

The Abbeville Messenger.

VOL. I.

ABBEVILLE, S. C., WEDNESDAY, NOVEMBER 5, 1884.

NO. 6.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

Going South	No. 48	No. 40
Leave Wilmington	9:30 p.m.	11:10 p.m.
Arrive Florence	1:30 a.m.	2:20 p.m.
Arrive Columbia	6:40 a.m.	
Going North	No. 43	No. 47
Leave Columbia	10:00 p.m.	
Leave Florence	4:50 p.m.	1:25 a.m.
Arrive at Wilmington	7:40 p.m.	6:10 a.m.

SOUTH CAROLINA RAILWAY COMPANY.

Commencing Sunday, Sept. 7th, 1884, at 2:35 a.m. Passenger Trains will run as follows until further notice, "Eastern Time".		
Columbia Division—Daily.		
Leave Columbia	7:48 a.m.	5:27 p.m.
Due at Charleston	12:20 p.m.	9:38 p.m.
Leave Charleston	7:00 a.m.	4:30 p.m.
Due at Columbia	11:00 p.m.	9:22 a.m.

GREENWOOD HOTEL,
THOS. F. RILEY, Proprietor,
Greenwood, S. C.

Dinner house of the A. & K. road. Passengers on the down train of the C. & G. road, going East, have ample time to secure a good dinner before the departure of the train for Augusta.

Transient board \$2 per day. A liberal discount from above rates to parties wanting board by the week or month.

Stables, Livery, Feed and Sale Stables connected with this hotel.

A GOOD WOMAN.
To the virtues of Mrs. F. M. of Abbeville, C. H. S. C.

She stands in our midst
A pure soul unalloyed;
We hear her earnest words,
And know that angel-messengers
Have earthly tongue employed.

A calm for sorrowing hearts,
Beams from her gentle eyes,
A wealth of pitying love,
Of kindly thought and sympathy,
Fresh from the bending skies.

Her own life hath not been
Fair and stormless one,
And yet she murmured not,
But thankful looked to heaven
When each dark day was done.

Truth in her trusting heart,
Blooms like a lily fair;
Her life revealing it,
As incense near the flower
Tells that the flower is there.

THE WHOLE STORY DENIED.

A Report that the East Countess is Living in Switzerland—What a Japanese Official Says—An Eminent Banker Reiterates the Statement That She was Killed.

(From the New York Truth, October 28th.)

The reported death of the famous Mrs. Beecher in Japan, under the most tragic circumstances, has led to a great many contradictions and reassertions. We feel bound to state that the report was received by us from responsible parties, and vouched for by a prominent banker of this city. It was published in good faith, and should it prove not to be true, it will afford relief to many persons who yet remember Mrs. Beecher with kindly feelings. A responsible gentleman called at this office last night and showed us a letter purporting to come from Mrs. Beecher from Switzerland. According to that letter Mrs. Beecher was at Marienbad, Switzerland, as lately as September 27th last, and residing with her husband, the Count Portalis. If this be true, news of her return to Japan and of her execution could hardly have reached here so soon.

A DENIAL FROM THE JAPANESE CONSULATE.

Mr. W. Wallace Hastings, assistant secretary of the Japanese consulate, was seen by one of our reporters yesterday about the matter. Mr. Hastings was somewhat moved, and made a decisive counter-statement. He said he wished to speak in the name of the Japanese consul. In the first place, there was no law or custom in Japan which punishes a mistress for infidelity. "The law there with regard to women of ill-fame is the same as here—a low woman, in case of life or death, being protected by the law as much as any man. I do not think it necessary to give any proof of this, as it is plainly evident to any who will take the trouble to look into the Japanese laws, and I do not wish to give the story any more publicity than possible." He continued: "The Japanese officials, as officials, are scrupulously careful about their private connections as well as public careers. I do not speak of the Japanese people in general, but of the officials as public officers who have public trusts."

When asked how the story could have originated, he said he could not conceive how it came about. "Nothing has been in the Japanese papers about the matter and nothing has been heard on the subject by the officials of the consulate. It has been stated that the City of Yedo was thrilled by the news of the tragedy. This is all pure fiction. I cannot understand the motive for such fabrications, and the Japanese officials feel deeply hurt. The nation being comparatively new—that is, according to modern European ideas—and having adopted European usages, it has, if in no other way, evinced its ambition to be considered at least moral. And such a charge against one of the highest officials in the realm is a heavy set-back to the nation's advance. It is a mistaken idea that Americans and Europeans labor under to consider the Japanese Government despotic. There is as much political liberty there as here. The highest official as well as the lowest peasant, is amenable to the law. There is a very high sense of honor among the commercial and governing classes in Japan. An official who has broken his word is ostracized."

Reporter: Have you any other reason for discrediting the story?
Mr. Hastings: Yes; there has been no such report in the Japanese papers.

Reporter: Don't you suppose the fact of the prime minister being concerned would account for the suppression of the news in the Japanese papers?
Mr. Hastings: No, I do not.

every reason to believe that the Countess is dead, and that she was bow-stringed and her body thrown into the river. My information is such that personally I am willing to give it all credence.

"The assistant-secretary of the Japanese consulate called at the Truth office this evening and denied that any such practice as bow-stringing is in vogue in Japan; can you say whether there is or not?"

NOW-STINGING A PRACTICE IN JAPAN.

"Yes, there certainly is, or at least was until very recently, and it was considered a sort of vindication of a Japanese nobleman's honor to pay miserable scoundrels to torture their unfaithful mistresses and toss their bodies to the fishes."

Here, indeed, were the more severe cases, but those also were inspected with the same patient and kind attention. Before leaving, the King expressed his warmest acknowledgments to Cardinal San Felice for his services and those of the entire clergy of Naples. He was equally warm in his praise of all engaged in the hospital service.

The royal party visited next the refuge at the Cristallini, where poor families, chiefly mothers and children bereaved by the cholera have been temporarily lodged at the expense of the town. The King was not tired in listening to all the requests made to him, and he seemed to be especially touched and interested in many little cribs and their inmates. On his leaving the place an immense crowd had collected outside, so that the carriages could only pass with difficulty on their way to the Granili.

SPARTANBURG AND ASHEVILLE RAILROAD.

On and after May 12, 1884, passenger trains will be run daily, except Sunday, between Spartanburg and Hendersonville as follows:

UP TRAIN.

Leave R. & D. Depot at Spartanburg	6:00 p.m.
Leave Spartanburg, A. L. Depot	6:10 p.m.
Leave Saluda	8:50 p.m.
Leave Flat Rock	9:30 p.m.
Arrive Hendersonville	9:30 p.m.

DOWN TRAIN.

Leave Hendersonville	8:00 a.m.
Leave Flat Rock	8:15 a.m.
Leave Saluda	9:00 a.m.
Leave Air Line Junction	11:25 a.m.
Arrive R. & D. Depot at Spartanburg	11:30 a.m.

Trains on this road run by Air-Line time. Both trains make connections for Columbia and Charleston via Spartanburg, Union and Columbia; Atlanta and Charlotte by Air Line. JAMES ANDERSON, Superintendent.

THE GEORGIA PACIFIC RAILWAY.

New Short Line, via Atlanta, Ga., and Birmingham, Ala., to Points in Alabama, Mississippi, Louisiana, Arkansas, Texas and the West and Northwest.

The favorite route TO THE WORLD'S FAIR, NEW ORLEANS, LA.

COMMENCING December 1st, 1884. Double Daily Trains, with elegant Sleeping Cars attached, for which the low rate of \$1 for each section is charged—the lowest sleeping car rates in the United States. Berths secured ten days in advance.

SEE that your Tickets are Read FROM—

ATLANTA, VIA THE GEORGIA PACIFIC RAILWAY AND BIRMINGHAM, ALA.

For further information write to or call on

L. S. BROWN, Gen. Pass. Agent, BIRMINGHAM, ALA.

A. S. THWEATT, Trav. Pass. Agt., ATLANTA, GA.

I. Y. SAGE, Gen. Superintendent, BIRMINGHAM, ALA.

EXCHANGE HOTEL,
GREENVILLE, S. C.

THE ONLY TWO-CLASS HOTEL IN THE WORLD.

W. R. WHITE, PROPRIETOR.

L. W. FERRIN. T. P. COTHMAN.
Attorneys at Law,
Abbeville, S. C.

EUGENE B. GARY,
Attorney and Counsellor at Law,
Abbeville, S. C.

CENTRAL HOTEL,
MRS. M. W. THOMAS, PROPRIETRESS.
Broad street, Augusta, Ga.

R. C. WILLIAMS,
SURGEON DENTIST,
Greenwood, S. C.

Her Triumph, Her Downfall and Her Decapitation in Japan.

New York, October 27.—Soon after the war a most beautiful young lady arrived in New York from the South. She brought letters to Tharlow Weed, Hugh J. Hastings and many other New Yorkers, vouching for her high respectability in the South. Her family had lost heavily by the war. Soon the beautiful refugee won all hearts by her sweetness of manner and beautiful face. Among her suitors was the wealthy Mr. John Beecher, who married her. Mrs. Beecher soon became famous as the most beautiful woman in the city. She was beautiful in her lovely Fifth Avenue residence and graceful as a queen as she rode in the park. She led in beauty at the Jerome Park races. Her lovely face attracted Mr. Lloyd Phoenix, who soon won her affections away from her husband. The story of her relations with Mr. Phoenix and her shooting him as he went up the steps of his sister's mansion on Fifth Avenue were narrated in every newspaper of the time. Mr. Phoenix had his ticket bought for Europe, but Mrs. Beecher's pistol so frightened him that he gave up his state-room and left New York quietly for Philadelphia. A week after Mr. Phoenix sailed for Europe. Mr. Beecher separated from his wife, though it almost broke his heart, and she followed Phoenix to Europe. Once in Paris, her beauty captivated, not Mr. Phoenix, but Count Portalis, formerly of the French Legation at Washington. The first wife of Count Portalis, who was Miss Jennie Holiday, daughter of Ben Holliday, had been dead two years. Count Portalis took Mrs. Beecher to China, where he was an attaché of the French Legation. On their return to Paris the Count's money gave out and he abandoned Mrs. Beecher. In Paris Mr. John Beecher, who never ceased to love his wife, furnished her with money. After bewildering the boulevardiers and turning half of Paris mad with her bewildering loveliness, she went to Japan with a French officer. A few months of love and extravagance and Mrs. Beecher ruined the officer and he returned to Paris, leaving her in Japan. While there she won the heart and became the mistress of the Japanese Secretary of State, a very wealthy and highly titled Japanese. After astounding Court circles with her grace, beauty and extravagance she at the end of a year had a quarrel with her husband and went to live with another titled Japanese, but inferior in rank to the Secretary of State. Last week came the astounding news that the Japanese Secretary of State had prevailed upon the Mikado of the Empire to have Mrs. Beecher beheaded. An official edict was issued and the once beautiful refugee from South Carolina was beheaded and her last husband imprisoned. Thus ends the life of a woman once known and admired by thousands of people in our city. Her sad fate is the talk of the uptown clubs.

AN AUGUSTA DEFALCATION.

The President of the Enterprise Factory \$100,000 Short—Several Failures.

(Special Dispatch to the News and Courier.)

Augusta, October 29.—The town has been in a stir to-day over the disclosures in reference to the Enterprise Factory. Rumors have been afloat for several days about deficiencies in the accounts of the factory, but did not gather definite shape until to-day, when the whole affair came to light.

Geo. T. Jackson, a senior member of the firm of Geo. T. Jackson & Co., which failed a few days ago, was the president of the Enterprise Factory, and soon after the failure sent in his resignation to the board of directors, which was accepted. It has now transpired that there is a deficiency of from \$90,000 to \$100,000 in the funds of the company. The deficiency is admitted by Mr. Jackson. The book-keeper says that the deficit is \$100,000.

A committee of experts has been examining the books, and will report to a meeting of the stockholders to be held next week. Mr. Jackson has made over all his interest in the Magruder mines in Lincoln County to the company, and his family have also given up all their private property.

The capital stock of the mill is \$500,000, and six months ago there was \$500,000 to the credit of the profit and loss account. The original capital stock, therefore, will only be impaired about \$50,000 by the deficiency.

There will be a thorough discussion of the affairs of the company when the stockholders meet next week. Mr. Jackson possessed the entire confidence of the community and was highly respected. The present state of affairs, therefore, is very much deplored by everybody.

Coming upon the heels of these disclosures, the failure of M. J. Verdery & Co., Stock brokers, is announced. The firm is composed of M. J. Verdery, nephew, and James U. Jackson, son of George T. Jackson, and they were endorsed on the paper of Geo. T. Jackson & Co., as that firm was on theirs. Their liabilities are \$30,000, and nominal assets about \$24,000. They have no cash assets, and have been on the verge of failure for some time.

The community has been greatly stirred up over the Enterprise Factory deficiency and it has been the town talk all day. All sorts of rumors have been afloat, but they have solidified upon the statement given above. The original capital stock, the bonded debt, the losses of the past six months and the present deficiency will make the total cost of the mill to the stockholders fully one million dollars.

Mr. Hastings: Yes; there has been no such report in the Japanese papers.

Reporter: Don't you suppose the fact of the prime minister being concerned would account for the suppression of the news in the Japanese papers?
Mr. Hastings: No, I do not.

AN ORDINANCE CREATING THE OFFICE OF CLERK OF COUNCIL, REGULATING HIS DUTIES AND PROVIDING FOR HIS COMPENSATION.

SECTION I. Be it ordained by the town council of the town of Abbeville in the state of South Carolina, and by the authority of the same, that at the organization of each town council now or hereafter elected or to be elected, the clerk of the council shall be chosen by ballot by the council, and shall hold office until the next annual election of the council, or until he is removed by the council.

SECTION II. That it shall be the duty of the clerk of council within ten days after writing notice of his appointment to file with the council a full and correct list of all the proceedings of the council in a book of minutes to be preserved by him and turned over to his successor in office. To provide a book in which he shall make record of all cases containing the names of all offenders who shall be summoned to appear before council for the violation of any ordinance now in force or which may hereafter be enacted by the council, and to file with the specifications of the offense charged and the time and result of the trial. To submit to the council a full and correct list of the receipts and expenditures of the year preceding. To turn over to the succeeding council within thirty days after the expiration of his office all moneys in his hands belonging to the corporation and deliver up all books, papers and other records incident to his office.

SECTION III. That for such services the clerk of council shall receive 2½ per cent. for receiving and 2½ per cent. for paying out the funds that may come to his hands as said clerk.

That all ordinances and parts of ordinances inconsistent with this ordinance be and the same are hereby repealed.

J. S. HAMMOND, Intendant.
H. P. McILVAINE, Clerk of Council.
JONES F. MILLER, T. P. COTHMAN, G. A. DOUGLASS, Wardens.

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Magnolia Passenger Route.

In effect September 14, 1884.

GOING SOUTH.		
Leave Greenwood	6:30 a.m.	14:00 p.m.
Arrive Abbeville	11:30 a.m.	8:30 p.m.
Leave Abbeville	8:00 a.m.	
Leave Augusta	10:30 a.m.	9:00 p.m.
Arrive Atlanta	5:45 p.m.	6:40 a.m.
Leave Augusta	11:40 a.m.	
Arrive Beaufort	6:50 p.m.	
Port Royal	9:00 a.m.	
Charleston	6:50 p.m.	
Savannah	6:42 p.m.	
Jacksaville	9:00 a.m.	

GOING NORTH.

Leave Jacksonville	8:30 p.m.	
Savannah	7:40 a.m.	
Charleston	6:10 a.m.	
Port Royal	6:50 p.m.	
Beaufort	7:25 a.m.	
Augusta	1:40 p.m.	

Leave Atlanta 18:50 p.m.
Arrive Augusta 6:10 a.m.
Leave Augusta 4:00 p.m.
Arrive Greenwood 9:00 p.m. 11:30 a.m.

Tickets on sale at Greenwood at all points through rates—baggage checked to destination.

Daily, except Sunday.
W. F. SMITH, Traffic Manager.
J. S. BARN, Superintendent.

CONDENSED TIME CARD

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Leave Greenwood	6:30 a.m.	14:00 p.m.
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Notice.

APPLICATION will be made to the General Assembly of South Carolina at its next session for a charter for a Railroad from Greenwood by Phoenix and Edgefield C. H., to Aiken on the S. C., R. R. sep 11-3m.

French Candies, Fresh!

LEMON CRACKERS, FRESH!
SODA CRACKERS, FRESH!
GINGER SNAPS, FRESH!
ASSORTED JUMBLES, FRESH!

Just Received.
J. CHARLES & THOMAS.

NOTWITHSTANDING the hard times we have spared neither pains nor expense in the selection of our stock for this spring. The ladies can rely upon getting the latest fashions and lowest prices at

R. M. HADDON & CO.

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ATLANTIC COAST LINE.

PASSENGER DEPARTMENT.
Wilmington, N. C., July 10th, 1884.

NEW LINK between Charleston and Columbia and Upper South Carolina.

CONDENSED SCHEDULE.

GOING WEST.		
7:00 am Lv. Charleston	Ar. 5:48 pm	
8:40 " " " "	" 8:05 " "	
9:40 " " " "	" 8:55 " "	
11:00 pm Ar. Columbia	Lv. 5:30 pm	
8:21 " " " "	" 3:48 " "	
3:42 " " " "	" 2:44 " "	
6:40 " " " "	" 1:00 " "	
6:25 " " " "	" 9:00 " "	
5:00 " " " "	" 2:00 " "	
6:18 " " " "	" 1:00 " "	

GOING EAST.

1:13 pm Ar. Newberry	Lv. 3:02 pm	
3:00 " " " "	" 12:48 " "	
6:40 " " " "	" 5:50 am	
6:18 " " " "	" 9:50 am	
7:02 " " " "	" 3:50 pm	
6:40 " " " "	" 1:00 pm	
5:50 " " " "	" 10:50 am	
9:50 " " " "	" 8:00 pm	

Solid Trains between Charleston and Columbia, S. C.

J. F. DIVINE, T. M. EMERSON,
Gen'l Supt. Gen'l Pass. Agent.

RICHMOND AND DANVILLE RAILROAD.

Passenger Department.—On and after Aug. 24, 1884, passenger train service on the A. & C. Division will be as follows:

Northeast.

Leave Atlanta	4:40 p.m.	8:40 a.m.
Arrive Gainesville	6:55 p.m.	10:55 a.m.
Leave Gainesville	7:25 a.m.	11:01 a.m.
Arrive Rabun Gap Junction	8:12 p.m.	11:30 a.m.
Leave Rabun Gap Junction	8:54 p.m.	12:04 p.m.
Arrive Seneca City	9:50 p.m.	1:00 p.m.
Leave Seneca City	10:32 p.m.	1:22 p.m.
Arrive Liberty	10:55 p.m.	2:13 p.m.
Leave Liberty	11:10 p.m.	2:27 p.m.
Arrive Greenville	11:42 p.m.	2:47 p.m.
Leave Greenville	1:14 a.m.	3:00 p.m.
Arrive Spartanburg	1:44 a.m.	3:30 p.m.
Leave Spartanburg	2:20 a.m.	4:00 p.m.
Arrive Gastonia	3:20 a.m.	5:54 p.m.
Leave Gastonia	4:10 a.m.	6:40 p.m.

Southwest.

Leave Charleston	1:45 a.m.	1:00 p.m.
Arrive Gastonia	2:30 a.m.	1:45 p.m.
Leave Gastonia	3:10 a.m.	2:25 p.m.
Arrive Spartanburg	4:28 a.m.	3:45 p.m.
Leave Spartanburg	5:45 a.m.	5:55 p.m.
Arrive Liberty	6:15 a.m.	6:25 p.m.
Leave Liberty	6:34 a.m.	6:40 p.m.
Arrive Greenville	7:34 a.m.	7:36 p.m.
Leave Greenville	8:40 a.m.	7:55 p.m.
Arrive Rabun Gap Junction	9:20 a.m.	8:30 p.m.
Leave Rabun Gap Junction	10:02 a.m.	8:55 p.m.
Arrive Gainesville	10:36 a.m.	9:29 p.m.
Leave Gainesville	1:00 p.m.	11:30 a.m.

Atlanta 4 Mail.

Freight trains on this road all carry passengers; passenger trains run through to Danville and connect with Virginia Midland Railway to all eastern cities, and at Atlanta with all lines diverging. No. 50 leaves Richmond at 1 p.m. and No. 51 arrives there at 4 p.m.; 52 leaves Richmond at 2:25 a.m., 53 arrives there at 7:41 a.m.

Buffet Sleeping Cars without charge. On trains Nos. 50 and 51, New York and Atlanta, via Washington and Danville, Greensboro and Asheville;