

The Easley Messenger.

Truth, like a torch, the more it's shook, it shines.

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TO MY LOVED ONE.

Grieve not, darling, nor let slander
Darkly teach thee to suspect
This tender heart could ever wound
Thy fondness with neglect.

For all my love is given to thee,
And this once wretched life
Is now devoted to the one
Who soon will be my wife.

Then bid thy heart be not alarmed,
Nor let doubts disturb thy love,
For beauty boasts no charm that could
One thought from the remove,

A TRUNK LINE TO CHICAGO.

Ex-Governor Hagood Gives a History of the Carolina, Cumberland Gap and Chicago Railway and Tells How it is to be Constructed.

The Aiken papers publish this week an interesting interview with ex-Governor Hagood, president of the Carolina, Cumberland Gap and Chicago Railway, in which he gives a brief history of the enterprise and explains its present condition.

In 1882 five duly chartered railroad corporations were consolidated under the name of the present company, the object being to construct a line of road from Aiken, in this State, to London, Ky. The stockholders of the consolidated railway are the stockholders of the original companies. A majority of the stock is held in South Carolina, has been nearly all paid up, and has been expended in surveys and constructions in this State. Of the 125 miles of the South Carolina division of the railway, 59 miles are graded.

Gen. Hagood says: At the time of the consolidation a contract was entered into with the Atlantic and North western Construction Company of New Jersey for the building and equipment of the entire line from Aiken to London, Ky., the Construction Company to be paid in bonds of the railway company. But it was stipulated by the Construction Company that it should not be compelled to commence work until a contract was made for the sale of the bonds of the railway company. It will be seen that the construction of the railway, either in whole or in part, was thus made to depend entirely

upon the prior negotiation of the sale of its bonds, and that the proceeds of such sales were solely relied upon for the further prosecution of the enterprise. A financial agent was therefore at once appointed and commissioned to undertake their negotiation. The large amount of preliminary work necessarily prevented his putting his scheme upon the market until the spring of 1883. He has been in London since then engaged in his work. During all this time the market for railway securities has been greatly depressed, and so continues. The quotations of the stock market daily exhibit this, and it has been almost an impossibility to induce capital to embark in any new railway enterprise. The financial agent, however, reports that he has succeeded in attracting to his scheme the attention of capitalist undoubtedly able to float it, that they are most favorably impressed and, in his judgement, it is only necessary to await the reaction in railway matters, which must surely come, to realize a successful termination of his negotiations. Such was the condition of affairs when the stockholders of the C. C. G. and C. Railway Company recently held their first annual meeting at Aiken. They realized the unavoidable difficulties that their financial agent had encountered and while adhering to the policy previously adopted of relying chiefly upon a sale of their bonds for the further prosecution of the enterprise, they determined not to rely upon that solely. They determined to again put their own shoulders to the wheel, and by their own efforts proceed with the work while awaiting the negotiations in England. They argued that additional contribution of their means, and that to the full extent of their ability, was the strongest additional argument that could be presented to foreign capital to come their aid. They determined to raise money enough to finish the grading and trestle and cross-tie the road from Aiken to the mountains. It would certainly at the proper time hasten the favorable conclusion of our present negotiations; and if these as inaugurated should fail, we would have secured a better

basis on which to renew them elsewhere. While to build the whole line from Aiken to London was beyond our means, it was thought that to do so much as has been mentioned was within our power, and the result would be to put at least one-third of the line in a condition to be speedily operated upon a paying basis. A railway thus far advanced by private contributions and unencumbered by debt can never fail to bond itself for enough to complete its construction and equipment. Accordingly it was resolved to procure the necessary legislation to permit the company to go before the people along the line and, laying the whole matter before them, invoke their aid. The executive committee were directed to carry this resolution into effect. They have procured an Act of the Legislature permitting towns, township and counties interested in the road to subscribe by popular vote to the capital stock of the railway, and the movement is inaugurated in the election now about to be held in Aiken. Afterwards we will go to other towns and counties interested.

Gen. Hagood, in regard to the subscription the town of Aiken is asked to make, says: So much of the work has been done between Aiken and Edgefield Courthouse that Capt. Kirk, the engineer of the railway, estimates that \$30,000 will grade, trestle and cross-tie to latter point. If not another dollar was subscribed, and her \$30,000 was thus expended, Aiken would thus get assurance of a direct communication with the Richmond and Danville system, where we cross their Charlotte, Columbia and Augusta road at Trenton. How much this would benefit the town in facilitating access to it by those who so largely patronize it as a sanitarium, you can judge better than I. Passing on beyond Trenton and reaching Edgefield, if you stop there you will open to your trade a region of country from which you are now as effectually debarred as if the Charlotte, Columbia and Augusta Road, which crosses the path, were a Chinese wall. But we do not propose to stop with the Aiken subscription. We, as I have already said, will go before

the people along the line of the whole South Carolina division, and we have the assurance of the leading men of every section we pass through—of men who know the popular sentiment of their sections—that the response will be liberal.

To make assurance doubly sure with regard to the efficient application of such money as Aiken may vote, Gen. Hagood has filed with the intendant of the town a paper binding the railway company not to use any part of the subscription made by Aiken until additional subscriptions to the amount at least of \$100,000 have been made to capital stock of the railway company, work cannot be commenced on the road until the question of subscription has been decided, which may not be until the approaching summer, but when the work does begin it will start at Aiken.

The policy of the road is to do its work with free and not convict labor. In reply to a question as to what will probably be the value of stock in the road, Gen. Hagood said: If the whole road is completed connecting us with the trade centres of the Northwest, it will be shorter by about 170 miles than any route to the Southern seaboard now existing. It will also be a road of easy grades, cheaply operated. This ought to insure it a profitable participation in the large through freights from that region. The road will also run directly through the coal and mineral regions of Kentucky and Tennessee, and receive a heavy freightage thence. It also runs through the valuable agricultural region of the French Broad country of North Carolina. Entering South Carolina, it runs the manufacturing country at the foot of the mountains, and through the wealthy agricultural counties of Anderson, Abbeville and Edgefield—the last of which by the late census, is credited with sending more cotton to market than any other county in the State.

Such a road should certainly pay. We are however, now making the effort to build the South Carolina division without having in sight, at this time, money enough to build the whole. We propose to go at the construction of the

[CONTINUED ON 2ND PAGE.]