

From the Richmond Dispatch.

The Junior Order United American Mechanics has not been known in this city for any considerable length of time...

To this application for a charter Mr. Allen received the following reply:

PHILADELPHIA, June 14, 1873.
Mr. S. Hammett Allen:

"Dear Sir, and Brother, I will send you to-day three blank applications for charters, but I will tell you in advance that no charter for a council to be named after General Lee is to be granted...

"At that time our ritual contained some very severe allusions to traitors, but at the desire of removing all remembrance of that civil strife, we revised our ritual. We are willing now to bury the past, but we will never allow the same offenses to be perpetuated in the history of the Order."

"Yours, fraternally,
EDWARD S. DREBBER,
National Secretary."

This communication was received by Rescue Council, but held by them for some little time for careful consideration and discussion. At a stated meeting held on the 20th of June it was resolved to invite Colonel W. C. Carrington, of the South-Carolina, to meet the members of the Council and discuss the matter on the 27th of June...

EDWARD S. DREBBER, National Secretary,
Philadelphia, Pa.

"Yours of the 14th June was duly received, and reply delayed for mature consideration."

"The sentiments of your letter awaken our profound indignation and contempt. We are unwilling to take and disseminate allusions to the noblest, purest, and best man who has honored this continent or the world for ages..."

"You say your Order is 'willing to bury the past, but unwilling to perpetuate the memory of any of its members.' We are not willing to bury the past, but at the price of our honor, which forbids the perpetuation of such noble names as dead as the fill of our history..."

"As evidence of official duty, we hereto append the last issue of a seal we deem it best to discontinue such southern hands, and to that end shall seek to publish this correspondence so as to prevent the spread among honorable men of so ignominious an Order."

"To the Editor:—In reply to a communication in the issue of your paper of week before last, signed 'Tax Payer,' I beg leave to make the following statement:

The Public Schools in Edgelyfield County were opened on the 1st of September following. Teachers file their reports with the School Commissioner at the end of each month, and with them they bring up to the respective Districts. If reports and certificates are in proper form they are approved by the School Commissioner and ordered to be paid."

CROP NEWS.
August 18.—Crop reports from Arkansas and Mississippi except the late rice crop, are generally favorable. Reports from Mississippi are conflicting, but in the main, more favorable than heretofore. Some sections have suffered from drought, and are now deluged with rain. In West Tennessee, the fine rains of the past week, proved beneficial, and planters are sanguine of good crops.

A HORRIBLE CASE.—A most horrible story comes from Tennessee, on the 4th instant a negro named Dan Calhoun, who had been digging a well near Brighton station on the Paducah Railroad, lay down to sleep in a wooden box. While at work he was discovered by three men, who thinking to have some fun, as they afterwards stated, poured the contents of a bottle of turpentine on Calhoun's clothing and set them on fire. Calhoun, endeavoring to find his own escape, in flames, ran shrieking for help, and before he could be caught by citizens was so badly burned that he died the next day.

The negroes in the neighborhood of Covington beat the drum for a parade. A mob attempted to have warrants issued for the arrest of the perpetrators of the crime, who, becoming alarmed, fled. The negroes in armed squadrons scoured the neighborhood in search of citizens, and a mob was formed at New Market, who were to be used by Sheriff Locke, who promised to make every effort for the capture of the perpetrators."

A POOR KIDNAPING.—A poor kidnaping was effected near Cullen, Ky., between Morganfield and Marion, in Crittenden county. A young boy named George, who was digging potatoes, was captured by a mob which were planted on the site of an old cabin which had been torn down, when a crowd of about twenty men, some of whom were armed with pistols, surrounded him. He was taken to a cabin where he was held for ransom. The ransom was not paid, and the boy was sold to a slaveholder in Missouri.

The Danville (Va.) Times is getting quite excited over the 'Anti-Slavery Men.' It says in a wild, whooping way, 'Stand aside, politicians—you little gnats and worms—or the farmers will stoop on you and kill you.' The farmers will crush the very life out of you, and you will be scattered to the four winds of heaven, who hinders the car of reform."

STOCKING.—The mule of a four miler team was taken with the colic yesterday on Main street, in front of the State House. The agony of the poor animal was great, and soon a large crowd was attracted. To his relief, a man named John Smith, who had had many drops of tincture of scion placed on the animal's tongue. In a few minutes he was all right, and went on his way rejoicing. A "cured" mule.—Daily Union-Herald.

THE ADVERTISER.
Edgelyfield, S. C., Aug. 21, 1873.

MR. GROEBECK'S HIS NEW PARTY.
Mr. Groebek, the distinguished, influential, and most worthy Ohio Democrat, seems to have come to a standstill in the organizing and pushing forward of his new party, the "Liberal Democracy." In fact the great and true Democracy of this country is weary of vain compromises, and shifting, and variations of name. Mr. Groebek wishes to leave the old flag and square Democratic party, and call himself a "Liberal Democrat," and in order to do this he will not move without the whole Democratic family will move with him. We fear he is inclined to follow the example of the old farmer who was puzzled how to get rid of the rats in his barn, and thought he accomplished his purpose by burning it down. The N. Y. World commenting upon Mr. Groebek's suggestion to change the name of the Democracy, says:

Mr. Groebek wishes to substitute the word "Liberal Democracy" as a new and improved designation for the Democratic party. We humbly submit that the word "liberal" is a general term, and that the word "democrat" is a specific term, and that the word "liberal" is a general term, and that the word "democrat" is a specific term, and that the word "liberal" is a general term, and that the word "democrat" is a specific term...

"Yours, fraternally,
EDWARD S. DREBBER,
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The Southron.
That ever staunch and old-spoken journal, *The Southron*, has changed its name as above, and will continue to fight fearlessly and with a vim "for the Restoration of the Constitution to its Integrity—the Country to its Honor and Glory—the Race to its Prosperity and its Rightful Pre-eminence in our land—the land which our fathers left to us, which they made prosperous, glorious and happy."

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The Late Railroad Convention at Abbeville.

In the interests of a proposed line of railroad from Chicago, Illinois, to some objective point on the South Atlantic seaboard, met in the court-house at Abbeville on Wednesday, August 18th, 1873.

The convention was organized by the election of the following officers: General S. McGowan of Abbeville, President; Hon. J. P. Reed, Anderson, J. Rollins, Greenville, and S. J. Lee, Edgelyfield, Vice-Presidents; W. T. Gary, Edgelyfield, and J. C. Hemphill, Abbeville, Secretaries.

At 12 o'clock, M. the Convention was called to order by the Chairman, who after explaining the objects of the meeting in a few well-timed appropriate remarks, declared it open for business.

The names of delegates were enrolled. Messrs D. C. Tompkins, Lewis Jones, W. T. Gary, J. C. Hemphill, W. H. Duncan, Barrwell, J. G. Thomson, Beaufort, Vice-Presidents; W. T. Gary, Edgelyfield, and J. C. Hemphill, Abbeville, Secretaries.

Under this resolution the following gentlemen enrolled their names: J. D. Boston, Newberry; H. H. Ellison, E. Cain, Abbeville.

On motion, all persons present in the convention from other States and from other sections of this State, not as delegates but as friends of railroad enterprises in general, were invited to take seats as members of the Convention.

Under this resolution, Major S. M. G. Gary of Florida, Winborn Lawson, Esq., of Charleston, Henry Ingersoll of Greenville, Tenn., W. Y. McKee of Pendleton, S. C., and Messrs R. M. McKee of Greenville, Tenn., and H. Q. Adams of Brevard, N. C., were added to the list of Vice-Presidents.

No delegations being present from Augusta, on motion Mr. J. W. Huckleback of that city was made a corresponding member of the Convention.

On motion of Hon. J. P. Reed, of Anderson, to prepare a business for the Convention, to report at an adjourned meeting of that body in the evening. The committee was constituted of Hon. J. P. Reed, Anderson, Chairman; Col. J. S. Cochran, General P. D. Tompkins, Edgelyfield; Albert P. H. Bradley, President Greenville and Augusta railroads; E. J. C. Wood, Aiken; Col. W. H. Duncan, Barrwell; Hon. R. E. Bowen, Pickens; R. Beaufort, Anderson; J. G. Thomson, Edgelyfield; H. Q. Adams, Brevard, N. C.; H. Spannick, Esq., editor of the Aiken Tribune; and Jas. A. Hoyt, editor of the *Southron*.

The following resolution, which was unanimously adopted, was offered by Mr. Reed, of Anderson: Resolved, That the members of this Convention, for the kind and courteous attention which they have received, offer their hearty thanks to the citizens of Abbeville, and that the generous and refined hospitality that has been rendered them by them in long and grateful remembrance.

Mr. Cain, of Edgelyfield, offered the following, which was adopted: Resolved, That the thanks of this Convention be tendered the Hon. Samuel McGowan for the courteous and impartial manner in which he presided over his deliberations, and also to the Secretaries, William T. Gary and J. C. Hemphill, Esqs., for their valuable services.

Mr. Sparnick, of Aiken, offered the following, which was adopted: Resolved, That a committee be appointed to consist of one member from each County represented in this Convention, to be empowered to examine the charters of the following railroads: Anderson, Aiken, Port Royal, and Charleston Railroad Company; and to report thereon to this Convention at its adjourned meeting.

The committee appointed to examine the charters of the Anderson, Aiken, Port Royal and Charleston Railroad Company, beg leave to report: That, as to the availability and legality of the charters, they are unanimously of the opinion that it is good and valid. Your committee find in said charters the names of one hundred and forty corporations, with a proviso that a majority of them shall be present at the first meeting of the proposed line of railroad. It is the opinion of the committee that the corporations named in the charters reside within the limits of the State, and are vitally interested in the success of the project.

All of which is respectfully submitted. S. J. LEE, Chairman.

Report of the Survey of a Railroad Route from Edgelyfield Court House to Pine House Station, on the C. C. & A. R. R.

To Messrs. A. J. Norris, W. W. Adams, Jno L. Addison, O. P. Chestnut and R. D. Rouse, Committee of Survey.

GENTLEMEN: At your request I have surveyed, allocated, located, and estimated the cost of construction of a Railroad route from Edgelyfield Court House to Pine House Station, on the C. C. & A. R. R., a distance of five and five-eighths (5 5/8) miles. The surface of the country between the two points mentioned as termini is more undulating than I had expected to find, but by spending a few days in preliminary prospecting the country along the route, I feel confident that a line as practicable, and one that presents no very heavy grades.

The instructions received by me from the Committee were to estimate 1st. The cost of construction of a wide gauge iron road. 2nd. The cost of a narrow gauge iron road. 3rd. The cost of a narrow gauge road with wooden track.

In making the estimate of construction of a Railroad with gauge of five (5) feet. The length of the road is five and five-eighths (5 5/8) miles, and the grade at no point will exceed sixty-six (66) feet per mile, and this extreme grade is necessary only at one place, viz: at an elevation near Samuel Marsh's, and not more than a half mile in extent, while the general grade along the line does not exceed thirty feet per mile.

The cost of grading this Road, in my opinion, will be considerably less than the average cost of grading like roads in other localities. The grade line is so adjusted as to make the solidity of the cuts and embankments nearly equal in extent, and the greater portion of the earth to be removed from the cuts can be economically and advantageously used in making the necessary embankments, and it will be necessary to borrow very little earth for that purpose.

The solidity of the cuts and embankments amount to one hundred and twenty-six thousand two hundred and fifty-eight (126,258) cubic yards, exclusive of Trestle and Bridge work. The greatest obstacle I find is Beaver Dam Creek and the adjacent low grounds. At this point a Trestle and Bridge not exceeding four hundred (400) yards in length will be necessary, and in my opinion might not cost exceeding three thousand three hundred (3,300) dollars.

The masonry required on the road is a matter of small consideration. Ten (10) small culverts will be necessary, requiring from two thousand (2,000) to three thousand (3,000) brick each, and the Trestle and Bridge work will require five hundred (500) cubic yards of masonry, requiring from six hundred (600) to seven hundred (700) dollars. It will require about sixteen thousand (16,000) cross ties which will cost say thirty cents each. This item I estimate at four thousand eight hundred (4,800) dollars.

Two Depots will be necessary, one at each terminus. These I estimate at five hundred dollars (500) each. I estimate the cost of the iron necessary to make this road six thousand (6,000) dollars per mile, say thirty-six thousand (36,000) dollars for the whole road. This estimate includes the cost of putting down the iron.

The rolling stock of a first class road is very expensive, and in my judgment is much more costly than is necessary for the purposes of this Road. For all practical purposes, an engine costing less than \$10,000 will be sufficient to haul sixteen thousand (16,000) cubic yards of masonry.

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The masonry required on the road is a matter of small consideration. Ten (10) small culverts will be necessary, requiring from two thousand (2,000) to three thousand (3,000) brick each, and the Trestle and Bridge work will require five hundred (500) cubic yards of masonry, requiring from six hundred (600) to seven hundred (700) dollars. It will require about sixteen thousand (16,000) cross ties which will cost say thirty cents each. This item I estimate at four thousand eight hundred (4,800) dollars.

Two Depots will be necessary, one at each terminus. These I estimate at five hundred dollars (500) each. I estimate the cost of the iron necessary to make this road six thousand (6,000) dollars per mile, say thirty-six thousand (36,000) dollars for the whole road. This estimate includes the cost of putting down the iron.

The rolling stock of a first class road is very expensive, and in my judgment is much more costly than is necessary for the purposes of this Road. For all practical purposes, an engine costing less than \$10,000 will be sufficient to haul sixteen thousand (16,000) cubic yards of masonry.

RESUMÉ OF COSTS.
Grading 126,258 cubic yds. at 25c \$3,156.45
Trestle and bridge over Beaver Dam Creek, including bridge, 400 yards, including bridge, 400 yards, 3,300.00
2 Depots, 800 each, 1,600.00
Rolling stock, 16,000 yds, 48,000.00
4 Well pumps, tanks &c., 2,000.00
Total \$65,056.45

The following resolution, which was unanimously adopted, was offered by Mr. Reed, of Anderson: Resolved, That the members of this Convention, for the kind and courteous attention which they have received, offer their hearty thanks to the citizens of Abbeville, and that the generous and refined hospitality that has been rendered them by them in long and grateful remembrance.

Mr. Cain, of Edgelyfield, offered the following, which was adopted: Resolved, That the thanks of this Convention be tendered the Hon. Samuel McGowan for the courteous and impartial manner in which he presided over his deliberations, and also to the Secretaries, William T. Gary and J. C. Hemphill, Esqs., for their valuable services.

Mr. Sparnick, of Aiken, offered the following, which was adopted: Resolved, That a committee be appointed to consist of one member from each County represented in this Convention, to be empowered to examine the charters of the following railroads: Anderson, Aiken, Port Royal, and Charleston Railroad Company; and to report thereon to this Convention at its adjourned meeting.

The committee appointed to examine the charters of the Anderson, Aiken, Port Royal and Charleston Railroad Company, beg leave to report: That, as to the availability and legality of the charters, they are unanimously of the opinion that it is good and valid. Your committee find in said charters the names of one hundred and forty corporations, with a proviso that a majority of them shall be present at the first meeting of the proposed line of railroad. It is the opinion of the committee that the corporations named in the charters reside within the limits of the State, and are vitally interested in the success of the project.

All of which is respectfully submitted. S. J