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## MISCELLANY.

### AN ADDRESS,

Delivered before the South Carolina Institute, at Charleston, April 17, 1855, by HON. JAMES L. ORR.

LADIES AND GENTLEMEN: This is an occasion of lively interest to the city of Charleston, as well as to the State of South Carolina. The commodious building we occupy has been erected by their united liberality, and is now dedicated to developing the mechanic arts, and the agricultural industry of South Carolina. Its giant timbers groan beneath the weight of their combined productions, brought and exhibited here as tangible proofs of superior skill in their varied departments—to contest the prizes offered by your liberality, and to stimulate still higher perfection in useful and ingenious labor. The mechanic is here, the artisan is here, the manufacturer is here, and here too are the fair daughters of Carolina, the noble matron, and the blooming damsel—all are here to tender you their offerings of industry, of skill, of artistic taste. Their contributions not only charm the eye, but gladden the heart of all who feel a proper solicitude in the progress and permanent prosperity of our much cherished commonwealth.

The founders of the Institute have achieved a triumph which concedes their sagacity and public spirit, and may justly congratulate themselves on the eminent success of their praiseworthy experiment, when they see around, arranged in faultless order, the various works, fabrics, and inventions, for supplying man's wants and ministering to his comforts.

A new era has dawned on the productive energies and capabilities of South Carolina, and through the determined enterprise of her patriotic citizens, she will go hand in hand with the foremost, in this progressive advance in national development. May the sun of her prosperity never set.

Agricultural Fairs for a long while have been no novelties in this country or in Europe, and the quality and quantity of its productions have doubtless been sensibly augmented by the knowledge imparted, and the spirit of rivalry awakened among Agriculturalists. Within the last thirty years, however, the initiative has been taken in the United States, of encouraging the mechanic arts, by the organization of Mechanic Institutes, and adding to the exhibition and comparison of mechanic labor, lectures on such practical and scientific subjects, as educated the artisan and mechanic in his profession. Wherever the policy has been adopted, the results have been most gratifying in the social elevation and enlightenment of this numerous and useful class of society, and we may confidently assume that Charleston and the State will be most bounteously rewarded for their patronage of this Institute in the professional, social and intellectual elevation of the mechanic, and the citizen in general.

Great Britain at the World's Fair in London, has not only eclipsed all former exhibitions, but through her patronage of that Fair, has accomplished more in stimulating mechanic skill—in giving greater impetus to the inventive genius of her subjects, and in imparting thought and knowledge in the arts and agriculture, than all the acts of her Parliament for half a century.

Her example was followed by this country, but with results far less satisfactory. And yet the Crystal Palace at New York has accomplished good. The paintings, statuary, and machinery, were visited by thousands; they were observed, studied, criticised, and many useful ideas were impressed on the elastic minds of our countrymen, which may in future be fully developed to the permanent advantage of this great country.

An imposing exhibition, after the London model, is projected for this year at Paris, under the immediate patronage of the Emperor. It is not merely the pageant that prompts him. He has the sagacity to avail himself of the occasion, to spread out before his subjects their own productions of artistic and mechanical skill, and the finest specimens and models of ingenious workmanship in all the countries of the civilized world. Will not the generous rivalry incited, and the information attained by his subjects, amply reimburse the small national outlay for its construction and inauguration?

Such facts prove the deep interest taken by these three principal nations in fostering and promoting every variety of mechanical industry, and nearly all the governments of society as well as these, have manifested a like solicitude by conferring franchises on inventors, allowing them the exclusive use and monopoly of new inventions by letters patent for a series of years. Nor can their solicitude awaken surprise, when we consider the vast amount of labor employed, other than agricultural, in supplying the natural and acquired wants of the human family.

Dr. Ure, in his invaluable Dictionary of Arts, Manufactures and Mines, defines operative industry to be "to produce, transform, and distribute, all such material objects as are suited to satisfy the wants of mankind. The primary production of these objects is assigned to the husbandman, the fisherman, and the miner; their transformation to the manufacturer and artisan, and their distribution to the engineer, shopwright, and sail-

or." Mechanical labor enters into mining, and is eminently useful to the husbandman and fisherman in production; its transformation employs exclusively that species of labor; and its distribution, except the muscles and sinews of the sailor, and the winds of heaven, is likewise accomplished by the same labor. How important then is it to man, that such aggregation of necessary labor by one class, should be directed by education, facilitated by science, stimulated by exciting generous emulation among its members, fostered by wise legislation, and patronized and encouraged by the sympathy and kind offices of the good citizen?

No service more acceptable to the State of South Carolina could have been rendered by her most sagacious and patriotic citizen, than the organization of this Institute, the object of which is to develop a species of labor greatly needed throughout her limits. The meagre supply of mechanical industry is a serious impediment to our prosperity. We should possess it in such abundance as to have every want supplied in that department by mechanics residing among us, unless from some natural or adventitious cause, it can be more cheaply produced elsewhere—and this distribution of labor is as necessary to advance agriculture as other branches of industry. Do we now possess it? Who can answer affirmatively? In 1850, the artisans and mechanics numbered 9,993, whilst all other occupations amounted to 58,556, showing that less than one-sixth of our white population are engaged in this extensive branch of industry, and if the labor of our slaves be taken into the estimate, it may safely be assumed that less than one-fiftieth of all the labor in the State is thus employed. In New York, the artisans and mechanics numbered 252,747, and all other occupations 635,933, giving nearly one-third of her population to the mechanic arts—and let it be borne in mind, that New York is a great agricultural State. In Maryland, there are 28,010 artists and mechanics, and all other employments number only 88,866, showing that one-third of her entire white population are pursuing the mechanic arts. There is another comparison which the late census suggests. Maryland's population is 583,034, whilst that of South Carolina is 668,507. The improved lands in Maryland are 2,797,905 acres, in South Carolina 4,072,651 acres; the unimproved lands in Maryland are 1,836,445 acres, and South Carolina 12,145,049 acres; and yet the remarkable fact is exhibited that the cash valuation of the improved lands in Maryland is greater than in South Carolina, although the quantity is less by nearly one-half. The valuation in the former is \$87,178,545, and in the latter \$68,568,038. This indicates a high state of agricultural prosperity in Maryland, which may well be emulated. What is in the soil or agricultural productions there, so superior to South Carolina? There is a more judicious distribution of labor there, and her large city, Baltimore, has appreciated the value of lands by furnishing a ready cash market for agricultural products grown on them. It is the labor and enterprise of Baltimore mechanics that has swelled her area and wealth in a few years from a small town to a majestic city.

In 1790 the population of Baltimore was 13,503, and Charleston 16,359; in 1850 Baltimore had grown to 169,054, and Charleston to 42,985. At the period when this comparison commences, the exports of Charleston were more varied and valuable; the commerce she enjoyed more enriching; the interior country supporting her more fertile and extensive; her geographical position more favorable by reason of freedom from the competition of other cities; in all these respects Charleston had the advantage of Baltimore. Now their situations have changed, and Baltimore quadruples the population of our favorite city, and her commerce, tonnage, and prosperity have gone on increasing in the same wondrous manner as her population.

Why is it so? Let a stranger visit the two cities and he will assign you the reasons. He will first tell you that no great city can be built up simply by exporting great staples; she must give employment to other labor and pursuits than to commission merchants. She must have her artisans and mechanics. He will see in Baltimore extensive ship yards enclosing her harbor, hundreds of ship carpenters actively employed in constructing new boats and vessels, and in repairing old and crazy hulks, and perhaps whilst admiring the active industry of the scene around, he will discover a vessel sailing into port with ship lumber from Charleston. Baltimore ship carpenters are to realize all the profits arising from working the lumber. If a Charleston merchant desires to purchase a vessel for the foreign or coasting trade, he sends to Baltimore and pays the \$50,000 demanded for it, when his own city has received for every stick of timber in it, but \$10,000. To whose support and gain does the difference of \$40,000 go? How many ship carpenters would be employed a whole year on such a sum? What activity would be infused in every branch of business in your city, if twenty such vessels were annually constructed in your own harbor? What would be the increased sales and profits of your retail traders, your grocers, your innkeepers, and provision dealers?

Why not do your own ship building in your own city? Why not do your own carpentering in your own city? The season of your epidemic disease, should it return unfortunately every year, is shorter than the rigors of an inhospitable winter at Kittery, Portland, Boston or New York, when labor is almost entirely suspended by the workmen. The lumber they use is taken from your wharves. Why not put the labor on it before committing it to the strifes of ocean, and build up and enrich your own mechanics? The stranger will see in Baltimore thousands of mechanics at their forges, furnaces and foundries, in their shot towers, marble and stone yards, shops, and machine shops. Nearly every square supports its tall chimney with black smoke issuing from the furnace of an engine driving machinery at its base. How many smoke stacks would the stranger count in Charleston? How many engines, propelling machinery, would he be able to enumerate? Was not the steam engine some years back a *mala prohibita* within the corporate limits of this city? How many carpenters at your ship yards, mechanics at your forges and foundries, and machinists at your work shops, would he count? These hints furnish some of the prominent reasons why Baltimore has outstripped Charleston, and indicate means of speedily and permanently promoting her languishing prosperity.

The demand for engines and locomotives is now imposing, and annually augmenting throughout the State. Engines are being extensively introduced for saw, merchant and grist mills, as well as for various descriptions of machines to save or facilitate labor. Eight hundred miles and more of Railroads traverse the State, and the locomotives used cost the companies not less annually than \$150,000. Have you your machinists enough in Charleston to execute supplies for the demand from all sources? If you have not strive to obtain them. How vivifying and refreshing to every industrial interest if the \$250,000, annually expended abroad for engines and locomotives, could be retained at home to pay home mechanics?

It is unnecessary that I should point out other branches of mechanical industry. The examples given establish your greatest want; and until artisans and mechanics crowd your city, I fear that your hopes of a greatly enhanced prosperity are illusory.

In many localities in the country the deficiency in the mechanic arts is even greater than here, and with a less sufficient excuse for delinquency. Town and village property, taxes, rents and provisions are lower than in the city, and the climate is healthful and salubrious—exempt from all malignant epidemic maladies—and yet some of our villages can boast of no higher attainment in the mechanic arts than the possession of a blacksmith, who can shoe a horse and lay a plow, or a house carpenter, who can jack plank and saw lumber; and what is the result? In traversing the country we too often see huge piles of lumber thrown together without regard to convenience or comfort in light or ventilation—without symmetry, and without consulting a single point of architectural taste or beauty, and the expense incurred by the builder equal to its construction and completion with neatness and even elegance. Unless some improvement is made in rural architecture, another order will be added to the existing list, which a cynic might denominate the "Carolina," as descriptive of the locality of its origin. The dwelling places of the dead manifest the same absence of taste, care and attention as those of the living. A church yard is generally selected as the depository of the remains of the deceased. It is enclosed and is shrubbed out, until the plot is covered over with graves; then commences an unpropitious neglect—the paling decays and tumbles to the ground—the briars and brambles spring up and become a covert for the hare, the fox and the serpent! No stone rises to mark the spot where a loved one reposes. In private burial grounds the picture is even more revolting. The homestead passes into the hands of thoughtless, and perhaps heartless strangers; the enclosure falls, and time and seasons level the little mound. Soon it is forgotten that the dead sleep there; and over the bones of the once owner of the mansion, groves and broad fields around, cotton and corn grows. Oh! what desecration of the dead. The aboriginal savage marked by more enduring monuments the resting places of their loved dead. They heaped earth and stone together so high that ages did not efface the memorial, and all future generations trod lightly over the spot where the venerated sleeper reposed. Every town and village should have its cemetery—enclosed with substantial iron railing—laid out in paths and walks, and planted in flowers and evergreens, and some neat and simple monument be erected over every grave. This would be showing that respect and affection for the memory of the dead, due by a civilized and christian people.

We must have architects and educated mechanics to improve the style of our buildings, and iron founders, marble yards, and stone cutters to beautify and ornament the dwelling places of the dead.

The State is in want of additional manufacturing, and I use the word in its comprehensive sense, to work by machinery, and to manufacture a variety of articles. The manufacture of cotton is the most important of the raw materials, and is as essential as an equal

amount of the manufactured fabric, but the pound of the latter brings into the country three times the amount of cash brought in by the former. Why may we not embark extensively in this branch of industry, with the positive assurance of our ability to undersell all competitors in these articles in every market?

Other experiments in manufacturing have crowned the hopes of their authors with gratifying success, and have illustrated genius and capacity of a high order in our mechanics. Paper mills in various localities have been erected, and their fabrics reflect credit upon the operatives, and establish the triumph of the experiment. Much of the letter and cap paper used in the State, and most of the paper for the newspaper press in this and other Southern States, is manufactured in South Carolina mills, and at a fairly remunerating profit to owners and stockholders.

The machine shops in Charleston are going in popular favor; the finely finished machinery, such as engines and locomotives, turned out of the shops is the highest recommendation to the skill of your workmen—it is their best advertisement—they require no other eulogist of their merit, and the day is not far distant, I trust, when the last engine and locomotive shall be landed on a Charleston wharf—the necessities of the State being supplied by our own enterprising and industrious mechanics.

Your foundries here and in the interior are beginning to compete with older establishments in other States—let them make a character by the elegance and durability of their works—increase their force and capital—press the enterprises with becoming energy, and they will be munificently appreciated by a discriminating public.

There is one branch of mechanical manufacture which, from its rapid advance and high perfection, is entitled to the special laudation of every friend of improvement—thousands of dollars, annually expended a few years back, in New Jersey, New York and Connecticut for carriages and other wheeled vehicles, are now expended in our midst to pay domestic mechanics for the same work executed in their shops. Many of the towns in the State, can bear testimony to the streams of prosperity turned upon them, by the establishment of such manufacturing in their midst. If you doubt the skill of the mechanics engaged in this branch, look at the specimens on exhibition here. Will they suffer in a comparison with any model vehicles from any foreign shops, in the elegance of finish, skill and fidelity in construction, durability of material, symmetry of model or economy of cost? May I not go farther, and challenge any foreign shop to produce a specimen equal to some now on exhibition here?

Our election has at last come off. Friday, the 30th of March, was the day that decided the future destiny of our Territory, which ranged it alongside with the glorious South, and saved it from the baneful effects of abolitionism. The freesoilers were routed, overwhelmed, perfectly annihilated at the recent election. The indomitable Southerners marched boldly up to the struggle, and complete victory has crowned their efforts. We have elected every member to the Legislature, and we have beaten the enemy at least ten to one. We have demonstrated to our Southern brethren what we can do and what we will do in the future.

Leavenworth is the largest and most important town in the Territory, and will, unquestionably, rank in a short time among the first cities of the West. It is handsomely situated on the Missouri river, about two miles below Fort Leavenworth. The site of the town is acknowledged to be the most excellent on the river. It is on a sufficiently high eminence to escape, at all times, the overflowing of the river, and that it is a healthy location no one can doubt who once sees it. It commands a beautiful view of the river for a long distance, both up and down, and has a very excellent and superior boat landing. Its commercial advantages are great; and although I make no pretensions to prophecy, yet I but speak the public sentiment in saying that it will in all probability be the largest city in point of population, wealth and commerce, west of St. Louis. Its beauty of situation—its natural advantages—the fertile and productive country which skirts it, and which will in a short time be settled by a thrifty, energetic and wealthy population; and its proximity to Fort Leavenworth, from which it will derive innumerable advantages, will undoubtedly make it a place of importance and note. Six months ago the ground, which now stands was covered with timber, shrubbery or prairie grass, and was only trod by the red man's foot, now it is the seat of

civilization and of the "pale faces;" and we hear on every side the sound of the carpenter's hammer and the busy hum of industry. We have now between seventy-five and one hundred houses in the town, and between three hundred and four hundred inhabitants. Every day new houses are erected, and ere the lapse of two, or even one year, our houses and population will be reckoned only by thousands.

[From the South Christian Advocate.]  
Wofford College.

Mr. Editor.—I desire to acknowledge, with many thanks, a valuable donation recently made to the Library of this Institution by the Rev. F. A. Mood, of Columbia. It is a quarto, more than two hundred and fifty years old containing in black letter, the entire works of Geoffrey Chaucer—the morning star of English poetry. This gem of a volume is in excellent preservation, and is a handsome addition to the literary treasures of a Library. To Mr. Senator Butler, and the Hon. J. L. Orr, of the House of Representatives, we are under obligations for similar favours. A complete and beautiful cabinet of minerals has been presented to the College by Dr. Dogan, of Union C. H., one of the Trustees; for which also, we are laid under special obligation.

It gives me great satisfaction to say that the Institution is doing well. There are in attendance in the collegiate and preparatory departments, between seventy and eighty students; and we have reason to anticipate that this number will be largely increased at the beginning of the next term, on the 4th Wednesday of August, when a new Freshman class will be formed. The endowment left by the venerable founder of the College, \$50,000,—was paid over to the Board of Trustees by the Executors, on the 1st of January, and invested without delay. The proceeds of the amount funded, with the patronage already secured, will meet the expenses of the institution the present year. Professor DuPre is now at the North for the purpose of purchasing an extensive chemical and philosophical apparatus, which will be here by the time it is needed.

Without any appeal to public liberality, an Institution of learning, of high grade, fully officered, furnished with an extensive suite of buildings, has come into existence and with flattering prospects has entered upon its course of public usefulness. This, as far as my information goes, is unprecedented in the history of our Church. It calls for special gratitude to God, the giver of every good and perfect gift. It is cheering to think that we shall work on in the noble vocation of Christian Education, free from the embarrassments and backsets which scanty means at the beginning generally entail. We may count on efficiency and vigour from the very outset. We may confidently invite the young men from the families of our members and friends throughout the extent of the Coleridge, to our halls of instruction, offering them all the facilities of mental culture possessed by older Colleges, assured that a long career of usefulness lies before the Institution, and that it is destined by God's blessing to promote to a large extent, the highest good of man in time and eternity.

It is our hope it will be both a centre of letters and a shrine of religion, sending out its influence, deep and diffusive, not only over classes of society possessed of wealth, but also over those in more limited circumstances, to whom the blessings of sanctified learning may prove an inheritance richer than gold, more precious than all other worldly advantages.  
W. M. WRIGHTMAN.  
Wofford College, April 6th.

GEORGE WASHINGTON wrote the following letter some time after the Constitution was made, and addressed it to the "General Committee of the United Baptist Churches in Virginia."

Gentlemen—If I could have entertained the slightest apprehension that the constitution framed by the convention where I had the honor to preside might possibly endanger the religious rights of any ecclesiastical society, certainly I would never have placed my signature to it; and if I could not conceive that the general government might even be so administered as to render the liberty of conscience insecure, I beg you will be persuaded that no one would be more zealous than myself to establish effectual barriers against the horrors of spiritual tyranny, and every species of religious persecution. For you doubtless remember I have often expressed my sentiments that any man conducting himself as a good citizen, and being accountable to God alone for his religious opinions, ought to be protected in worshipping the Deity according to the dictates of his own conscience.

HOMICIDE.—An affray occurred on Friday night last, on board the schooner "William and John," lying at Potter's wharf, in which a man by the name of Barney McGuire was killed by a shot through the heart. An inquest rendered a verdict of murder against William and James Conway, brothers, one of whom was arrested and committed to prison. They had, six months ago the ground, which now stands was covered with timber, shrubbery or prairie grass, and was only trod by the red man's foot, now it is the seat of

civilization and of the "pale faces;" and we hear on every side the sound of the carpenter's hammer and the busy hum of industry. We have now between seventy-five and one hundred houses in the town, and between three hundred and four hundred inhabitants. Every day new houses are erected, and ere the lapse of two, or even one year, our houses and population will be reckoned only by thousands.