The Abbeville Messenger.

VOL. I. ABBEVILLE, S. C., WEDNESDAY, JANUARY 14, 1885. NO. 16.

MARSHAL WRIGHT UNDER FIRE.

The Great Bulldozer Forced to Confess to Many Illegal Acts in the Conduct of the October Ohio Election.

CINCINNATI, January 6.—The Congressional committee examining into the appointment of United States deputy marshals in this city at the last October election resumed the examination of Marshal Wright this morning. The general method of questioning was to read the names of the deputies appointed, one by one, and ask the marshal if he knew the men, where they lived and who recommended them. Follet would ask if the witness did not know they were thieves, murderers and ex-convicts just out of jail or the workhouse, and charged with crimes, &c.

The witness in most cases could not recollect the persons asked about. He said it was possible that some were appointed who were not recommended at all, although his aim was to get men qualified for the work. In reference to one colored man he said that he knew he was reported to be a bad man, but he did not believe that the reports were well founded; at any rate he was a man well qualified to meet the emergency which called for the appointment of deputies, namely the danger of repeating. He was aware that some of his men were not strictly pious, but in making the appointments he had regard to the elements his deputies would have to deal with. He had never heard of a single instance where any deputy had in any way prevented any citizen from casting a legal vote.

Follet asked the witness if he did not know some of his deputies were keepers of "crap houses and low dives." Witness replied that he did not know the meaning of those terms. In the appointment of so many men in such a short time it would be difficult to get all with a perfectly clear history, and still they might be good men for deputy marshals at an election. Witness repeated that he made great effort to get good, efficient men, and most of them were such.

Follet asked how many of the six hundred revolvers distributed had been returned. Witness said between three and four hundred.

"Still," said Follet, "you had good men who retained nearly half your revolvers?"

Witness said he expected to get more of these revolvers, yet he admitted having appointed three deputies to serve in Reading, which was not a city of 20,000 inhabitants, and from which he had no written application. In witness's view of the law he had the power to send general deputies to every voting place in the Southern Ohio district, but would not be entitled to allow them pay for such service. He denied having had a consultation with Butterworth and Brown, or with the Republican committee, except in a casual way. In general he followed his own judgment. He denied that there was a plan agreed upon, after consultation, to appoint as many ex-policemen as possible, which was afterward abandoned and another plan adopted. He took some advice about the appointments from E. G. Rathbone, of the pension department, who was a general deputy of his, having been appointed a year or more ago. The examination of Marshal Wright was not ended.—*News and Courier.*

PISTOLS AT THE POLLS.

Marshal Wright, of Cincinnatti Testifies to His his own Illegal Conduct at the October Election.

CINCINNATI, OHIO, January 5.—The investigation of Marshal Wright's conduct at the Ohio election in October last, was begun to-day by Springer's committee, Mr. Springer himself in the chair. Marshal Wright was the only witness to-day. He testified that he had appointed many non-resident deputies for election day, but that such deputies had been paid from a private fund furnished him by unknown parties and not from Government funds. He acknowledged that he had armed his deputies with bulldog revolvers, 44 calibre, of which he received 600, with ammunition from New York on Monday before election day. He did not know who sent them, but supposed they came from the Republican National Committee. He had told Powell Clayton, of Arkansas, Clarkson, of Iowa, and Kerns of St. Louis, members of the Republican National committee, that he regarded it as essential that his deputies should be armed. He had been notified, but he did not know by whom, that these weapons would be sent him. He had originally intended to appoint one Democratic marshal for each voting place, but changed his mind, and appointed none but Republicans. He will testify again to-morrow.—*News and Courier.*

Filing Mechanics' Liens.

AN ACT to amend Section 2,354 of the General Statutes of South Carolina, relative to the Filing and Recording of Mechanics' Liens.

SECTION 1. That Section 2,354 of the General Statutes be amended by striking out the words "clerk of the Court of Common Pleas," in the third and fourth lines of said Section, and inserting in the place thereof the words "registrar of mense conveyance;" and by striking out the word "clerk" on the tenth line of said section, and inserting in place thereof the word "registrar;" and by striking out the word "provided" on the eleventh line of said Section, and all the words thereafter, and inserting in lieu thereof "the delivery to the registrar for filing as herein provided shall be and constitute the delivery cotemplated with regard to such lines in Section 1,776 of the General Statutes." So that said section thus amended shall read as follows:

"SECTION 2,354. Such lien shall be dissolved unless the person desiring to avail himself thereof, within ninety days after he ceases to labor on or furnish labor or materials for such building or structure, filed in the office of the registrar of mence conveyance in the county in which the same is situated, a statement of a just and true account of the amount due him, with all just credits given, together with a description of the property intended to be covered by the lien, sufficiently accurate for identification, with the name of the owner or owners of the property, if known, which certificate shall be subscribed and sworn to by the person claiming the lien, or by some one in his behalf, and shall be recorded in a book kept for the purpose by the registrar, who shall be entitled to the same fees therefor as for recording mortgages of the same length; the delivery to the registrar for filing as hereinbefore provided shall be and constitute the delivery contemplated with regard to such liens in Section 1,776 of the General Statutes."

SEC. 2. All Acts and parts of Acts inconsistent with this Act are hereby repealed.—*News and Courier.*

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

Going South	No 48	No 40
Leave Wilmington	9 30 p m	11 10 p m
Arrive at Florence	1 50 a m	2 20 a m
Arrive at columbia	6 40 a m	
Going North	No 43	No 47
Leave columbia		10 00 p m
Leave Florence	4 50 p m	1 52 a m
Arrive at Wilmington	7 40 p m	6 10 a m

Train No. 43 stops at all stations, nos. 48 and 47 stop only at Brinkley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, Timmonsville, Sumter, camden Junction and Eastover. Passengers for columbia and all points on C & G R R, C, C & A R R, Aiken Junction and all points beyond, should take No. 48, night express. Separate Pullman sleepers for charleston and Augusta on trains 48 and 47. All trains run solid between Charleston and Wilmington.

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 15 p m
Arrive Hendersonville	9 30 p m

DOWN MRAIN.

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 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.

CONDENSED TIME CARD

Magnolia Passenger Route.

In effect September 14, 1884.

GOING SOUTH.

Leave Greenwood	*5 20 am	†4 00 pm
Arrive Augusta	11 20 am	8 50 pm
Leave Augusta	10 30 am	9 00 pm
Arrive Atlanta	5 45 pm	6 40 am
Leave Augusta	11 40 am	
Arrive Beaufort	5 50 pm	
" Port Royal	6 05 pm	
" Charleston	6 50 pm	
" Savannah	6 42 pm	
" Jacksonville	9 00 am	

GOING NORTH.

Leave Jacksonville	5 30 pm	
" Savannah	6 55 am	
" Charleston	6 10 am	
Leave Port Royal	7 25 am	
" Beaufort	7 37 am	
" Augusta	1 40 pm	
Leave Atlanta		†8 50 pm
Arrive Augusta		6 10 am
Leave Augusta	4 00 pm	5 40 am
Arrive Greenwood	9 00 pm	11 30 am

Tickets on sale at Greenwood to all points at through rates—baggage checked to destination.
*Daily. †Daily, except Sunday.
W. F. SHELLMAN, Traffic Manager.
J. N. BAIN, Superintendent.

ATLANTIC COAST LINE,

PASSENGER DEPARMMENT,

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

NEW LINE between Charleston and Columbia and Upper South Carolina.

CONDENSED SCHEDULE.

GOING WEST.					GOING EAST.
7 00 am	Lv	....	Charleston	Ar.	9 45 pm
8 40 "	"	....	Lanes	"	8 05 "
9 48 "	"	....	Sumter	"	6 55 "
11 00 pm	Ar	....	Columbia	Lv.	5 30 "
2 21 "	"	....	Winnsboro	"	3 48 "
3 45 "	"	....	Chester	"	2 44 "
5 25 "	"	....	Yorkville	"	1 00 "
6 25 "	"	....	Lancaster	"	9 00 "
5 00 "	"	....	Rock Hill	"	2 06 "
6 15 "	"	....	Charlotte	"	1 00 "
1 13 pm	Ar	....	Newberry	Lv	3 02 pm
3 09 "	"	....	Greenwood	"	12 48 "
4 50 "	"	....	Laurens	"	7 40 am
5 18 "	"	....	Anderson	"	10 33 "
6 05 "	"	....	Greenville	"	9 50 "
7 02 "	"	....	Walhalla	"	8 50 "
4 45 "	"	....	Abbeville	"	11 00 "
5 50 "	"	....	Spartanburg	"	10 50 "
9 30 "	"	....	Hendersonville	"	8 00 "

Solid Trains between Charleston and Columbia, S. C.

J. F. DIVINE, Gen'l Sup't. T. M. EMERSON, Gen'l Pas. Agent.

COLUMBIA AND GREENVILLE RAILROAD.

On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

Daily, except Sundays.

No. 53. UP PASSENGER.

Leave Columbia S. C. Junc'n	10 45 p m
" Columbia C. & G. D.	11 10 p m
Arrive Alston	12 10 p m
" Newberry	1 13 p m
Ninety-Six	2 47 p m
Greenwood	3 09 p m
Hodges	3 33 p m
Belton	4 40 p m
at Greenville	6 05 p m

No. 52. DOWN PASSENGER.

Leave Greenville at	9 50 a m
Arrive Belton	11 13 a m
Hodges	12 23 p m
Greenwood	12 48 p m
Ninety-Six	1 32 p m
Newberry	3 02 p m
Alston	4 10 p m
" Columbia C. & G. D.	5 15 p m
Arrive Columbia S C. Junc'n	5 30 p m

SPARTANBURG, UNION & COLUMBIA RAIL ROAD.

NO. 53. UP PASSENGER.

Leave Alston	12 52 p m
" Union	3 55 p m
" Spartanburg, S.U.&C.depot	5 50 p m

NO. 52. DOWN PASSENGER.

Leave Spart'g R. & D. Depot	10 35 a m
" Spart'g S. U. & C. Depot	10 50 a m
" Union	12 50 p m
Arrive at Alston	3 40 p m

LAURENS RAILROAD.

Leave Newberry	3 30 p m
Arrive at Laurens C. H.	6 50 p m
Leave Laurens C. H	7 40 a m
Arrive at Newberry	11 10 p m

ABBEVILLE BRANCH.

Leave Hodges	3 45 p m
Arrive at Abbeville	4 45 p m
Leave Abbeville	11 00 a m
Arrive at Hodges	12 00 p m

BLUE RIDGE RAILROAD AND ANDERSON BRANCH.

Leave Belton	4 45 p m
Arrive Anderson	5 18 p m
" Pendleton	5 56 p m
" Seneca e	6 40 p m
Arrive at Walhalla	7 03 p m
Leave Walhalla	8 50 a m
Arrive Seneca	9 15 a m
" Pendleton	9 52 a m
" Anderson	10 33 a m
Arrive at Belton	11 08 a m

CONNECTIONS.

A. With South Carolina railroad to and from Charleston; with Wilmington, Columbia and Augusta railroad from Wilmington and all points north thereof; with Charlotte, Columbia and Augusta railroad from Charlotte and all points north thereof. B. With Asheville and Spartanburg railroad from and for points in Western N. Carolina. C. With Atlanta and Charlotte div Richmond and Danville railway for Atlanta and all points south and west.

Standard Eastern Time.

G. R. TALCOTT, Superintendent.
M. SLAUGHTER, Gen'l Passenger Agt.
D. CARDWELL, Ass't Gen'l Pass. Agt.

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

Camden Division—Daily except Sundays.

Leave Columbia	7 48 a m	5 27 p m
Due Camden	12 55 p m	8 25 p m
Leave Camden	7 15 a m	4 00 p m
Due Columbia	11 00 p m	9 22 p m

Augusta Division—Daily.

Leave Columbia	5 27 p m
Due Augusta	7 41 a m
Leave Augusta	3 50 p m
Due Columbia	9 22 p m

Connections

Made at Columbia with Columbia and Greenville railroad by train arriving at 11 00 a. m. and departing at 5 27 p. m.; at Columbia Junction with Charlotte, Columbia and Augusta railroad by same train to and from all points on both roads.

At Charleston with steamers for New York on Saturday; and on Tuesday and Saturday with steamer for Jacksonville and points on St. John's river; also, with Charleston and Savannah Railroad to and from Savannah and all points in Florida.

At Augusta with Georgia and Central railroads to and from all points West and South; at Blackville to and from all points on Barnwell railroad. Through tickets can be purchased to all points South and West by applying to

D. MCQUEEN, Agent, Columbia, S. C.
JOHN B. PECK, General Manager.
D. C. ALLEN, Gen. Pass. and Ticket Ag't

RICHMOND AND DANVILLE RAILROAD

Passenger Department.—On and after Aug. 3d, 1884, passenger train service on the A. and C. Division will be as follows:

Northward.	No. 51*	No. 53†
Leave Atlanta	4 40 p m	8 40 a m
arrive Gainesville	6 57 p m	10 35 a m
Lula *a*	7 25 p m	11 01 a m
Rabun Gap june *b.*	8 12 p m	11 30 a m
Toccoa *c*	8 54 p m	12 04 p m
Seneca City *d*	9 59 p m	1 00 p m
Central	10 32 p m	1 52 p m
Liberty	10 53 p m	2 13 p m
Easley	11 10 p m	2 27 p m
Greenville *e*	11 42 p m	2 47 p m
Spartanburg *f*	1 01 a m	3 56 p m
Gastonia *g*	3 20 a m	5 54 p m
charlotte *h*	4 10 a m	6 40 p m
Southward.	No. 50*	No. 52†
Leave charlotte	1 45 a m	1 00 p m
arrive Gastonia	2 30 a m	1 45 p m
Spartanburg	4 28 a m	3 45 p m
Greenville	5 43 a m	4 55 p m
Easley	6 17 a m	5 26 p m
Liberty	6 34 a m	5 42 p m
central	6 55 a m	6 00 p m
Seneca city	7 33 a m	7 36 p m
Toccoa	8 40 a m	7 35 p m
Rabun Gap june	9 34 a m	8 30 p m
Lula	10 09 a m	8 59 p m
Gainesville	10 36 a m	9 25 p m
Atlanta	1 00 p m	11 30 a m

*Express. †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 28 a m, 53 arrives there at 7 41 a m

Buffet Sleeping Cars without change: On trains Nos. 50 and 51, New York and Atlanta, via Washington and Danville, Greensboro and Asheville; on trains Nos. 52 and 53, Richmond and Danville, Washington, Augusta and New Orleans. Through tickets on sale at Charlotte, Greenville, Seneca, Spartanburg and Gainesville to all points south, southwest, north and east. *A* connects with N. E. railroad to and from Athens; *b* with N. E. to and from Tallulah Falls; *c* with El. Air Line to and from Elberton and Bowersville; *d* with Blue Ridge to and from Walhalla; *e* with C. and G. to and from Greenwood, Newberry, Alston and Columbia; *f* with A. & S. and S., U. & C. to and from Hendersonville, Alston, &c.; *g* with Chester and Lenoir to and from Chester, Yorkville and Dallas; *h* with N. C. division and C., C. & A. to and from Greensboro, Raleigh, &c

EDMUND, BERKLEY, Supt.
M. Slaughter, Gen. Pass. Agt.
A. L. Rives, 2d V. P. and Gen. Man.

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It is a well-known fact that most of the Horse and Cattle Powder sold in this country is worthless; that Sheridan's Condition Powder is absolutely pure and very valuable. Nothing on Earth will make hens lay like Sheridan's Condition Powder. Dose, one teaspoonful to each pint of feed. It will also positively prevent and cure

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Good Billiard and Pool Room

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EUGENE B. GARY,
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Abbeville, S. C.

Out of the Jaws of Death

The gentleman who outlines his case below is a man considerably advanced in life, and is noted for his sterling integrity. His post-office is Yatesville, Upson County, Georgia. The following is

Mr. John Pearson s Statement.

In the Spring of 1882 I was attacked with a very bad cough, which continued to grow worse until Fall, when I got so weak that I could not get about. I tried a great many kinds of medicine, but continued to grow worse. I was notified that I had consumption, and would probably die. Dr. Holloway finally told me to try Brewer's Lung Restorer. They sent to Ward's Store and got a bottle, and I commenced taking it right away After taking two or three doses, I began to improve, and by the time I had used up one bottle I was able to get on my feet again. I am now in excellent health. I am confident that the Lung Restorer saved my life, and my neighbors are of the same opinion. It is the best Lung Remedy ever made, in my opinion. Dr. H. promised me that he would write to the manufacturers and tell them of the wonderful cure it made in my case.

Statement of Mr. Benj. F. Hearndon:

Early in November, 1881, while sewing on the machine, my wife was taken with a severe pain in her side, which was soon followed by hemorrhages from her lungs and a severe cough. Fever commenced, she could neither eat nor sleep, and in a few weeks she was reduced to a living skeleton. The attending physician told me that he thought one of her lungs was entirely gone. She could not retain the most delicate nourishment on her stomach. I then agreed with Dr. Sullivan, my family physician, to call Dr. Holloway in consultation. They made a final examination of the patient, and pronounced the case hopeless. Dr. Holloway then suggested the Brewer's Lung Restorer as a last resort. I sent for a bottle, and gave her a dose. I found that she could retain it on her stomach, and after about the third dose I began to notice some improvement in her condition. I continued the medicine regularly, and by the time she had taken two bottles she was able to walk about the house. She is now in better health than she has enjoyed for several years. I believe the Lung Restorer saved her life.

Mr. Hearndon's post-office is Yatesville, Upson County, Ga. He is a thoroughly reliable man in every particular.

LAMAR, RANKIN, & LAMAR,
MACON, GA.

WARREN LELAND,

whom everybody knows as the successful manager of the

Largest Hotel Enterprises

of America, says that while a passenger from New York on board a ship going around Cape Horn, in the early days of emigration to California, he learned that one of the officers of the vessel had cured himself, during the voyage, of an obstinate disease by the use of

Ayer's Sarsaparilla.

Since then Mr. LELAND has recommended AYER'S SARSAPARILLA in many similar cases, and he has never yet heard of its failure to effect a radical cure.

Some years ago one of Mr. LELAND'S farm laborers bruised his leg. Owing to the bad state of his blood, an ugly scrofulous swelling or lump appeared on the injured limb. Horrible itching of the skin, with burning and darting pains through the lump, made life almost intolerable. The leg became enormously enlarged, and running ulcers formed, discharging great quantities of extremely offensive matter. No treatment was of any avail until the man, by Mr. LELAND'S direction, was supplied with AYER'S SARSAPARILLA, which allayed the pain and irritation, healed the sores, removed the swelling, and completely restored the limb to use.

Mr. LELAND has personally used

Ayer's Sarsaparilla

for Rheumatism, with entire success; and, after careful observation, declares that, in his belief, there is no medicine in the world equal to it for the cure of Liver Disorders, Gout, the effects of high living, Salt Rheum, Sores, Eruptions, and all the various forms of blood diseases.

We have Mr. LELAND'S permission to invite all who may desire further evidence in regard to the extraordinary curative powers of AYER'S SARSAPARILLA to see him personally either at his mammoth Ocean Hotel, Long Branch, or at the popular Leland Hotel, Broadway, 27th and 28th Streets, New York.

Mr. LELAND'S extensive knowledge of the good done by this unequalled eradicator of blood poisons enables him to give inquirers much valuable information.

PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all Druggists; $1, six bottles for $5.