The Press and Banner.

ABBEVILLE, S. C.

Wednesday, April 29, 1885.

Hon. G. Cannon Testifies to the Advantage of Cutting Loose from Charleston.

The Hon. G. Cannon, of Spartanburg, is an enthusiast on the subject of railroads, and results have proved the great success of his efforts, as well as the benefits to be derived from railroad connection with other commercial marts than the city of Charleston. In proof of this we commend to the attention of our readers the convincing letter which he recently addressed to the Hon. J. S. Cothran.

As far back as 1850 the town of Abbeville had a population of 1,252 souls, and the population of the county aggregated 32,318. The town of Spartanburg had at the same time a population of only 1,176, and the county a population of only 26,243.

In 1880 Abbeville county had increased in population to 40,689, while Spartanburg had increased to 40,215.

In 1850 neither county had a railroad, but very soon after this date both Abbeville and Spartanburg were put in railroad communication with the city of Charleston. As will be seen from Mr. Cannon's letter, the railroad from Charleston to Spartanburg, during a period of twenty years, had no very perceptible effect upon the population or prosperity of that locality. Our readers know how Charleston treated us as long as she controlled our railroad, and they know the accommodations which were furnished us when we were in her power. They know how little this community has been benefitted by railroad communication with the city by the Sea.

Spartanburg had no advantages over Abbeville, either in population or wealth until that town and county had determined to free themselves from the dominion of Charleston, and open her gates to other and more advantageous commercial marts. In 1871 the train ran over the new railroad to Spartanburg.

IN 1872

the taxable property of the counties was as follows:

Spartanburg	$3,409,360
Abbeville	7,234,239

IN 1885

the assessed property had undergone the following great changes as Mr. Cannon testifies at least, so far as Spartanburg is concerned, because of railroads to other markets than Charleston:

Spartanburg	$7,236,520
Abbeville	5,470,115

By building railroads to other towns than Charleston, Spartanburg has more than doubled her wealth in thirteen years. And it will be noticed that she did not waste her time and money in any foolish effort to build competing lines to Alston, to Columbia or to Charleston. One road in that direction is all that she wants.

The difference between the population and wealth of Abbeville and Spartanburg commenced as soon as Spartanburg cut loose from Charleston, and obtained communication with the outside world. Mr. Cannon might have gone more into particulars than he did, and have furnished other and more convincing proof of the value of railroads which run *across the State* and not to Charleston. Besides the prosperity and growth of the town of Spartanburg, he might have mentioned the growth of Gaffney City. On the arrival of the Air Line cars in 1871 or 1872, on a farm in that county, owned by a Mr. Gaffney, the railroad established a water tank and pump in the cultivated field. Around that tank and pump a town has grown up which is almost as large as Abbeville, with about the same number of stores, churches, schools, etc., including a town hall and a national bank, neither of which latter can be found in Abbeville. In addition to this extraordinary growth in a few years, a new railroad is now being built from that place to some point in North Carolina, which when completed, will add still further to the wealth and population of the town.

On the approach of the Air Line Greenville felt the effects of a new connection, and soon realized that she was free from the tyranny of Charleston. A city of 8,000 inhabitants sprang up as if by magic. A great number of the most active business men of the State, an immense amount of capital, and blocks of elegant buildings of modern architecture now take the place of the oddly shaped barns which were scattered over the smoky old town of fifteen years ago. Then some of the most conspicuous buildings were a large hotel in the centre of the town, and a rickety old blacksmith shop which was located on one of the most prominent corners in the city. All this great change has been wrought by building a railroad *across the State* and in throwing off the shackles by which Charleston bound her.

A depot was established further West, and the town of Easly is the result. At the crossing of the Columbia and Greenville road a depot was built in the woods. Despite the fact that a solemn act of the Legislature was necessary to require the Columbia and Greenville Company to build a depot there, and to compel them to halt their trains, a big town has been built, and Seneca City has become a trade centre for a large scope of country.

If other prosperous towns are looked for, the reader will examine the line of the Charlotte, Columbia and Augusta road, as *it crosses the State*.

Prosperous Florence is the centre of the Columbia and Wilmington road and the Charlotte and Charleston road cross each other.

Turning to the Augusta and Knoxville and the Greenwood, Laurens and Spartanburg roads, which are nearer home, we find the same evidences of the *benefit of a road running across the State*, and elsewhere than to Charleston.

Although Laurens has been in railroad communication with Charleston for thirty years, no prosperity or wealth ever came to her doors. She was sneered at by commercial men, and her own citizens were compelled to seek other markets. Dilapidation and ruin greeted the eye of the visitor on every side. The deleterious influence of Charleston had done its work most effectively, and the sleepy old town was nearly dead. Realizing her condition, as a last resort, she set to work to grade *a road across the country*. At the locomotive's approach from a neighboring State, its shrill whistle aroused the inhabitants from their death-like slumber, and the old Rip Van Winkle town is now a busy mart, with all the bustle and activity of a prosperous city. A steam engine from the outside world quickened commerce, purified the air, and sent new life and new blood through all the arteries of trade.

It is useless for us to waste time in recalling the fact that Greenwood in our own county never exhibited any marked degree of growth or prosperity until after the arrival of the trains which came *across the country* to her borders.

We presume that Mr. Cannon desired to furnish proof of the fact that the building of a railroad to Charleston had not been of any great benefit to the City of Spartanburg, and most conclusively has he accomplished his purpose. While Spartanburg has several roads, she is now building two new ones, and we have never heard a syllable about that town seeking another road to Charleston. It remains for poor old Abbeville to take the lead in this backward movement at a time when she is to be shorn of a large part of her trade, and when the future looks dark and forbidding to her. When ruin to her business interests seems imminent, she is to be plunged into an inextricable debt, the principal and interest of which will sit upon the town like a vulture and feed upon her vitality, destroying whatever of remaining value her houses and her lands may possess. And no excuse for bringing this dire calamity to the people is offered, except the vague and idle talk of establishing competing lines to Charleston and the building of a great through line to the West by way of Abbeville. No man has shown us how the town of Abbeville is to regain one dollar's worth of the trade which we will soon lose by our former refusal to join in the building of a road which would have been of lasting benefit to us and to our children. Those who talk lightly of building a railroad over the mountains, ignore the facts as to the magnitude of the job, and shut their eyes to the difficulties which lie in the way. If it were an easy job to build a hundred miles of road across the uninhabited woods of the mountains, why has not Anderson, or Greenville, or Spartanburg accomplished the work before now? They are located much nearer the foot of the mountains than the point from which we propose to start, and their necessity for such a road is as great as ours, and they are much more able to do the work. For years and years the town of Spartanburg, and the city of Charleston, to say nothing of the people of North Carolina, have worked and toiled to get across the mountains, and after various companies and individuals had bankrupted themselves in the effort, the work was abandoned years ago when only twenty miles remained to be finished. At last a new effort has been organized, which it is hoped may be successful, and, if successful, would do away with the necessity of the herculean job, which we in our poverty and in our weakness, and in the days of our darkness and gloom, talk so flippantly about undertaking.

Let the reader not forget that nearly all the prosperous towns of this State are located on the railroads which run *across the State, and not to Charleston*. The towns that are located on the lines of the old roads which run to Charleston *have been comparatively at a stand still for thirty years*.

Newberry and Anderson may be cited as exceptions. While Newberry has not gone backward, any little prosperity which has come to her may be attributed to the presence of a well endowed bank, which accommodates its farmers and merchants with money at living rates. The same may be said of Anderson, which fact, together with the other fact of its proximity to the Air Line road, is sufficient to account for its superior growth.

We will be obliged, if any friend of the Carolina, Cumberland Gap and Chicago railroad can name towns on any road running directly to Charleston, which has grown and prospered like Chester, Florence, Gaffney City, Greenville, Greenwood, McCormick, or many other of the towns which may be located on *the roads running across the State*. Charleston is out of the current, and her extortionate ways of doing business with the country merchants, make it imperative that every one who can, shall seek a new market.

Abbeville needs a new railroad but she needs one which goes *across the country*, and elsewhere than to Charleston. Abbeville, we believe, is the only town which has yet proposed to build two railroads to a city which refuses to give a cent for the enterprise. This fact of itself should show to our people the estimate which that city, at least, puts upon the road.

Our Mistake About Railroads.

MISTAKE, NO. 1.

Long ago the people of the city of Anderson sent delegates to confer with the citizens of Abbeville, and to ask their co-operation in building a railroad to Augusta or to some point on the Augusta and Knoxville railroad. The delegates from Anderson put up at the hotels, and some of our people did them the honor to meet them next day in the Court House. Some help from Abbeville and a little aid from Due West would have secured the location of the road through here but we folded our hands. The Anderson delegates returned to their homes, and they afterwards appealed to the people along the Savannah slide, and they contributed as much as their limited means would warrant, Anderson city gave the balance, and the road is now nearly graded. Mr. Raoul has agreed to iron and equip it. The contract only needs the ratification of the stockholders which it is supposed will be done at their meeting in Lowndesville, which takes place on the 15th day of May.

The scarecrow about the Savannah road combining with the Cumberland Gap road to cut us off from its connection may therefore now be taken down, and thrown aside with the useless rubbish.

MISTAKE, NO. 2.

Again, when the Augusta and Knoxville road was being built, common report had it that Augusta was more anxious to come to Abbeville than she was to go to Greenwood. The leaders of the people of Abbeville did not believe that it would ever be built, and we had no money to put into the enterprise. That opportunity to get a good road was lost.

MISTAKE, NO. 3.

Afterwards, it became a fixed fact that the Augusta and Knoxville railroad would be built. Then a number of public spirited citizens subscribed a large amount toward the grading of a railroad from Troy to Abbeville and Due West. After about ten thousand dollars had been spent and a great deal of the work had been done, our people transferred the road and its franchises to the Carolina, Cumberland Gap and Chicago Railroad on condition that the new company would finish the job, but no forfeiture clause or limitation as to time was put in the contract. The payment of big salaries to idle officers was immediately commenced, and the work of shovelling dirt was soon stopped, although the officers luxuriated in sumptuously furnished offices and munificent salaries. Such of the road which we graded, as has not been washed away, now stands as it did years ago.

MISTAKE, NO. 4.

The stockholders of the Carolina, Cumberland Gap and Chicago Railroad propose for us to vote a tax on ourselves for the payment of the salaries of the officers of their road, and bonds have already been voted at various places. If Abbeville votes the bonds this will be mistake No. 4, and the greatest and most fatal blunder of all.

The repeated mistakes of our leaders in the past, is not calculated to inspire confidence in the wisdom of their present proposition.

THE LINES CLOSING IN UPON US, AND OUR TERRITORY SLIPPING FROM OUR GRASP.

From the repeated failures in the past, and when we note the fact that our territory is now nearly occupied by railroads, it will be seen that Abbeville has little that is bright to look forward to. The Savannah Valley Road will be finished, and Abbeville will, of course, lose a large trade which is ours by right, and which we could have held if we had only reached out our hand and gave a tithe of the money which we are now asked to give.

So far as we are able to see, the only possible chance for us to get a new railroad is to connect with the Georgia Central, and our opinion is, that Enright's store, or some more direct line towards Elberton is our best chance.

The Carolina, Cumberland Gap and Chicago Railroad runs almost parallel with the Augusta and Knoxville Road until it comes to this community, and then it runs almost parallel with the Columbia and Greenville Road, until after it passes Williamston—over one hundred and twenty-five miles along the side of other roads, and in this county between two roads, which would cut off from it nearly all business. Even if the track was graded, a capitalist could not be found who would equip it, and if equipped it would not pay running expenses.

The Good Spirit of the "Abbeville Messenger."

Our neighbor of the *Medium* stated last week that he was in favor of the road, but wanted more light. We think the light is furnished now, and we hope to see him range himself with his strong personal influence and that of his able journal, on the side of progress. We trust and believe that he can and will now advocate and assist in this splendid rail road, which, his good common sense must tell him is at least our best hope for increased rail road facilities. And we want to see our friend of the *Press and Banner* range his excellent paper alongside the *Medium* and *Messenger* in a brave effort to build up our barren and waste places. We have no doubt that he has argued himself into the honest belief that his course is right. But we hope that in the light of these recent and latest developments he will see this question differently, and will give it his strong support. He will not let personal feeling stand in the way of a public duty or the achievement of public good. Doubtless there have been said some things on both sides of this question, that might well have been left unsaid. But these can be easily overlooked in an united effort to accomplish a great good for this community and country. There is great truth in that trite old maxim "united we stand, divided we fall." And this is especially true of so small a community as ours. Concert of action is essentially necessary to success in any great enterprise that we undertake. So, good friends let us forget our differences in an honest, hearty and united effort to arrest the danger that threatens the prosperity of our town and country. Let us make a long pull, a strong pull and a pull altogether in this last attempt to build a grand trunk line of Railway through our county.—*Abbeville Messenger.*

We heartily reciprocate the kindly expressions contained in the above paragraph, and, so far as we are concerned, while holding fast to our principles, and our convictions, we are more than willing to overlook all that has been said on the other side, and would make any honorable amend for any thing which we have said, and which "might well have been left unsaid." We thank our neighbor for having come half way to the right station, in that he seems to express a willingness to have peace, and a desire to have unity of action among our people. We congratulate him and ourselves that the advocates of the Carolina, Cumberland Gap and Chicago Railroad are even willing to have peace with those of us who do not see as they do. Since our neighbor in a manly spirit has expressed a desire to have that unity of sentiment and oneness of action which guarantees strength and harmony, we now propose to him that he offer us more equitable terms than an absolute and unconditional surrender. It will be noticed that he asks us to make an unconditional surrender of all our rights, including all our convictions, as well as to allow the company to appropriate to their sole use and benefit a large part of our property. This we cannot do. It will be noticed however that he made his proposition in a kindly way, and in no evil spirit, for which we thank him. But we cannot yield to his request for an unconditional surrender. When he proposes a compromise of wishes, and a reconciliation of differences, then we will give our hearty co-operation, and meet him fully half way. But if the stockholders of the Carolina, Cumberland Gap and Chicago Railroad propose to grind us under their feet, and take our money from us, they must do so by art, by strategy, or by such force as we are unable to resist. We will not accede to their demands, the manner of which is not less offensive than the injustness of the movement itself.

We begged the stockholders of this road not to precipitate this matter. We did this in order that we might discuss the subject in a friendly way, when we might ascertain the merits of the different proposed roads, and then abide by the decision of a majority of our people, and we pledged the *Press and Banner*, so far as possible to a faithful acquiescence in whatever might seem to be the wishes of a majority of the people. This reasonable proposition was declined, and the proposition to run over us, rough-shod, was openly and defiantly made. Our self-respect would allow us no other alternative than to resist the encroachment on our property, which we will do to the last hour.

Again, thanking our neighbor, the *Messenger*, for the good spirit which pervades his article, and expressing due gratification at any evidence on the part of the stockholders of the Carolina, Cumberland Gap and Chicago Railroad to treat us as neighbors and friends, who are as much interested in the welfare of the town as they are, we pledge ourself to do our level best to bring about peace, on any terms which would be just to us and fair to them.

But let it not be understood that we will, for one moment, ever consent to the proposition to allow them to run riot over the property of the people, to raise money for the private use of their own corporation, and to sustain officers on munificent salaries, while earning none of the money.

The Christian Neighbor.

This much beloved exchange paper is seventeen years old, and it grows more in the beauty of holiness and peace as it gets older. The editor is the Rev. Sidi H. Browne, and a better man or a truer christian is not in the communion of the church or among the brethren of the press. Long may he live to bless mankind, and teach them to be real followers of the "Prince of Peace."

* The following cure for Hydrophobia is used in some parts of Germany, and is said to be infallible: Bathe the wound instantly in warm vinegar; dry it; and then drop on it a few drops of muriatic acid.—*The Lancet.*

The Royal Road, which is to be Built by Pledging Payments from Plebeian Pockets.

The friends of the road are confident of success, notwithstanding the scheme meets with violent opposition from two of our papers—the *Press and Banner* and the *Medium*. The *Press and Banner* has argued itself into the belief that we need no railroad, which opinion is not surprising when one remembers its opposition to the building of factories and public improvements generally. The *Medium* occupies the anomalous position of professing great friendship for the road, while it is doing all in its power against the scheme; nor need we be surprised at this strange contradiction. Abbeville cannot and will not afford to be forever placed in the shade. She needs railroad competition and she intends to have it."—*Abbeville correspondence of the News and Courier.*

The above is perhaps a fair sample of the *arguments* which the stockholders of the Royal Road and their followers have continuously put forth ever since the Legislature assumed to deny to the people of Abbeville, their request for a charter to Verdery. The animus and the utter recklessness of the statement that the *Press and Banner* is opposed to "public improvements generally" will be better understood when the *News and Courier* is furnished with the names of the men who have spent more since the war in "building up the town" than has the editor of the *Press and Banner*—and he spent no money which he did not earn at hard work. The resort to abuse and the charging of all sorts of personal motives together with a uniform system of bull-dozing would seem to furnish the strength which the advocates of this great myth have drawn to it, and is on a par with the assumption that the town belongs to the stockholders of the Carolina, Cumberland Gap and Chicago Railroad, and that they possess a monopoly of patriotism. Such a degree of presumption and intolerance has never been exceeded. Imagine the assumed imperiousness of the stockholders of any organization who propose to sever their friendship and business relations with all such neighbors as dare to assert any opinions of their own, and the meaning of the above paragraph, and the situation at Abbeville, may be partially understood. Must we "stand and deliver," or must we suffer them to take our money from our pockets for the benefit of their road, without our being allowed even the poor privilege of uttering a protest? "Is thy servant a dog that he should do this great thing?" If so, how long, do the stockholders of the Carolina, Cumberland Gap and Chicago Railroad, propose to make us wear galling chains and chafing collars? Shall we have no deliverance from the proposed raid on the property of the citizen, with which to raise money, to rent an elegant office, to fill it with magnificent furniture, to lay the floor with a superb Brussels carpet, and to contribute $5,000 a year to keep a President in elegant leisure? Shall we be made to act like dumb, driven cattle? The edict has gone forth. "Abbeville needs railroad competition and *she intends to have it.*" Let servile minions take notice thereof, and govern themselves accordingly.

About "Building Up the Town."

Assuming, from the kindly spirit of its recent publications that our neighbor, the *Messenger*, is willing to talk of the proposed railroad tax purely upon the merits of the question, and not depend upon irrelevant matters for the success of the effort, we will in the same kindly spirit suggest that when it speaks of its great anxiety to build up the town, that it do so in a manner so as not to convey the idea that the *Press and Banner* is an enemy to the town and opposed to all public improvements. We presume the record of the editor of the *Press and Banner* in this particular at least, is about as good as the record of the most ardent advocate of the "building up of the town" by voting away the property of the people. The editor of the *Press and Banner* has worked to "build up the town" in the good old way of earning the money himself at hard work. This is a much slower way of bringing about results than the mere thoughtless casting of a ballot against the property already made, but it is a way which is lasting in its benefits, and not blighting in its presence.

We hope, therefore, that the casting of reflections upon the *Press and Banner* in this matter of the railroad tax may hereafter be confined to those only who have done more, or labored more assiduously, for the welfare of the town, and have given more to all of the public enterprises of the town which required and needed the sympathy of the citizen.

From this very railroad we have not entirely withheld our help. We have done all the advertising and all the job printing which the company asked us to do, and we have never charged a cent for the work. Further than this, we were ready to give our mite in money towards the enterprise, but we were not asked to do so until it was so late that we saw where the work, accomplished by the money of our neighbors, had gone. As a prudent man we then declined to add our little sum to that which was already gone and as we suppose, is irretrievably lost, unless it is taken by force of law from the parties to whom it was surrendered, and who now harass and annoy our people in their demands for more money.

The Good Spirit of the "Abbeville Messenger."

Our neighbor of the *Medium* stated last week that he was in favor of the road, but wanted more light. We think the light is furnished now, and we hope to see him range himself with his strong personal influence and that of his able journal, on the side of progress. We trust and believe that he can and will now advocate and assist in this splendid rail road, which, his good common sense must tell him is at least our best hope for increased rail road facilities. And we want to see our friend of the *Press and Banner* range his excellent paper alongside the *Medium* and *Messenger* in a brave effort to build up our barren and waste places. We have no doubt that he has argued himself into the honest belief that his course is right. But we hope that in the light of these recent and latest developments he will see this question differently, and will give it his strong support. He will not let personal feeling stand in the way of a public duty or the achievement of public good. Doubtless there have been said some things on both sides of this question, that might well have been left unsaid. But these can be easily overlooked in an united effort to accomplish a great good for this community and country. There is great truth in that trite old maxim "united we stand, divided we fall." And this is especially true of so small a community as ours. Concert of action is essentially necessary to success in any great enterprise that we undertake. So, good friends let us forget our differences in an honest, hearty and united effort to arrest the danger that threatens the prosperity of our town and country. Let us make a long pull, a strong pull and a pull altogether in this last attempt to build a grand trunk line of Railway through our county.—*Abbeville Messenger.*

We heartily reciprocate the kindly expressions contained in the above paragraph, and, so far as we are concerned, while holding fast to our principles, and our convictions, we are more than willing to overlook all that has been said on the other side, and would make any honorable amend for any thing which we have said, and which "might well have been left unsaid." We thank our neighbor for having come half way to the right station, in that he seems to express a willingness to have peace, and a desire to have unity of action among our people. We congratulate him and ourselves that the advocates of the Carolina, Cumberland Gap and Chicago Railroad are even willing to have peace with those of us who do not see as they do. Since our neighbor in a manly spirit has expressed a desire to have that unity of sentiment and oneness of action which guarantees strength and harmony, we now propose to him that he offer us more equitable terms than an absolute and unconditional surrender. It will be noticed that he asks us to make an unconditional surrender of all our rights, including all our convictions, as well as to allow the company to appropriate to their sole use and benefit a large part of our property. This we cannot do. It will be noticed however that he made his proposition in a kindly way, and in no evil spirit, for which we thank him. But we cannot yield to his request for an unconditional surrender. When he proposes a compromise of wishes, and a reconciliation of differences, then we will give our hearty co-operation, and meet him fully half way. But if the stockholders of the Carolina, Cumberland Gap and Chicago Railroad propose to grind us under their feet, and take our money from us, they must do so by art, by strategy, or by such force as we are unable to resist. We will not accede to their demands, the manner of which is not less offensive than the injustness of the movement itself.

We begged the stockholders of this road not to precipitate this matter. We did this in order that we might discuss the subject in a friendly way, when we might ascertain the merits of the different proposed roads, and then abide by the decision of a majority of our people, and we pledged the *Press and Banner*, so far as possible to a faithful acquiescence in whatever might seem to be the wishes of a majority of the people. This reasonable proposition was declined, and the proposition to run over us, rough-shod, was openly and defiantly made. Our self-respect would allow us no other alternative than to resist the encroachment on our property, which we will do to the last hour.

Again, thanking our neighbor, the *Messenger*, for the good spirit which pervades his article, and expressing due gratification at any evidence on the part of the stockholders of the Carolina, Cumberland Gap and Chicago Railroad to treat us as neighbors and friends, who are as much interested in the welfare of the town as they are, we pledge ourself to do our level best to bring about peace, on any terms which would be just to us and fair to them.

But let it not be understood that we will, for one moment, ever consent to the proposition to allow them to run riot over the property of the people, to raise money for the private use of their own corporation, and to sustain officers on munificent salaries, while earning none of the money.

The Christian Neighbor.

This much beloved exchange paper is seventeen years old, and it grows more in the beauty of holiness and peace as it gets older. The editor is the Rev. Sidi H. Browne, and a better man or a truer christian is not in the communion of the church or among the brethren of the press. Long may he live to bless mankind, and teach them to be real followers of the "Prince of Peace."

* The following cure for Hydrophobia is used in some parts of Germany, and is said to be infallible: Bathe the wound instantly in warm vinegar; dry it; and then drop on it a few drops of muriatic acid.—*The Lancet.*

TWO PRESIDENTS.

THE REPORT OF ONE IS FULL, EXPLICIT, CLEAR, AND UNMISTAKABLE --- THE LETTER OF THE OTHER IS EVASIVE, MYSTERIOUS, AND WITHHOLDS THE INFORMATION TO WHICH THE PEOPLE ARE ENTITLED.

The Difference Between President Hickman of the Graniteville Manufacturing Company, and President Hagood of the Carolina, Cumberland Gap and Chicago Railway Company.

Purely for the purpose of showing to our readers the difference between an open and full statement of the President of an actual company, possessing much wealth, and the recent evasive and mysterious letter of the President of an imaginary railroad, the officers of which are charging actual munificent salaries for their imaginary services, we append the following report of President Hickman, the letter of the President of the imaginary railroad which pays actual salaries to its officers for imaginary services having appeared in these columns last week.

President's Report.

To the Stockholders of the Graniteville Manufacturing Company:

Gentlemen—For the first time since I have had charge of your property (17 years), I have had cause to regret the necessity of reporting a loss during the past year. It would be a waste of time to attempt to explain to you the various causes which have conspired to bring about this result; your own experience and knowledge of the condition of the country are sufficient. If I am at fault at all, it is in the fact that a year ago I refused to sell goods at a loss, made from cotton which cost nine and a half cents per pound, when at the same time I was paying eleven and a half cents. I believed that prices of goods would to some extent follow the price of cotton, but in this I was mistaken. Cotton advanced and goods declined. This was very unusual; it never happened before in the history of manufacturing cotton, so far as I know.

Our losses have been increased in consequence of an unfortunate change in machinery which was very expensive and proved a failed. This I was not able to control until very recently. I am now hard at work, and will soon have everything in good shape.

By reference to the subjoined statement, you will see that our heaviest losses resulted from interest, insurance, and taxes. The actual loss in manufacturing is but little over eight thousand dollars.

We must not be discouraged—this is the first loss that we have ever made, and our profits have been very large, our property is intact, and we still have a large surplus.

The remedy for a decided improvement is in the hands of our Southern manufacturers if they would embrace it. It is a fact that we are making more goods than the country can absorb at a profit, or even a living profit. Shutting down the mills for three or four months would, in my opinion, place them in a position to make money.

The Northern manufacturer of jaw salts ever since I have had charge of your property, and the expense has been enormous. The last, so-called big bonus Woolfork suit, has been decided in your favor by the highest court in the State. I know of no other real or imaginary claim that can be brought against your property.

The production of the Graniteville Mill for the fiscal year ending March 1st, 1885, was as follows: Total 2,459,791 pounds of cloth, or 9,899,950 yards. The cotton consumed was 3,455,758 pounds, or 7,685 bales of 450 pounds.

The production of the various styles of goods at Vaucluse Mill during same period was as follows: Total 1,259,234 pounds of cloth, or 4,225,000 yards, consuming 1,562,386 pounds of cotton, or 3,272 bales of 450 pounds.

The falling off in production was in consequence of running short time, which greatly increased the cost of the goods.

Account at Credit of Profit and Loss, March 1, 1884 ..... $220,831 86

EXPENDITURES (GRANITEVILLE).

Office account	$ 250 89
Expense account	1,221 18
Insurance	5,557 55
School	1,000 00
Repairs	2,000 00
Interest	22,929 37
Taxes	5,016 32
	$36,495 91

EXPENDITURES (VAUCLUSE).

Office account	$ 17 60
Expense account	29 60
Insurance	3,239 62
Repairs account	459 30
Taxes	729 31
	$ 4,572 43 — 50,978 34
	$169,853 52
Actual loss on goods	8,001 51
Amount at Credit of Profit and Loss, March 1, 1885	161,852 01
Surplus Invested in Vaucluse	361,513 21
Total Surplus March 1st, 1885	$523,365 22

H. H. HICKMAN, President.

On motion the report was received as information.

President Hickman stated that he would be pleased to answer any question that might be propounded by any of the stockholders.

A number were asked by Mr. C. Peizer, of Charleston, which they were answered satisfactorily and fully by President Hickman and Secretary Giles.

It will be observed that President Hickman gave the figures, and showed wherein the loss occurred. The reader is as able as we are to form an estimate of the action of the two Presidents. If President Hagood is more noted for one thing than another, we think it is his ability to keep secret his official record, and his action in asking us to vote him a large amount of money in the face of his positive denial to make a report of the financial condition of the road is unsurpassed.

We think that the president of this road by his utter and absolute refusal to give an account of his stewardship to the people to whom he and his associates are appealing for money can be accounted for only on one ground—and that upon his own belief that the people, if they knew the facts, would not contribute one dollar to the postponement, and having no means of ascertaining definitely the facts, we cannot speak positively, but we presume the failure to ask for the election last Monday was only on the ground that the requisite number of signatures had not yet been obtained, or the conviction that rested on their minds of the certainty that the proposition would be defeated at the polls. Instead of ordering the election it is currently reported that a special meeting of a few of the advocates of this measure held a caucus in the afternoon at one of the law offices. As this was a private meeting, in the interests of the plans laid down by Mr. Hagood, nothing is certainly known as to what was done, but rumor has it that ways and means were discussed, whereby the bonds of the town could be secured in response to Mr. Hagood's request.

THE SAVANNAH VALLEY ROAD.

Leased by the Georgia Central and to be Completed Immediately.

(*Augusta Chronicle.*)

Last night President Raoul passed through Augusta en route for Anderson from Camak, in Wilkinson, where he had a meeting with the officers of the Savannah Valley road, and stated that he had closed the contract for the latter road and it would at once be pushed to completion. The Central road is steadily extending its system in South Carolina and this last addition to the chain will be a golden link for Augusta. It falls in exactly at McCormick's, on the Augusta & Knoxville railroad, fifty-eight miles to Anderson, and traverses the river valley, the richest section of Carolina.

President Humphries, of the Savannah Valley road, accompanied President Raoul from Anderson to Greenwood. The latter seemed to be in excellent spirits and especially pleased at the consummation of the agreement. He says work will be begun at an early day, and will be pushed steadily on to completion. The road will be built as rapidly as possible, and the crop of 1886 will be hauled over it to Augusta. The line has already been graded with the exception of about fifteen miles, and an additional force of 75 convicts had just been put to work, and the grading is to be completed by June 1st. The straight road from Anderson to this place will open up a country most valuable as a tributary to Augusta. The fact that its building is now certain is cause for congratulation to the merchants, and they will no doubt welcome President Raoul hearty God speed in its completion.

Compliment to a Former Citizen of Abbeville.

Augusta Chronicle.

At the annual meeting of the stockholders of the Graniteville Manufacturing Company Chairman Buist said "he knew it was not customary for the presiding officer of a meeting to offer a resolution, but he had one to present which he was sure would meet with the fullest sympathy and endorsement of every one present. He in company with the others had heard of the serious illness of the Secretary of the Company some months since and knew of his present feeble condition. No man stood higher in the regard of the Company than the faithful Secretary Mr. James H. Giles, and he offered the following resolution:

Resolved, That the stockholders of the Graniteville Manufacturing Company tender their genuine sympathy to Mr. James H. Giles in his present feeble health and fervently trust that he will be early restored to vigorous health, and that the company may long have the benefit of his faithful services.

During the reading of the resolution Mr. Giles, who was present in an adjoining chamber, wrapped up in blankets, was visibly affected, and at its conclusion his lips trembled in a vain attempt to voice his thanks, but his heart was too full for utterance, and he bowed with head in his hand, and as the tears came to his eyes, his acknowledgment of the confidence imposed in him by the company, whom he had faithfully served for more than a score of years, was more eloquent and sincere than could have been couched in words.

Mr. Buist announced the next thing in order to be the election of officers, and appointed Messrs. Wright and Martin to prepare the ballots and conduct the election. They announced 3,567 votes cast unanimously for the old Board as follows: H. H. Hickman, President; A. B. Davidson, of Charlotte; Jas. P. Boyce, of Louisville, Ky.; A. S. Johnston, of Charleston; Hamlin Beattie, of Greenville, and R. A. Fleming, of Augusta, Directors, and James H. Giles, Secretary.

A Kind Word from a Good Old Friend.

Union Times.

We extend our congratulations to friend Wilson upon his attaining his twenty-sixth year as proprietor of that model journal, the *Abbeville Press and Banner*. Wilson himself, is older than that, though he is not the happy *proprietor* of a large and interesting family. The fact is, he has devoted the best of his life in pursuing that overgrown, but handsome paper of his, and lost all of the more delectable pleasures which are found in the nursery nearer home. But we are satisfied that it was not his fault, and we are more than satisfied that some good woman has lost a splendid opportunity. But Bro. Wilson is a first-class man and the *Press and Banner* is a first-class paper, and both richly deserve the popularity and prosperity they enjoy.

Abbeville has now one of the largest and prettiest hotel buildings in the up country. The management is all that could be desired. Fare first-class, servants attentive, and in every respect it is *the* place for the travelling public.—*Associate Reformed Presbyterian.*

Now is the time to supply yourself with seed cow peas, for sale by W. Joel Smith & Son.

Thoughts for May.

(*Southern Cultivator.*)

The planting of cotton will continue to the middle of this month. The policy of growing much or little cotton has been so fully discussed, it is needless to say more. The logic of events, or rather of results, will have to decide the matter; but it is admitted on all sides that, on most farms, some cotton may be profitably raised; its cleansing cultivation, its fertilizing seed, its ready sale, its keeping without deterioration, are strong points in its favor—indeed they are so strong that they have tempted, and continue to tempt, farmers to extend the crops beyond safe and legitimate bounds. If one plants any cotton at all, it is of first importance to decide how it is done to secure, not only profit, but the largest profit. When the land was worn, fresh and the farmer owned the labor, the largest crop that he could cultivate properly and pick out, was by common consent, the most profitable. Labor being a constant quantity, and no commercial fertilizer used, the more cotton, the more profit, if the grass could be kept down and the crop gathered.

But the conditions are now greatly changed. Land is not fresh, fertilizers must be used, and labor is a cash commodity that must be paid for, at least once a year, if not oftener. With increase of acres, expenses run up very rapidly, and it becomes an extremely important question, how much fertilizer has been circulated only to leave the public unsatisfied, and curious for a logical solution of the problem. There has been no explanation of the reason for the cessation of the demand, and the ultimate disposition of the bonds purchased and sent to London has not been authoritatively announced. After a year's delay of inquiry and conjecture the matter remains as it began—a tantalizing mystery.

Chance has just afforded me an explanation which I can announce with confidence, because it is complete and logical and consistent with every phase of the bond speculation, but chiefly because it comes authoritatively from one of the few men in the United States who have been from the first recognized as the so-called "crazes." He has been closely connected with the bond operations, but now that they have been completed he gives me the facts, with the understanding that his name be withheld from publication. Judah P. Benjamin, secretary of State of the Confederacy from 1862 until its collapse, was the originator of the plan by which a demand was created for the bonds, and to his shrewdness is attributable the comple success of the project.

To begin at the beginning: Several departments of the Confederate Government—such as the ordnance, quartermaster's and medical purveyor's—had special funds deposited with European bankers for the purchase of supplies, which could only be obtained in Europe. This was well known, and the members of these departments and their agents were also known, so that when the United States Government succeeded to the assets of the Confederacy the remnants of these funds were surrendered to it by those who held them. There was one fund, however, which escaped surrender because the agent, developing it, and this was the secret service fund of the Confederate department of State. At different times the Confederate Congress, in secret session, voted large sums for secret service purposes. Mention being, of course, to apply this money in foreign countries so as to aid the Confederacy and embarrass its adversary. The fund was used to influence officials of other Governments in some degree to aid the state department in its efforts to secure recognition for the Confederate States, and incidentally to assist other departments by smoothing the way for purchases which were difficult. The members of the secret service were not known to the public. I have been able to find a list of the principal ones, but am not permitted to print it. Several were very prominent men identified with Confederate diplomacy, and bore high military rank. They have never found it for their interest to expose the secret service fund. At different times the Confederate Congress, were surrendered to it by those who held them. There was one fund, however, which escaped surrender because the agent, developing it, and this was the secret service fund of the Confederate department of State. At different times the Confederate Congress, in secret session, voted large sums for secret service purposes. Mention being, of course, to apply this money in foreign countries so as to aid the Confederacy and embarrass its adversary. The fund was used to influence officials of other Governments in some degree to aid the state department in its efforts to secure recognition for the Confederate States, and incidentally to assist other departments by smoothing the way for purchases which were difficult. The members of the secret service were not known to the public. I have been able to find a list of the principal ones, but am not permitted to print it. Several were very prominent men identified with Confederate diplomacy, and bore high military rank. They have never found it for their interest to expose the secret service fund. At different times the Confederate Congress, London and Paris were the chief points of secret service activity. There was an agent at Brownsville, Texas, on the Mexican border. The principal disbursing agent at one time was the house of Emanuel and Paris banks. The funds were placed to the credit of citizens of Great Britain and France, who were friendly to the South. The understanding was (if there was one that they would assume no responsibility, but honor drafts to the extent of the money in bank. At the close of the war there were large unexpended balances of secret service money to the credit of these parties. There was one account of nine hundred thousand dollars, which seems to have been overdrawn, as against it was charged two hundred and forty-two thousand pounds sterling. The balances of different deposits at the close of the war were as follows: One of less than three hundred pounds one of three hundred and nine thousand pounds, one of fifty thousand pounds and one of five hundred pounds. Then there was one of two thousand dollars, one of a hundred thousand dollars, one of four hundred and fifty-eight thousand dollars, and a huge one of three million, seven hundred and nineteen thousand dollars. The total balance due the Confederate Government at the time of its fall was about five million and eighty thousand dollars.

The men who had this money deposited in their names were honest. They did not make way with the assets of the dead Confederacy, but they were puzzled to know what to do with them. Mr. Benjamin, as secretary of State of the Confederacy, knew these agents, and during his residence in England consulted with them as to the disposition of the money. It was agreed that it should not be surrendered to the United States. The question was then, how to disburse the money so as best to benefit those entitled to it. It was concluded that the people who had given their means to the Confederacy for its bonds were entitled to these (the Confederacy's) assets.

The aggregate of the funds was ascertained, and a calculation was made as to how far it would go towards paying the interest on the bonds, because, of course, it was impracticable to declare a dividend on the principal. Publicity was to be avoided. Secrecy was indispensable. It was decided to pay off the coupon honored coupons, beginning with those last due by the Confederacy during its existence. These were the coupons falling due January 1st, 1865. Then the balance was to be applied to the payment of the next coupons falling due. The bonds were advertised for. To