TRUTH, LIKE A TORCH, THE MORE IT'S SHOOK IT SHINES.

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We are not responsible for the opinons of our correspondents.

[From the Press and Banner.] cent construction of the Greenwood road on the Aikenites.

must be apparent to all.

for an approach to this village has tion for that purpose. Then what ists there the merits of our scheme: been made. Beginning at the di- ever we give, goes directly to the this of itself has been no matter of Enleved at the Postoffice at Easley verging point, the route through furtherance of the enterprise for quick accomplishment. Persons the village in rear of the Episco- which it was intended. If we vote who are lucky enough to be the pal Church by Maj. Zeigler's lot, a tax on ourselves we know exact- owner of millions do not, generalto Capt. Bonham's and out by the ly what we are doing. We know ly, except upon the fullest assur-Misses Cater's would cost \$28,000 the burden which we will under- ance of safety and profit, put them the ridge route by the Morse house take to carry, and we know the far from their immediate control. and near Mr. J. F. Livingston's date at which we will be relieved. They have demanded and we have dwelling would be \$6,000-includ- But with a bonded debt and accu- given to them the fullest and most ing right of way in each estimate. mulating interest over our heads, minute information as to the ad All the heavy grading from Troy we are certain of nothing. We be- vantages and capacities of this Marriage notices free and solicited, to Abbeville has been finished.

bell of this State, and Col. Gregg, will not run to that town. In the is no inconsiderable item. al fact, we believe that our people terminus of the road refuses to interview, as follows:

fair prospects for the early com- remarks to us that in a little while the Carolina, Cumberland Gap & shoulders to the wheel and add to pletion of the Savannah Valley he will have some definite propo- Chicago Railroad in which the live- the 50 odd miles they have already Railroad from Troy to Anderson sition to make, and our response liest interest is still felt. village, makes it imperative upon will determine the whole matter. Gen. Hagood-The financial that a contract has been already roads, and the necessity for an ad- be hurtful to us. The amount million more. ditionaliron highway to this place which we would pay in interest would certainly be a liberal sub- ing in the negotiation?

lieve a reasonable tax for railroad proposed through route across the It is understood, and in in fact purposes would be a profitable in- mountains; and of every particuwhile the prospect for aid was which were paid for the Augusta the enterprise. These represents good, yet in no event could we get & Knoxville railroad has already tions have been verified to them All communications for the paper the road without further help from been more than returned. The in the mort conclusive manner pos must be addressed to the Editors; our own citizens. Aiken will be people along the Savannah Rail-sible, and I am assured by Mr. S. subscription as a township. The mills for two years. Does any through the preliminary stage and charter allows the company to body doubt that the advantages have reached the point at which THE C. C. G. & C. R. R. connect their road with that of the to be derived from having the he confidently anticipates an ear South Carolina Railway Company road will repay them fourfold; bely success. at or near Aiken, and if Aiken resides this, the direct return in Reporter-Do you feel at liberty Governor Hagood, Colonel R. fuses to give a liberal subscriptaxation on the road itself, at a to give an outline of the character E. Bowen and Colonel Camp-tion, it is certain that the road valuation of say \$10,000 mile per of his negotiations-especially in

Judge Cothran of this village last tion it will connect with the South to be called upon to make a liber- towards the same. Tuesday and Wednesday. While Carolina Road at Montmorencie, al contribution. They are centralwe do not know the particulars, some five or six miles nearer ly locate l, and, with the proper of certainly have to contribute of from which these gentlemen seem Charleston, at a much less cost fort on their part, that town at no their own means if they expect so hopeful as to the building of than would be incurred to take it distant day, is bound to be one of foreign capital to be invested in this great Railroad, yet their evi- to the town of Aiken. At Mont- the most important trade centres this enterprise. In the shape that dent belief in the final success of morencie the pro rata of travel and in the county. Even in case the our negotiations have now taken the enterprise is assuring to those freights would be thus lessened to C. C. G & C., is never built, we it is probable that the contract with whom they talked. Of late the South Corolina Railroad. The must join hands and unite Abbe with foreign capitalist will be, that our people had begun to despond officers and directors of the com-ville and Troy by rail. We take they furnish the money and the because of hope deferred, but as pany desire to go to Aiken, but it, that the Georgia Central would material stipulated when our peosoon as these gentlemen came to they cannot afford to do so at a iron and equip the track, if we fin- ple have either completed a certain town, the fact was noised abroad, cost to themselves of some \$80,000, ish the grading. This additional amont of work, or have exhibited and our people were anxious to If Aiken township will vote a tax railroad we must have, even if we by their contributions the nucleus hear anything upon which they or bonds to the amount of \$50,000 get no more. With railroads all for doing so. This is but a reas could renew their hope for the or \$60,000, the road would be se- around us we would be hemmed onable assurance required by them

tribute as liberally to the work as to be expected that other towns General, for the purpose of getting is still a matter of negotiation, but their means would allow. The re- along the route would force a rail- such information for the public as I do feel at liberty to say that it you may feel disposed to give, is probable that when our people and Augusta Railroad, and the We presume from Gov. Hagood's fouching the present prospects of are again called upon to put their

us to get an additional outlet if we Abbeville will be expected to give agent of the company, Mr. Scho- made for sufficient capital from would keep pace with the demands additional help either by private field, is at present engaged in ne- abroad to complete the line. of the times. We believe the Sa- subscriptions, taxation, or bonds. gotiating in England with reliable Reporter-Do you then expect to vannah Valley Railroad will be As between taxation and bonds we parties for the purpose of procur-call for contributions from our peobuilt. A large part of the 51 are entirely in favor of the levy of ing the means necessary to bulld ple at this time under the recent miles from Troy in this county to a tax for any amount which our the Road. The undertaking is Act of the Legislature authorizing Anderson has been done, and with people propose to give in that way one of vast magnitude, and the op- the taxation by townships, &c. between \$40,000 and \$50,000 now towards the construction of the erations have necessarily been. Hagood-As at present ad in hand, it seems to us the grading road. Without being familiar with slow. Capital is always cautious, vised I do not until our negotia of the road will be finished, when the manipultation of the bonds. You will readily understand why tions abroad are more fully devel it is understood that the Georgia we have a prejudice, if not a well we move slowly when you reflect oped: or until some new condition Central will put on the iron and founded reason, against voting a that the negotiation is for placing has been introduced into the probrolling stock. This would make bonded debt. There are many at once near \$2,000,000 and poten-lem before us. Those in charge us entirely surrounded by rail- chances that the bonded debt may tially the raising of four or five of the Road do not expect or in-

the engineer's estimate of the cost bonded debt, but we favor taxa- in clearly laying before capital. Road.

Correspondents, to insure attention, Governor Hagood said so, that vestment. We presume the taxes lar circumstance connected with business letters to the Publisher of the allowed another chance to vote a road have just voted a tax of ten that his negotiations have passed

reference to the relation that our Morristown, Tennessee, met with event of the refusal of subscrip- The people of Troy may expect own people are expected to stand

Gen. Hagood-Our people will completion of the Road. Without cured to that town when built, in unless we get a new outlet. of our faith in the results of our any definite knowledge as to actu- But if the town which is to be the Gov. Hagood said to us, in an own enterprise and of the necessity felt here for the Road. The ex would be ready at any time to con- make a subscription, it is hardly Reporter-I have sought you, act amount of our contributions graded it will be with assuradce

tend to ask for a dollar of addi-Reporter-What progress is mak-tional subscription until we are fully assured that its expenditure While Gov. Hagood did not say scription itself: For this reason, Gen. Hagood-He has been for will extend to the substantial adso to us, yet we have heard that if for no other, we shall oppose a over 12 months actually engaged vancement of an accomplished