

THE PEOPLE.

VOL. I

BARNWELL C. H., S. C., THURSDAY, JANUARY 3, 1878.

NO. 18.

Special Requests.

1. In writing to this office on business always give your name and Post Office address.
2. Business letters and communications to be published should be written on separate sheets, and the object of each clearly indicated by necessary notes when required.
3. Articles for publication should be written in a clear, legible hand, and on only one side of the page.
4. All changes in advertisements must reach us on Friday.

Travelers' Guide.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

General Passenger Department.
COLUMBIA, S. C., August 6, 1877.
The following schedule will be operated on and after this date:

North Express Train—Daily.
GOING NORTH.

Leave Columbia 11 15 p. m.
Leave Florence 2 40 a. m.
Arrive at Wilmington 6 22 a. m.

GOING SOUTH.

Leave Wilmington 8 00 p. m.
Leave Florence 10 02 p. m.
Arrive at Columbia 12 25 a. m.

This Train is Foot Express, making through connections all rail North and South, and water line connection via Portsmouth. Stop only at Dover, Sumter, Timmonsville, Florence, Marion, Fair Bluff, Whiteville and Flemington.

Through Freight Train—Daily, except Sundays.

Leave Columbia 6 00 p. m.
Leave Florence 8 40 a. m.
Arrive at Wilmington 12 00 p. m.

GOING SOUTH.

Leave Wilmington 2 30 p. m.
Leave Florence 2 35 a. m.
Arrive at Columbia 10 19 a. m.

Local Freight Train leaves Columbia Tuesday, Thursday and Saturday only, at 6 a. m. Arrives at Florence at 8 30 p. m.

A. POPE, G. F. & T. A.
J. F. DEVINE, Superintendent.

South Carolina Railroad.

CHANGE OF SCHEDULE.
COLUMBIA, July 11, 1877.
Trains will run as follows:

On and after Sunday, 15th, Passenger Trains will run as follows:

GOING NORTH.

Leave Columbia 6 45 a. m. 4 15 p. m.
Arrive at Charleston 12 15 p. m. 7 15 a. m.

GOING SOUTH.

Leave Charleston 6 15 p. m. 7 00 a. m.
Arrive at Columbia 12 00 p. m. 6 40 a. m.

The Queen train will leave Columbia at 7 30 a. m. on Mondays, Wednesdays and Fridays, and connect at Kingville with the up passenger train for Columbia. On Tuesdays, Thursdays and Saturdays it will connect at Kingville with down passenger train from Columbia and arrive at Camden at 6 p. m. Connects daily with trains from and to Charleston.

GREENVILLE AND COLUMBIA RAILROAD.

CHANGE OF SCHEDULE.
Passenger Trains run daily, Sundays excepted, connecting with the Fast Day Train on South Carolina Railroad up and down. On and after Monday, July 11, the following will be the schedule:

UP.

Leave Columbia at 12 45 p. m.
Leave Newberry 3 25 p. m.
Leave Newberry 3 43 p. m.
Leave Hodges 6 50 p. m.
Leave Belton 8 30 p. m.
Arrive at Greenville 10 00 p. m.

T. J. KENNEDY,
No 114 Church Street,
Next St. Philips, Church, Charleston, S. C.
Horse Shoe, Wheelright
AND—
General Blacksmithing,
Builder of Carts, Drays, Wagons,
Trucks, &c. Jobbing promptly attended to. All orders from the Country will receive faithful attention.
nov8-3m

T. Markwalter,
Marble Works,
BROAD STREET,
NEAR LOWER MARKET, AUGUSTA, GA.
Monuments, Tombstones and Marble Works Generally.
MADE TO ORDER.
A large selection always on hand ready for shipping and delivery.
nov1-6m

[For The People.]
SEVENTY-SEVEN AND SEVENTY-EIGHT.
BY CLARA CLYDE.

"I am dying, surely dying,"
Is the old year's mournful sigh.
"I am coming, quickly coming,"
Is the new year's gay reply.

"It'll be past, but not forgotten,"
Sighs the old year fainter still.
"Ah! my parent," smiles the new year,
"I will noble deeds fulfill."

Then the old year draws his mantle
Close around his shivering form,
Greets the new year, smiling faintly,
Looks without upon the storm:

Lo! the new year's at the threshold!
By the threshold of Fate,
Seventy seven has left his kingdom
To the stranger, Seventy-eight.

OFF CAPE HORN.

"I do believe, Mr. Pierson, that we are fated, and the ship laboring under a spell as bad as that which is said to envelop the Flying Dutchman. Fourteen days we have been off Cape Horn, and the last thirteen there has been no opportunity to catch a glimpse of sun, moon or stars. I would give half of all that I am worth for an hour's clear weather."

And Captain Hardy—Jack Hardy, as he was best known—descended to the cabin to pore over a large chart spread out on the center table. He was not over thirty years of age, brave, capable and handsome, despite the bronzing his complexion had received 'neath tropical suns. His frank, open countenance wore an anxious expression, which was reflected back from the rough, weather-beaten visage of the mate, a man past the meridian of life.

As for the ship—the Sunbeam—she was a clipper, and as fine a craft as ever sailed from the port of New York for San Francisco.

The ship was lying to under a close reefed mainsail, main spancer and foresails, and as the short day came to a close the sea seemed to increase from the southwest. Furious squalls of hail and sleet howled through the tall spars and taut rigging of the ship which at times keeled over to the lee blasts, until the leecuppers were submerged in the dark foam streaked waters.

The whole expanse of heaven was covered by a black cloud, which as the darkness increased, appeared to sink lower and lower, until the gilded balls of the poles were obscured by whirling masses of acid driving before the furious tempest.

The shivering watch, wrapped in monkey jackets and oil skins, gathered aft, crouching for shelter under the lee of the bulwarks, while the mate, bundled in his long watch coat, walked the quarter-deck in sombre silence.

The important news was immediately reported to Captain Hardy, who was dozing in a chair by the companionway. With a bound he sprang up the steps, at the same instant the cry of "Land Ho!" echoed through the ship.

Four points off the weather bow the loom of land was seen, which every moment was becoming more distinct, while off the lee beam stretched the lee-board coast of Cape Horn.

up his mind as to the best course to pursue. A glance at the chart revealed countless sunken rocks and ledges in the channel, with which he was totally unacquainted. He would only attempt that as a last alternative.

"Send all hands aft, Mr. Pierson. Rouse out the watch below. Splice the main brace, get the close-reefed foretopsail and reefed foresail."

The steward hastily served out the grog, which was eagerly swallowed by the sailors, who fully realized the nature of the struggle they were about to engage in.

A tremendous sea was running, which set the ship still nearer to the lee shore with every heave. Under the press of canvas which it was imperative to carry, the Sunbeam was all but buried in the foaming surges.

Sea after sea broke over the ship, as she lay in the trough, deluging her with water from foremast aft to the binnacle, where two of the best men had been lashed to the wheel. Occasionally the sharp bows of the clipper would descend with terrible force, plunging madly into the seas threatening to tear herself asunder as she struggled on.

Gradually the ship closed in with the land, and the sight was truly a terrible one. When the vessel was in the trough of the sea, nothing could be distinguished but a waste of water; but when borne aloft on the summit of some enormous wave, then the high, beetling rocks, with mountains of ice, over which the seas were breaking masthead high, were fully revealed to the shuddering sailors.

"Up with your helm! keeper full!" shouted the Captain, as he turned towards the binnacle.

"The wind has headed us off a point 'tint, sir," responded the seaman, as he glanced from the compass to the weather-loom of the mainsail.

"Then may God have mercy on us," muttered the Captain as he glanced quickly to leeward. "It's a narrow chance, and anything is preferable to being dashed to pieces on yon rocks, Mr. Pierson, and he raised his voice, "loose the mainsail and reef it."

The mate stared at his commander in unalloyed amazement, and probably for the first time in his life hesitated to obey the order of his superior.

"She will never bear it, sir."

"She must, or carry the masts over the side. Set the sail, sir, I'll do it for you."

"I'll do it, sir, if it's the last act of my life," and soon after the hardy crew were heaving the tack down, while the sheet was manned and hauled flat aft.

The effect of the broad surface of canvas upon the ship was tremendous. Her lee channels were buried in the foaming surges, and she reminded her bold commander of a fiery steed under the lash.

The ship no longer rode over the seas, but forced herself boldly through them, dividing the masses of water which poured in one continual torrent aft to the break of the house.

A favorable start had enabled the Sunbeam to head well up, the breath of the seamen came freer; but in the midst of their hopes and fears, the short wintry day came to a close, and the somber shades of night enveloped land and sea. All day long not a mouthful of food had passed the lips of the crew, from whom came no word of complaint.

It was impossible to start a fire in the galley stove, and in fact no one on board thought of hunger.

"Bound the pumps there carpenter, and pass the word for the steward to light the binnacle!"

The captain's orders were at once obeyed; the carpenter in a faltering voice reported three feet of water in the hold.

"What is the matter with you Chips. Your voice trembles like an old woman's. Is it anything to be wondered at that a vessel makes water when she is forced in this manner? Rig the pump, sir, and be careful what you are about, or you'll rue the day you ever signed articles with Jack Hardy," and the captain's voice assumed a hard, stern tone, which had its effect upon the subordinate.

The howling of the wind, and the never ceasing roar of the huge waves as they toppled on high, now mingling with the dismal creak of the pump and the rush of billows as it battered on deck. The running gear had been swept in confusion to leeward, and jammed by the water washing to and fro 'neath the open hatch, leaving the water-way.

The glass had begun to rise, and already the pale betrayed symptoms of dying out, but not so others or man left his post. At 10 o'clock the vessel was judged to be abreast of the island, and as the gale lulled, the roar of breakers fishing against the rocks boomed through the air.

At midnight the wind sank suddenly away, and the sound of the breakers became clearer. Forlorn as had been the situation of the ship throughout the day, it was rendered infinitely more so by the dead calm.

There was not a breath of air stirring. The ship had become unmanageable, driving broadside to the rocks, where the heavy southwest swell was breaking with a force only equaled by the appalling noise of the reverberating surges as they culminated in clouds of foam and vapor about the iron-bound shores.

Every moment the ship was forced nearer and nearer to her doom. The cables and anchors were entirely useless, for there was no bottom to be had at one hundred and sixty fathoms; the boats were of no service for towing on account of the furious swell, and all hands realized that in less than twenty minutes the good ship Sunbeam would be ground into pieces as minute as toothpicks. The seaman gazed at one another aghast, as death, clothed with countless specters, stared them in the face. Suddenly the carpenter started forward.

"There is one chance left, lads. Follow me, and lend a hand to launch the long boat."

"The long boat! the long boat!" was repeated from the pallid lips of the poor fellows, who were ready to grasp at a straw to save their lives. Fear had deprived them of their proper judgment.

But in a voice of thunder Jack Hardy arrested their movements.

"Stand fast, lads, and do as I bid you. Carpenter come out of that boat."

"Not I. 'Tis each man for himself, and God for us all now," was the reply of the man as he coolly cut the lashing which secured the boat.

"Once more I say obey my orders. You would be dashed to pieces in a moment."

"As well in this as on board here. Come on, lads."

And he waved his hand to the crew, who were already wavering.

"For the last time I order you out of that boat! So long as two planks of this boat stick together, and I have life, I will be obeyed."

"And I repeat, life is sweet."

With these words came the sharp crack of the revolver; the man threw up his arms, grasped convulsively at the air, and fell headlong into the heaving swell, disappearing among the bubbles and eddies astern.

"To your stations, lads, and stand by for my orders! was the stern order which fell from the lips of their commander.

The seamen were silent and solemn. Quiet and subdued, they thought of eternity, which mystery they were firmly convinced they would soon solve.

Every sail that was available had been set, but the ship was little less than five hundred yards from the rocks, and the wind from the rebounding breakers falling on the limp canvas, forced the sharp vessel ahead twice her length.

The sun rose clear from her watery depths' not a cloud was to be seen, in heavens, as a flood of glorious sunlight tinged the crests of the huge swells.

A light cat's-paw came dancing over the glassy surface of the water from the eastward. Another and another followed; the ship forged ahead, the light sails filled, and in fifteen minutes the Sunbeam was running with studding sails set below and aloft.

With a fervent "Thank God!" Jack Hardy stepped below to commune in private with his creator.

Cape Horn for him had lost all its terrors.

SOMETHING ABOUT Mrs. JOSEPH.—A correspondent who has recently visited the New Forces says: "Joseph's squaw and papoose have a buffalo skin lodge, plentifully furnished with robes, blankets and the paraphernalia of camp and war. Mrs. Joseph, sole squaw of the hero, is a pretty little black-eyed beauty, with flashing teeth, fine arms and dainty feet. A smile and a handshake was her greeting, and with native grace she pointed to seats on the great robes. A cunning little brown papoose, strapped to a board, was brought forward for our admiration, and it was funny to see how calmly it continued its nap while strange tongues were chattered around it. It wove without clamor, and placidly yawned and blinked its black eyes at us, its arms pinned to its side, and its whole body bound tightly in its buckskin vest."

Around the head of the board, cradled was lying a bearded man, armed with a rapier point and little wooden bunch that we guessed to contain the medicines to avert all evil spirits. Our conversation with Mrs. Joseph was confined to dumb show, but we learned that the papoose was nearly a year old, had gone through the summer's campaign without once crying at its fortunate moments, and that it was its father's life—his only consolation since the misfortunes of his people and the loss of his daughter, a young girl, who disappeared the morning of their last fight. She went out with the other children to gather in the herd when the first attack was made on their camp, and it is not known whether she was shot, strayed off into the strange country, lost, or joined the rascals who made off in the night to fitting Bull."

To the County Commissioners of Barnwell County, South Carolina.

Report of H. M. Thompson, to whom was delegated, by the action of your Board, the duty of ascertaining the indebtedness of the county of Aiken to the said county of Barnwell for its due proportion of the past liabilities of the latter named county, incurred before the execution of certain portions of Barnwell county and their incorporation with the new county of Aiken.

In accordance with your request, I beg to report that the assessed values of all kinds of taxable property in Barnwell county, immediately prior to the execution of its territory and its incorporation with the new county of Aiken amounted, as will more fully appear by schedule A hereto annexed, to \$7,408,795.00. That the assessed value of the property, including Railroads, remaining to Barnwell county immediately after such execution and incorporation and subjected to the outstanding debts of the entire territory, as will more fully appear by schedule B hereto annexed, amounted to \$5,035,000.00. From which has to be deducted the value of the Port Royal Railroad property included in the above estimated value of \$5,035,000, but which does not enter into the estimate prior to execution, \$304,917. Making assessed value of property, exclusive of Port Royal Railroad, \$4,730,083.00 which, when deducted from the above assessed value of taxable property to Barnwell county by the act of execution of \$5,035,000, leaves

\$2,677,944.00 as the assessed value of the territory and other taxable values to Barnwell county, and the consequent gain in said values to Aiken is, as nearly as can be conveniently and practically approximated, from above assessed value, \$3 1-7 per cent.

The outstanding debts due by the entire territory, at the time of the execution, after due examination and scrutiny by your referee, and provided for by special levy on the portion of territory left to Barnwell, or by certificate of indebtedness issued by the latter county, as will more fully appear by reference to schedule C hereto annexed amounts to \$7,958.99. \$6 1-7 per cent, of which, representing the share of this debt due by Aiken to Barnwell, is \$2,876.38.

It may be proper here to state that the Court House property situated at Blackville, which was the joint property of the present corporation of Barnwell county and the excised portion now belonging to Aiken, was subsequently sold by the Sheriff of Barnwell, and the proceeds (\$4,200) placed in the County Treasurer's hands to the credit of Barnwell county. Justice would, therefore, seem to demand that Aiken county should have credit for its share of the above \$6 1-7 per cent, which amounts to \$1,518.00.

The net debt of Aiken county to Barnwell county is, therefore, reported by me to be one thousand three hundred and fifty-eight dollars and thirty-eight cents (\$1,358.38).

Respectfully reported by
H. M. THOMPSON,
Williston, S. C., Dec. 20, 1877.

Please Charge This.

These three words are of immense importance to every head of the family or any one whose duty it is to provide ways and means for food, clothing and other expenses, incident to existence. These three words are like three links in a chain which we forge for ourselves, and every time they are repeated this chain becomes stronger and stronger, till its burden cannot longer be borne.

These three words add fifty percent, to the cost of any article we purchase, for the seller wants, and very likely needs cash, and as he can turn his money over several times before we can liquidate his claim, he charges in addition to the cash price, a profit for each time he might have used his money had we paid cash on the spot.

These three words, easily and pleasantly spoken, and as pleasantly responded to, make a man the subject of the creditor. He tells from early morn till dewy eve, "But the accumulating interest so hampers his energy and depletes his earnings that freedom becomes a boon greatly to be desired, but scarcely expected. From January to December he labors, breaking a link of the servile chain occasionally, but two frequently adding

two, and if both ends can be made to meet when the accounts are balanced, the fact is made an occasion for rejoicing.

These three words should be blotted from every farmer's vocabulary. He can not afford, of all men, to pay enormous interest, nor can he allow debts to accumulate when future and uncertain gains can only be relied upon. This reliance too often proves a broken reed, and sooner or later brings humiliation and bankruptcy.

These three words need never be spoken if a thorough self-denial be practiced for a year or two. Pay as you go, involves no accumulating burdens, but lightens instead the daily routine of labor. It is wonderful to note how much a family can dispense with if a rigid system of economy prevails, and determination to live within its means exist.

These three words may be used as a temporary means of bridging a hard place, but their use always extremely hazardous, and should never be used when "pay as you go" or "cash on the spot" can by any means be substituted.

—Bon of the Soil.

AN IMPENDING DANGER.—The abolition of the ten law not only promises to result in great hardship to the working people of the country, but in a most formidable "split" among the whites. It has been rumored in this community that the demagogues have taken this as their text and that they are preaching revival sermons all over the county. The failure of the legislature to provide for the great necessities of the working people will, we are sure, result in a political complication most disastrous to our political supremacy and real good of the State. It is to be greatly deplored that the ten law should have ever been enacted but having been in actual operation for years and the people having looked to it and not to their own industry and activity for a livelihood it's abrupt, instant, unconditional abolition will work incalculable injury to the country. Although larger grain crops were made in this county than at any time since the war, yet there are many of our most worthy farmers who have not now more than two months supplies ahead to run their farms for twelve months and after they are exhausted enjoy the pleasing prospect of actual starvation or resort to down-right stealing for a living. Unless some relief is given we may look for bread riots before the new year is over. As a political measure, if not upon the higher grounds of humanity, the legislature should do something to ward off the impending danger.—Abbeyville Medium.

Benator Gary, of Edgefield, as is already known among his constituents, is the father and defender of the Deury bill—the most important that has claimed the attention of the Legislature this year. And Edgefield is gratified at the re-enactment of the law limiting the rate of interest. A country the chief occupation of which is agriculture, should have an established rate of interest, which cannot be exceeded without the violation of law. A commercial country does not need this protection, and in some instances it would be hurtful to have it; but in South Carolina our agricultural interests are by far the most extensive and important, and experience shows that farmers cannot borrow money at high rates of interest without becoming bankrupts. The money lender is not to blame for taking what the law allows him, and securing the highest market price for his money. It is reasonable and proper for him to do so, but the government has the right to dictate the terms upon which money shall be used, because it is the creation of government, and the power which creates, by the very laws of nature, has the right to control the use of the article it manufactures. It is simply a question of expediency, and we believe it to be expedient for the general good, or, in other words, the greatest good to the greatest number, that the rate of interest should be regulated.—Edgefield Advertiser.

A BEAUTIFUL THOUGHT.—When the summer of youth is slowly wasting away on the nightfall of age, and the shadow of the path becomes deeper and deeper, the life wears to its close, it is pleasant to look through the vista of time upon the sorrows and felicities of our early years. If we have a home to shelter and hearts to rejoice with, and friends have been gathered around our fireside, and the rough places of wayfaring will have been worn and smoothed away in the twilight of life, the many dark spots we have passed through will grow brighter and more beautiful. Happy indeed, are those whose intercourse with the world has not changed the tone of their holier feelings or broken their musical chords of the heart whose vibrations are so melodious, so tender, and so touching in the evening of their life.

Approved December 20, 1877.

An Act to regulate the rate of interest on all contracts arising in this State.

Sec. 1. Be it enacted by the Senate and House of Representatives of the State of South Carolina, now met and sitting in General Assembly, and by the authority of the same, That the Comptroller-General be, and he is hereby authorized, to abate the penalties accrued upon any delinquent tax for the fiscal year ending October 31, 1877, upon satisfactory proof, by affidavit, that any person liable or entitled to pay such tax, or the agent of any person so liable or entitled, having made the attempt to pay such tax to the County Treasurer authorized to collect the same on or before the 15th day of November, 1877, was prevented from so doing by reason of the inability of the County Treasurer to receive all of the taxes at such time attempted to be paid.

Sec. 2. That the Comptroller-General be, and he is hereby authorized, in his discretion, to postpone the delinquent land sales of any county for the fiscal year aforesaid: Provided, That such sales shall not be postponed to a day later than the 1st Monday in February, 1878, for the commencement of such sales.

Approved December 20, 1877.

An Act to regulate the rate of interest on all contracts arising in this State.

Sec. 1. Be it enacted by the Senate and House of Representatives of the State of South Carolina, now met and sitting in General Assembly, and by the authority of the same, That from and after the passage of this act no greater rate of interest than seven (7) per centum per annum shall be charged, taken, agreed upon or allowed upon any contract arising in this State for the hiring, lending or use of money or other commodity.

Sec. 2. That no person or corporation lending or advancing money or other commodity upon a greater rate of interest than is provided for in section 1 of this act shall be allowed to recover, in any court of this State, any portion of the interest so unlawfully charged, and the principal sum advanced or value be lost or advanced without any interest, and the same shall be taken by the courts of this State to be the true legal rate of interest, to all intents, purposes and effects, to be without force.

Sec. 3. That the Comptroller-General be, and he is hereby authorized, to

Acts and Joint Resolutions Approved by the Governor.

The following is a complete list of the acts and joint resolutions passed by the General Assembly and approved by the Governor:

1. An act to alter and amend an act entitled "An act to charter the Greenwood and Augusta Railroad Company."
2. An act to repeal an act entitled "An act to authorize and empower M. A. Fairley to establish and maintain gates across a certain public road in Orangeburg county."
3. Joint resolution to authorize the President of the Senate and Speaker of the House of Representatives, respectively, to furnish per certificates for the amount of the per diem and mileage due to each member of the Senate and House of Representatives, and to the officers and employees of both branches of the General Assembly, and to authorize the State Treasurer to pay the same, and to pay salaries of the State officers and per diem of committees sitting during the interim since last session.
4. An act concerning delinquent taxes for the last fiscal year.
5. Joint resolution to require the Secretary of State to ascertain and report at the next session what lands have been purchased for the State under the Land Commission, and in what counties, the price paid, whether the State has received title, and to which, and what disposition has been made of said lands.
6. An act to incorporate the Moses Light Dragons' of Colleton county.
7. An act to incorporate the First Infantry Battalion of Charleston.
8. An act to amend the law relating to juries and jurors.
9. An act to provide for an election of a feys weigher for the town of Bamberg, Barnwell county.
10. An act to incorporate the town of Trenton, in Edgefield county.
11. An act to amend the charter of the Independent Order of Odd Fellows, in the Independent Order of Odd Fellows.
12. An act to regulate the rate of interest on all contracts arising in this State.
13. Joint resolution to authorize the Comptroller-General to apply certain unexpended balances to payment of claims of Calve & Patton for public printing.

One inch, one insertion, 25 cents. For each subsequent insertion, 10 cents. For quarterly, one-third of the above. For semi-annual, one-half of the above. For annual, the above. All communications to be published, unless accompanied by the name and address of the writer, not necessarily for publication, but in a guarantee of good faith.

Address,
THE PEOPLE,
Barnwell C. H., S. C.

Acts and Joint Resolutions Approved by the Governor.