authors as it was to their ideas of fairness to a helpless people.

Ex-Governor Ames, while not so severe upon Thad Stevens's eulogistic as ex-Governor Chamberlain, is quite as emphatic in his condemnation of reconstruction as a complete failure. He admits that he came to the South from New England with preconceived notions, which experience proved to be entirely false. He believed that legislation could elevate the negro to political equality with the whites. After seeing that theory tested and helping to test it he was convinced that it was absurd.

In his recent book on his administration as Governor of Mississippi he records his conviction that no political party in this country ever made a greater blunder than did the Republican party when it attempted to place the negro on terms of political equality with the whites.

It is a pity that men like Chamberlain and Ames did not see the light earlier, but it came to them finally in overwhelming force, and their renunciation of the false and vicious theories of Reconstruction is creditable even though late.

A GOOD ROADS CONFERENCE

Edgefield County Taking the Lead in a New Reform Movement.

A practical and determined effort is being made in Edgefield to have a complete overhauling of its entire road system, so as to place it on modern lines. Mr. H. C. Middleton, in an interview with a reporter of the Augusta Chronicle, has given the following account of the good roads conference which was held recently at Edgefield, and which was a complete success:

"The meeting was an exceedingly intelligent one, representatives of probably every neighborhood in the county being present, and these representatives in the main being the best business men of their neighborhoods. They came together on a call purely for the consideration of radical betterment of the roads, and much confidence is, therefore, now felt, after such a display of interest that something of a positive character will be done."

"The leading business people of the county look upon the matter as one of business and development. Lands are now worth so much. The question is: what will increase them? It is believed good roads will do this—really good roads, roads laid out by engineers, with only slight rises instead of hills, and smooth and hard surfaces."

Prof. Holmes, of the United States department of agriculture made an address of much force at the Edgefield meeting, and he said he had been over Edgefield County considerably and sufficiently for him to say that he believed the roads of the county could be resurveyed by a competent road engineer and none of them have a grade of more than four percent; that is a rise of more than four feet in one hundred anywhere, and this was as steep as any road should be. At present the roads are sown with hills of ten, twenty and thirty per cent grade. Professor Holmes said the entire system ought to be resurveyed, and by competent engineers—it took brains and a lot of them to properly locate a road system. He called attention to such plain engineering facts as the heaviest load that two horses could pull easily on a level required four more horses to be hitched to it on striking a hill rising four feet in a hundred; ten more horses on reaching a rise of ten feet in one hundred, etc., but that this fact was generally not apparent because teams were not loaded as they could be without the hills. He advised constant working, the use of machinery, the laying of clay over the sand roads and of sand over clay roads, until the people were ready for macadam. He did not believe in the contract system. He advised taxation to build proper roads, saying that in all districts where good roads were made—roads approximately level, hard and smooth, without ruts at any season—the people at first objected to taxation, but after the first work was done, they clamored for the levying of the tax and continuance of the work. He had never seen a coun-

ty or township which taxed itself even for macadam, though before complaining of being poor, that afterwards regretted the expenditure. It costs more to use bad roads than it does to make good ones, he said.

"Professor Holmes is the State geologist of North Carolina, a man of fine scientific attainments, for some time being also on the lecturers' staff of the United States agricultural department. His visit was much appreciated and will do great good."

Congressman Talbot presided over the meeting, making an earnest plea for practical action. Senator B. R. Tillman opened the addresses, being followed by Prof. Holmes. Senator Tillman said it was necessary to entirely overhaul the road system of the county, having resurveyed and relocated. It was useless to continue to pour roads that were in the wrong places, which could not be made good with any amount of work on account of the hills and upon which work was soon washed away. He thought a commutation tax should be levied instead of road duty and a property tax imposed, and the whole system put upon a cash basis, using hired squads which should be kept constantly at work. He spoke for twenty minutes, urging action of the property holders and voters of the county to put down a proper system of roads, as it would decrease the cost of hauling, increase profits, increase the values of lands and largely help to bring prosperity to the people.

Gen. M. C. Butler also addressed the meeting and said he agreed with Senator Tillman and Prof. Holmes that the system of Edgefield County needed most was to be resurveyed and relocated and he had long held this opinion. He could not help thinking of this every time he rode about, it being so apparent how easily bad hills could be avoided. He wanted to see a county engineer in every county in the State. He had written a series of articles in the News and Courier several years ago, in which he undertook to show what a great loss the people of the State were sustaining on account of bad roads; he had estimated the cost of repairs to vehicles in various counties in the State on account of bad roads, and the figures were appalling. Roads could not have any great value with the character of the roads now existing being permitted to remain year after year in the county. He favored personally an increase in the commutation tax and levying of a special property tax for roads. Good roads would cost something, but they were worth the cost. But whatever was done should be done under as perfect a system as possible.

General Butler introduced a resolution, which he had carefully prepared before the meeting, asking the Legislature at its next session to pass a bill adding the duties of attention to the improvement of the State highways to the office of the railroad commission, making it the "railroad and highway commission," requiring the creation of the offices of the county engineers and making of returns of the condition of highways in the various counties.

"This suggestion of General Butler's should be met with favor," Massachusetts, New York, New Jersey and other Northern States have State highway commissions which are doing wonders in the improvement of the highways of those States. Massachusetts spends \$600,000 a year in building short model macadam and other roads in all parts of the State, under its commission. We have had an era of railroad building that has absorbed the attention and energies of the people for years, but now railroad building is taking care of itself, and the people of the entire country are taking up the matter of improving public highways as they did before the beginning of railroad building. It is only within the last five or ten years that even the Northern States have resurveyed the old-time attention to the public roads. New Jersey beginning the work in 1891 and Massachusetts making her first appropriation in 1897. South Carolina in 1820-30 had a State commissioner of highways and canals, and many good roads were built."

Ex-Governor Sheppard made a spirited address. He believed in an increase of the commutation tax and levy of a special property tax, but that care should be exercised not to make these too high. Representatives Strom, Rainsford and Mayson spoke, all advocating a reasonable increase of commutation tax, and proper property levy. Mr. Strom insisted that the roads should be resurveyed and relocated as it was the utmost of extravagance to try to make good roads up pieces. Mr. Mayson was for a property tax to build roads, so that it would reach the factory, the bank, the railroad, the alien landowner, and all who would be benefited by good roads; at present only the individual, no matter how poor he was or how rich, did all the work of building and keeping up the roads.

Hon. L. J. Williams, who is chairman of the State dispensary board of control, said he believed the time had come to act, and proposed that a committee composed of two representatives from each township in the county, should meet and study all plans of working and taxation, and recommend the best method to the people of the county. Senator Tillman offered an amendment to this, which was accepted, providing for the immediate organization of the "Edgefield Good Roads Association," which should have an executive committee composed, as Mr. Williams suggested, to immediately take plans under consideration.

The Edgefield County Good Roads Association was accordingly organized amid enthusiasm, Congressman Talbot being made president, Hon. L. J. Williams and J. W. Thurmond vice presidents, J. C. Cogburn, secretary, and an executive committee of two members from each township. This committee and the officers will meet at Edgefield on sales day in October and evolve plans to put Edgefield County on the high road to prosperity. The members of the committee declare they are going to work, and that no one may be lagging. Gen. M. C. Butler is a member of the committee from Meiwether township, and the committee throughout is a strong one."

GOLD BARS WITHOUT OWNER

Worth a Quarter of a Million Dollars—The Mystery Never Cleared Up.

"The recent theft of \$50,000 worth of gold bars from the mint in San Francisco and the robbery of over a quarter of a million of dollars, also in gold bars, from the Selly Smelting Works, near San Francisco, calls to mind the discovery of a large, but unknown, quantity of gold bars in a house which was being demolished in Oakland, just across the bay from San Francisco," said a Washington correspondent.

"I was engaged in newspaper work on the coast, at the time in Oakland, in fact, and I am conversant with the particulars from personal knowledge, though the discovery at the time excited but little local interest, and so remarkable was it that it was doubted in some quarters. Subsequently, however, the truth was developed. The gold bars, to an estimated quantity of \$250,000, were actually found, but to whom they had originally belonged, or by whom they were stolen, is still a mystery. As it happened about ten years ago I cannot recall the names of the parties with accuracy, though I once knew them, every effort, of course, being made at the time to keep the 'find' a secret.

"A two-story frame house on Tenth street, in Oakland, was owned and occupied by a family, the head of which at the time in question, and for a great many years, over twenty, I think, was an employe in the San Francisco mint. I remember the house well. The old man died suddenly and the house was at once sold by his heirs. The new owner began tearing it down, intending replacing it with a business structure. In digging away the lower walls an Italian laborer came upon a gold bar hidden in the foundations. He covered the bar up with earth and went on digging, but soon unearthed so many other secreted bars that his find was discovered by three other men employed with him. They at once entered into secret compact to collect the bars themselves and inform no one else, especially the contractor and the owner, of the great and unexpected wealth with which they had so suddenly become possessed.

"The men were all laborers, two being Italians, I think. They were successful in getting the gold away from the premises unobserved by others. The first intimation that something of an unusual nature had happened to these four men was that they quit work for good and made heavy investments in real estate. Their purchases excited suspicion, as they all had been very poor men. To cut short a long story, however, it was ascertained that they had in fact found the gold, and they were, under legal advice, converting it into other property to prevent the possible owner from laying claim to his original property.

"In this they were all successful. In fact, luck appeared to be with them. No one came forward to claim the hidden treasure for the very good reason, undoubtedly that the only other person on the face of the earth who had known of its whereabouts was dead. One man bought a ranch in the central part of the State for \$70,000. The Italian living in Oakland bought a fine new house, furnished luxuriously, paying \$1,000 for a piano, and bought his wife an unlimited quantity of diamond jewelry.

"The old adage, however, that stolen gold brings to its possessor bad luck in the end proved true. In less than five years the ranch owner was bankrupt, and the great hoorn of copper stocks about that time the stock of the Union Company, with a par value of \$10, sold as high as \$40, but as it would take two years at least to develop the property before it could reach a dividend-paying basis, a reaction naturally came, and then the stock went below its intrinsic value. We have now spent over \$1,600,000 upon development, with all our underground work completed to a point where we can get out 250 tons per day for the next two years from the ore now blocked out. Our machinery plant is the best money could buy, and its capacity equal to any increased output needed. Our smelter now running can handle

100 tons per day, and we can now see a clear profit assured of over \$1,000,000 a year. This is what we have accomplished, and in doing this I have demonstrated that North Carolina offers a field of wonderful money-making possibilities for mining operations if carried out on similar lines."

Newspaper gossip ranks Mr. Newman as several times a millionaire, and in this day, when New York is producing so many great millionaires, it is interesting to know that a man from the South absolutely without any connections or any backing and yet he has been able to push himself into the millionaire column, and equally gratifying that two Southern States—Virginia as the place of his fulfillment of his promise to his sweetheart, and North Carolina as the place where, in memory of his brother, he is developing a vast mining industry—are being benefited by the investment of his New York-made fortune.

BUILT UPON SENTIMENT.

An Interesting Phase of a Southern Cracker's Fortune.

R. H. Edmunds in Manufacturers' Record. "That house," said W. G. Newman, of New York, pointing to the mansion which he has built in Virginia, which has cost me several hundred thousand dollars, is the fulfillment of a promise made to my sweetheart. Some years ago, after wandering around the world as a sailor boy, then as a mate and a captain, I fell in love with a Virginia girl. By the way, I was born in Richmond, and so it was natural to find my sweetheart in that State. While endeavoring to persuade her to say 'yes' I told her that if she would become my wife I would some day build for her on the hill on which we were then standing the finest dwelling in Virginia, and one in keeping with the magnificent view which is afforded by that spot. She said 'yes,' and, though she had to wait ten or twelve years, I have now redeemed my promise."

"The story was interesting enough to justify telling a few things about a man who from a sailor boy has reached that degree of prosperity where he can afford to own as a plaything a splendid stock farm of 2,000 acres, and to crown his most attractive hill with such a costly residence in fulfilling a youthful lover's promise.

"Twelve or fifteen years ago the Manufacturers' Record often published letters from J. J. Newman, a mining engineer of Salisbury, N. C., claiming that low-grade copper and gold ores of that State would furnish a wonderfully prosperous field for capital whenever men were found willing to invest enough to erect a great smelting plant equal to the best in the world, and to carry on their mining operations on a corresponding scale of magnitude. "The unlimited quantity of low-grade ores which can be found here will some day result in the creation of vast smelting and smelting operations, yielding a rich harvest to the State as well as to the investors," was the burden of many letters, but as no one had ever undertaken such a project in North Carolina, his views were regarded as too optimistic by the local people. They had faith in his good intentions, but they were skeptical as to the correctness of his judgment on these points.

But W. G. Newman had an abiding faith in his brother, and a few years ago the time came when he was able to undertake a mining development in North Carolina on the scale so long advocated by Joe Newman. But to go back to W. G. Newman.

Born in Richmond in 1862, he went to sea at fifteen years of age. For several years he had the rough life of seafaring men, with many varied experiences in South America and other countries. But with a determination to conquer he overcame many obstacles, and was advanced to mate, and then to captain, commanding a 2,000-ton ship when he was twenty-one years old. Abandoning the sea, he settled in New York in 1888, and became an advertising solicitor. Ten years ago he came to Baltimore with a letter of introduction to the writer from his brother Joe. We never met again until a few days ago, when we met by chance, and he told the story of why he had built his fine home in Virginia, his house being in sight from the Southern Railway train, on which we were traveling.

"About seven or eight years ago," said Mr. Newman, "I was successful in some big speculations in New York, and then turned my attention to a North Carolina mining proposition. I organized the Union Copper Co., with a capital stock of \$3,000,000. The most thorough examination was invited, and experts confirmed all that my brother had claimed, and even more. In the great boom of copper stocks about that time the stock of the Union Company, with a par value of \$10, sold as high as \$40, but as it would take two years at least to develop the property before it could reach a dividend-paying basis, a reaction naturally came, and then the stock went below its intrinsic value. We have now spent over \$1,600,000 upon development, with all our underground work completed to a point where we can get out 250 tons per day for the next two years from the ore now blocked out. Our machinery plant is the best money could buy, and its capacity equal to any increased output needed. Our smelter now running can handle

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INDUSTRIAL AND GENERAL.

A Missourian has quit chewing tobacco after forty years of indulgence.

There are more newspapers published in Iowa in proportion to the population than in any other State in the Union.

A wealthy resident of a town in Miller County, Mo., has selected a site near his own home and is building for himself with his own hands an elaborate tomb.

Thirty Chinamen who have accumulated considerable wealth in this country, left Chicago a few days ago for China to live and enjoy it.

A memorial of the late Senator Stephen M. White, of California, in the form of a life-size statue, is to be placed in the courthouse grounds at Los Angeles.

Utah, with 250,000 population, has \$20,000,000 invested in wool growing. South Carolina has nearly five times as much population, but grows rather dog hair than wool.

The eucalyptus trees on the Island of Tasmania sometimes attain great size. One that has been measured is 350 feet high, and some are said to attain a height of 400 feet.

Norway has in main highways and cross roads about 17,500 miles of roads, which are kept in repair at a cost of \$1,500,000 a year, which is dirt cheap, for her roads are said to be excellent.

Ernest A. Hamill has been elected to the trusteeship of the Chicago Art Institute, a place held for many years by Secretary Lyman J. Gage, whose duties at Washington forced him to relinquish it.

Rev. John Spurgeon, father of the late Charles H. Spurgeon, recently, on his ninety-first birthday, laid the foundation stone of an extension to the South Norwood Baptist Church, in England.

Princess Frederick-August of Saxony, daughter of the Grand Duke and Duchess of Tuscany, who some day will be the Queen of Saxony, is taking a regular course as a trained nurse in the Lutheran hospital in Dresden.

It is said that the New Hampshire Historical Society has the original patent on a process for the use of steam in propelling boats. It was issued to Samuel Morey, March 25, 1795, and was signed by George Washington.

Mrs. Phoebe Hearst has agreed to pay all the expenses of a department of anthropology at the University of California, which will be devoted especially to the study of Indians on the Pacific coast. The cost will be about \$50,000 a year.

A Denver, Colorado, woman has sent a formidable document to Secretary Gage informing him that she owns this country, and wants the treasury moved from Washington to Denver, and right quick. She wants to have it where she can keep a closer eye on it.

It is now thought that the monument for Benjamin Harrison will be in the form of an arch to cost \$200,000. Over \$50,000 has already been raised. The fund for the erection of a Whittier monument which was started only a week or two ago, already amounts to over \$5,000.

William A. Pearsell, a Connecticut farmer, was shot in the left shoulder sixty-one years ago. On Tuesday the bullet was removed from his wrist. He had experienced no pain or inconvenience in the meantime until about a month ago, when his wrist began to enlarge.

Tennessee has lost a picturesque character by the death of "Uncle Alfred" Jackson, at Nashville, recently. He was the favorite body-servant of Andrew Jackson and the last of the servants of the Hermitage farm under its first owner. "Uncle Alfred" was ninety-six years old.

Wolf von Schierbrand, the newspaper correspondent expelled from Germany, is in New York. He claims that the actual cause of his expulsion was not, as stated by German officials, because he had tried by illegitimate means to obtain advance copies of the new German tariff bill, but because in two of his letters the drinking habits of the Emperor were described.

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