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HOYT & CO., Proprietors.

## Blue Ridge Railroad.

REPORT OF SPECIAL JOINT COMMITTEE APPOINTED UNDER CONCURRENT RESOLUTION OF THE GENERAL ASSEMBLY TO INVESTIGATE THE AFFAIRS OF THE COMPANY.

COLUMBIA, S. C., Feb. 21, 1870.

The Special Joint Committee, appointed under concurrent resolution of the General Assembly to investigate the affairs of the Blue Ridge Railroad Company, met at the office of the company, in this city, Wednesday, February 16, 1870. They were courteously received by the President, Gen. J. W. Harrison, the Chief Engineer, Col. J. P. Low, and by the members of the Executive Committee, his Excellency Gov. R. K. Scott, Hon. James L. Orr, Wm. Gurney, Esq., J. H. Jenks, Esq., all of whom were present.

The committee, in the outset, desire to express their gratification for the courtesy with which they were received, and the readiness and disposition evinced by the officers of the company and the members of the Executive Committee to facilitate their visit, and meet the wishes of the General Assembly.

The committee found the records of the company carefully kept, embracing a minute detail of the work, its history, the reports of its former and present officers and engineers, also, the proceedings of the Board of Directors and Executive Committee, together with all the facts and information relative to the contract with Creswell & Co., and the caucus which resulted in the rescinding of that contract.

After careful examination of the records of the proceedings of the several meetings of the Board of Directors, and the Executive Committee, held at Charleston and Columbia, your committee fully concur in the opinion and request of the stockholders and directors, that the proceedings, including the annual reports of the President and Chief Engineer, should not be published until a final adjustment of the contract with Creswell & Co. was made.

The committee also find that another reason why the annual reports to the General Assembly have been delayed, is, that the company have had in the field for the last two months, a corps of engineers running an experimental line, which it is believed will avoid all the tunnels in South Carolina, cross the Blue Ridge, or Stump House Mountain, with a tunnel of but 300 feet in length, be a saving of two miles in distance, a great saving of time, and a large expenditure in construction. Owing to inclement weather, the report of this corps of engineers has been delayed, the company being desirous to include a statement of this new survey in their proceedings. The committee, however, are pleased to state that all the reports and proceedings are now being prepared for publication in pamphlet form, and it is hoped will be ready to be laid before the General Assembly prior to its adjournment.

Your committee, however, directed their principal inquiries into the facts and particulars connected with the award, and rescinding of the contract with Creswell & Co. After hearing the explanations made by the Executive Committee and officers of the road, your committee were fully convinced the company was fully warranted in withdrawing from that contract, and effecting a compromise, by which the company, at the prices for which the work can now be let, save at least \$1,400,000, chiefly by the great decline in the price of gold, and the prices at which labor can be obtained, and the prices also at which iron and other materials can now be purchased.

As a further explanation of this great difference, the attention of your committee was directed to the price of gold in July last, when the contract with Creswell & Co. was made, it then being at 136, and the present price, which is 119. This decline of itself, the officers and members of the Executive Committee claimed, effected a saving to the company of least fifteen per cent.

Your committee, with a view to bring to the attention of the General Assembly more fully and particularly all the facts and details connected with this matter, submit with this report some accompanying documents, including a report of Hon. James L. Orr, Chairman of the Executive Committee.

From the examination made by your committee, it appears that Creswell & Co., in their contract, undertook to complete the entire road, to make it ready for the rolling stock, and receive in payment, at the prices named in their contract, the bonds of the company, at par, and for reasons which are fully set forth in the above report alluded to, of the Chairman of the Executive Committee, Creswell & Co. also undertook to advance, from their own means, within the first eight months, to the Blue Ridge Railroad Company, \$1,000,000. Your committee, after reviewing all the circumstances connected with a consideration of the prices at which the contract was awarded Creswell & Co., especially considering the price of gold, the cost of materials, price of labor, and the further fact that they were to be paid in bonds, at par, and which, at that time, it is shown, could not have been sold for more than eighty-five cents on the dollar, feel compelled to say, that the prices, in their judgment, were at least not extravagant. It was, however, shown to your committee, that the company were not disposed to expend \$4,000,000 of bonds on the work, without providing securities of a similar character for the whole cost of the road, and at that time it was proposed to ask the General Assembly for an additional guarantee to that amount. This made it necessary for the company to keep within its control the issue of the \$4,000,000 of bonds, until such time as some action could be

taken by the General Assembly. The failure of Creswell & Co. to expend a large amount upon the work was a severe disappointment to the company.

The intended application to the General Assembly was rendered premature and injudicious, unless the company were able to show a large amount of work done, and a certainty that these contractors would complete the entire road in the space of two years.

From all the facts and evidence before them, your committee are satisfied that the Executive Committee, in making the contract with Creswell & Co., acted with the usual circumspection and good judgment, but could not guard against the rapidly occurring contingencies of fluctuations in the money market, the many difficulties in the negotiations of bonds, and the unexpected and continued low prices of State securities in the great money markets.

The great advantages which the company will reap by rescinding the contract with Creswell & Co. is shown in the negotiations now making with Mr. Steers for a portion of the work from Wallhalla to the North Carolina line, a distance of about thirty-five miles, including the earth work, tunneling and masonry at prices far below those stipulated for in the Creswell contract. Even on that portion of work the saving will be nearly \$200,000; and taking that as a basis, the Chief Engineer expresses the opinion, that at the same rates, the saving on the whole line, at the present rates of gold, would be \$1,400,000; and should gold decline to a par with currency, the saving then would be fifteen per cent. more.

In this connection, your committee would state that Mr. Steers comes highly recommended as an old and experienced railroad contractor, by some of the wealthiest capitalists and directors of Northern railroads, with which Mr. Steers was connected as contractor.

Accompanying this report, the committee submit a statement of bonds issued under Act of General Assembly, September, 1868.

Your committee, after patient and laborious examination of all the records of the company, do not hesitate to express their high appreciation of the zeal and management of this great work, by the President, General J. W. Harrison, and the devotion he has exhibited in his unwearying efforts to push it forward to completion. They also take pleasure in testifying to the energy and abilities of the Chief Engineer, Col. J. P. Low, as manifested by the elaborate reports, in detail, of the workings of his department. The committee feel assured that the officers of the company and the Board of Directors have displayed a commendable zeal in the prosecution of the work, and they cannot but express the hope that they will receive that encouragement from the General Assembly which will inspire them with renewed energy and confidence, in pushing forward to completion a work which must be of so much permanent advantage to the State at large, and which it has been the highest wishes and ambition of some of its wisest men and statesmen to complete. The committee asked to be discharged.

H. E. HAYNE, Chairman.  
D. BIEMAN,  
W. B. NASH.

## REPORT OF EXECUTIVE COMMITTEE.

COLUMBIA, S. C., Dec. 22, 1869.

At a meeting of the Board of Directors, it was resolved that the Executive Committee should consist of five members, three to be elected, the Governor of the State and the President of the Company to be *ex officio* members, and at the same time Judge James L. Orr, Mr. Joseph H. Jenks and General Wm. Gurney were unanimously elected.

At a meeting of the Executive Committee, held at Columbia, December 3, 1869---present: Judge James L. Orr, Mr. Joseph H. Jenks and General Wm. Gurney---the following resolution---*Resolved*, That, in view of the unexpected difficulties which have arisen to embarrass the prosecution of the Blue Ridge Railroad under the contract with Creswell & Co., the Executive Committee be instructed to confer with the contractors in reference to rescinding the contract on terms just and equitable to both parties;---together with the resolutions of the Board of Directors and Stockholders at the annual meeting in Charleston, which were referred to this committee, and, being under consideration, Judge Orr moved the following report, which was adopted, and ordered to be submitted to the Board of Directors:

The Executive Committee, to whom was referred a resolution: That, in view of the unexpected difficulties which have arisen to embarrass the prosecution of the Blue Ridge Railroad under the contract with Creswell & Co., the Executive Committee be instructed to confer with the contractors in reference to rescinding the contract on terms just and equitable to both parties---respectfully report:

On the 6th day of August, 1869, a contract was made with the Blue Ridge Railroad Company by Messrs. Creswell & Co., to construct the road at a price which, according to the estimate of the Engineer of the same, was not to exceed the sum of \$8,700,000. When that contract was made, gold was worth 136.

On their part, the contractors agreed to place to the credit of the company, on the first day of September, 1869, \$300,000, to be used in liquidating the bonds, coupons, and floating debt of the company. Before that date they notified the President that he could draw against that sum.

The said parties also entered into contract with Mr. Thomas Steers to do the work, but a very small portion of the work had been performed, as the sequel

will show, when the contract was annulled.

The contractors undertook to execute, within eight months from the date of their agreement, not less than \$700,000 worth of work, which amount they agreed to advance, taking only as collateral an equivalent sum in the bonds of the company, with the understanding that said bonds were not to be disposed of without the consent of the company, until after the meeting of the Legislature.

The great inducement to make such a contract, was the fact that the Engineer, having reported that the cost of construction would be between eight and nine million of dollars, that an absolute sale of any portion of the bonds necessary to carry on the work until the meeting of the Legislature would have prevented that body from authorizing, by an amended Act, the issue of a sufficient number of the same class of bonds, to wit: First mortgage bonds, to complete the undertaking. The company were fully convinced that if the road was to be finished, it could only be done by State aid through guaranteed bonds, and that a disposition, absolutely, of any of the four millions would have compelled the Legislature, in granting additional assistance, to issue a second class of mortgage bonds, which would have materially deteriorated in value and unnecessarily injured the interests of the road and of the State. Hence, the object of the agreement with Messrs. Creswell & Co., was to compel an advance by them of \$700,000 for work done, in addition to the \$300,000 first alluded to, and thus to save the Blue Ridge Railroad Company all of the original bonds, to the end that when the Legislature took further action in the matter the additional issue of bonds requisite to complete the road might be of the same class.

Up to 4th of December, the subcontractor under Messrs. Creswell & Co., notwithstanding their agreement, had done but little of the work. The Directors of the Company met in Charleston on the 19th, and the Stockholders on the 20th of November, and declared the contract of Creswell & Co., invalid because of their failure to perform its stipulations; but at the same time, in the resolutions which were adopted, they authorized the Executive Committee "to give the contractors an opportunity to withdraw from said contract, if they prefer to do so, and also to make such indemnification for any outlay to which the said contractor may have been subjected, which may be agreed upon by the two parties, and which, in the event of disagreement, may be deemed to be just, by disinterested persons selected by both parties."

Subsequently, the Executive Committee met in Columbia, and the contractors made claim for a very large indemnification for outlays, and expenses already incurred, as well as for profits, which they claimed would have been realized by them, had the contract been fulfilled. On an examination of the contract, it was found that the Company had a right, in case of "unreasonable neglect or failure to perform the contract, to serve a written notice upon the said parties, setting forth the grounds of their apprehensions, and specifying the manner, together with a reasonable time, in which said parties might cause such grounds to be removed, and if, at the expiration of such time, said grounds of apprehension were not removed, then full power and authority was vested in the Chief Engineer, to place such force of men on said work as would, in his judgment, secure a completion of said work in the manner and time specified by the contract, deducting the expense so incurred from the estimate of the amount due, and payable to said parties of the first part."

Under this clause of the contract, Creswell & Co. having failed to do the amount of work required, it would have been competent for the Chief Engineer to have let the work to other parties; but it was found, in consequence of the very great depreciation in the price of gold at that time, as compared with the price of gold when the contract was made, that new contracts could be entered into at so much lower rates as would have saved the Company more than \$1,000,000; yet, while the Engineer had the right, under the contract with Creswell & Co., to employ labor he would have been compelled by its terms to pay them the full amount therein stipulated; hence, Messrs. Creswell & Co., having the advantage, under the contract, first by reason of their advance of \$300,000 (although the Company have not deemed it prudent to use the same); and, secondly, by reason of the depreciation in the price of gold, have claimed large damages, should the contract with them be annulled.

The Executive Committee, considering the advantages which would accrue from annulling the contract, and making another that would save more than \$1,000,000, for the cause already stated, the Attorney-General of the State, and the solicitor of Creswell & Co. were invited to appear before the Board of Directors, and both of these gentlemen presented their views. The principal point of the controversy discussed was, whether Messrs. Creswell & Co. had forfeited their contract by failure to commence the work within the period and in the manner stipulated. On both sides, the arguments were able and learned; and without undertaking to decide which view was correct, legally, the Executive Committee are satisfied that there is sufficient material in the case for a long, tedious and doubtful law suit, which will necessarily result in the suspension of work on the road.

They therefore advise to avoid litigation, by compromising with the contractors, which they recommend shall be done by paying to Messrs. Creswell & Co. \$75,000 to release their contract, and \$8,700, being one-half interest upon the

sum deposited to the credit of the President.

This recommendation of the Executive Committee is confirmed by the fact that the company was not in a condition to deposit the bonds, and thus comply with their part of the contract.

As above stated, none of the bonds authorized to be issued by the Legislature have been disposed of. A small amount has been deposited in the office of the South Carolina Loan and Trust Company, Charleston, as collaterals, to raise money necessary for the purposes of the company, but they have been used in such a way as not to prevent the Legislature from putting any additional issue of bonds, which it may authorize in aid of the road, upon precisely the same footing with the original bonds, and thus create a first class security.

The Executive Committee hope and believe that the General Assembly will authorize an appropriation of additional guaranteed bonds to complete the construction of the road, so important to the commercial, agricultural and material welfare of the State.

In all of these recommendations, they have kept in view, first, the interests of the road, (its capital being owned, chiefly, by the State and by the city of Charleston,) and, secondly, the interests of the people; and they feel assured that results will demonstrate the wisdom of the policy which is suggested.

The Executive Committee then adjourned, for the purpose of submitting the above report to the Directors.

(Signed) JAMES L. ORR,  
Chairman.

## STATEMENT OF BONDS ISSUED UNDER THE ACT OF SEPTEMBER, 1868.

The Board of Directors, in April last, after much consideration and inquiry of capitalists, determined to make the bonds authorized to be issued by the Act of September, 1868, payable in gold, principal and interest, being convinced that the increased price such bonds would command in foreign markets would more than compensate for any small excess of interest to be paid for the few years until United States currency should be at par with gold.

A text of a gold bond was thereupon carefully prepared and placed in the hands of the American Bank Note Company, in New York, for engraving; but, owing to many causes, this work was delayed, and the first bonds were only received in September last.

600 bonds, of \$1,000 each, seven per cent. interest, have been signed by the President and Secretary of the company, and the usual form of guarantee of the State of South Carolina endorsed thereon by the Comptroller-General.

It is due to that officer to state that he made the point whether the company was authorized by law to sell bonds, and, as a prudent precaution referred the question to the Attorney General, who furnished a written opinion supporting the action of the company.

The company have not, as yet, disposed of or sold any of these bonds, the low price of State securities, until very recently, rendering a sale injudicious.

The bonds are now in the vaults of the State Treasury Department, in this city, for safe-keeping. Respectfully,  
J. W. HARRISON,  
President.

**THE DOOM OF RADICALISM.**---The New York Sun, edited by Mr. Charles A. Dana, who was assistant Secretary of War under Mr. Stanton during the early days of the rebellion, and who is as decided a Radical as is to be found in the Republican party, has been casting the political horoscope of that party, now that the triumph of the fifteenth amendment may be taken for granted, and the negro taken out of politics. It sees in this very fact the seeds of the disease that will kill the iniquity, and gives its reasons as follows:

"It is out of the final termination of the slave contest that the main peril of the Republican party arises. At the last Presidential election more than half a million of men voted for General Grant solely because they wanted to see the pending plan of reconstruction carried through. When this is accomplished they will feel no special attachment to him or his party. They are independent citizens, who never support a party merely for the good it has done. It is to these satisfied Republicans that the party may be indebted for its early defeat, and even its ultimate dissolution.

"Then there are the doctrinaires of the party who differ with its present policy on the tariff, the currency, the construction of the constitution, and the gradual absorption into Congress of an unwarranted share of the powers of the government. The cord which has bound all of these classes to the party is broken. Following close behind them comes the long procession of dissatisfied Republicans, some of whom are disgusted with the administration, because of its nepotism, its favoritism, the unworthy character of many of its agents, and its disregard of the claims to consideration of distinguished members of the party; while others are indignant at its failure to redeem its pledges of economy, and because of its fawning at the footstep of the British government, and its base desertion of the cause of free government on this continent. Though the bond which has united these classes to the party is not yet severed, it is seriously weakened, and may snap at the first severe strain."

---Those who are wondering at the high price of eggs may gain some information from the fact that a little girl was recently sent out to hunt eggs, and came back reporting that the hens were "standing round doing nothing."

## The Future of Political Parties---Our True Policy.

Washington correspondents tell us, and public journalists at home endorse the remark, that the Republican party, is rapidly disintegrating, and will soon go to pieces. They tell us that negro agitation furnished the life of the party, and that without it, it becomes a *caput mortuum*--a defunct organization. They tell us that everything being conceded to the negro--"liberty, equality and fraternity"--civil and political rights in largest measure--the right to vote, and the right to hold office--"Othello's occupation is gone,"--the mission of Republicanism is ended--the political map is to be readjusted, and a new line of political departure is to be taken.

But hope tells here as elsewhere, "a flattering tale," which the calm lessons of experience will scarcely justify. The negro was only a means to an end, we think, in the history of Republicanism--a means which to make effective, the party scrupled not to violate every sound rule of constitutional construction, and overthrow every opposing barrier of constitutional limitation. The negro has been made a valuable auxiliary, and when will he cease to be such? His oppressions were once the rallying cry of the party, and he is now in a condition to render still more substantial aid; to furnish the munitions of war--men and money. Negro agitation was only a means to an end; and that end "the cohesive power of the public plunder."

It is to be supposed that a great political party will go to pieces because it has accomplished its work--that a party which has foisted Reconstruction and negro suffrage upon the South, in order that it might control the Government, will now abandon its position, for lack of employment?--not for lack of ability to do, but for want of an end to accomplish? That end, is not yet fulfilled--that goal is not yet reached.

The lines between Democracy and Republicanism are as distinctively drawn--the issues as vital and controlling as ever. The one is still as ever the party of strict construction and State rights--the other of centralization and "the higher law." As the Republican party with regard to the South has been ready to "camp outside of the Constitution," we may be sure that it will scruple at no means to effect its ends. The omnipotence of Congress is the favorite dogma which ministers so well to its purposes. Congress is made to swallow up the chief prerogatives of the Executive and the Judiciary--and this too in the name of popular rights--in violation of the fundamental law--the *trie vox populi*. The contest between Democracy and Republicanism is a contest between constitutional liberty and its opposite--centralization--despotism. Here is the issue distinctly marked, and between which the true sons of the South cannot hesitate long in choosing.

But is it necessary to choose? When so many questions of State policy--of paramount importance nearer home claim our attention, may we not "for the nonce" lay aside party names and party organizations, and unite both Republicans and Democrats on a broad common platform. If the Republicans are willing to ignore their party, and go into Convention with us for the purpose of nominating candidates for office; if they are willing to break up their "Union leagues," and call off their "dogs of war," then it will be time enough for us to consider the propriety of a "third party" or "no party" movement. The Charleston News thinks the term "a third party" a misnomer. There is little significance in names, yet it seems to us that it is rightly named, or the thing itself is a myth. At any rate, and in any event, if we are to have an issue, and to fight a battle, we prefer to fight in the same phalanx--under the old banner, and with the same battle cry still. We are Democrats or nothing.

To sum up what we have said in a word--A battle of parties is being waged, as it ever has been waged, beyond our State limits, in which though we feel a deep interest, we can tender perhaps nothing more substantial at present than our sympathy. We are willing to accept a truce until we can adjust matters near and dear unto us at home. If we can agree upon a truce, it is well. Then let there be peace. If we fight, let us fight as Democrats.---Abbeville Press and Banner.

**THE OLDEST SPOT ON THE GLOBE.**---Prof. W. C. Keer, State Geologist of North Carolina, makes the following statement: "The facts above stated are sufficient to indicate that those rocks belong to the most ancient of azoic series. The intensity of the metamorphism, the characteristic rocks and their contained minerals, together with the total absence of anything like organisms in even the least altered and latest of the series, (in Cherokee county, for example), render this conclusion inevitable. And not only do they belong to the lowest geological horizon, but the entire absence of all representatives of the latter formations makes it further necessary to conclude that we have here an extensive tract of the oldest land on the globe; and as North America is the oldest born of the Continents, so the Black Mountain is the oldest of the first to emerge from the face of the unbroken sphere of waters when the command went forth, 'Let the dry land appear.'"

We have never travelled a great deal, nor do we know much about geology, but from tolerable familiarity with the region referred to, we are inclined to the belief that the learned Professor's opinion is correct. That Buncombe region is evidently very old--certainly the oldest looking country we have ever examined.

---Courtship is bliss, but matrimony is bluster.

## Eulogy by Hon. Robert C. Winthrop at the Burial of George Peabody.

The last ceremonies over the remains of the illustrious philanthropist, George Peabody, were performed in the Massachusetts village which bears his name. The funeral was attended by nearly 10,000 people, including many distinguished persons. Hon. Robert C. Winthrop delivered an interesting and impressive eulogy, closing with the following eloquent peroration:

And so I bid farewell to thee, brave, honest, noble-hearted friend. The village of thy birth weeps to-day for one who never caused her pain before. The "Flower of Essex" is gathered at thy grave. Massachusetts mourns thee as a son who has given new lustre to her historic page; and Maine, not unmindful of her joint inheritance in the earlier glories of the parent State, has opened her noblest harbor and draped her municipal halls with the richest, saddest robes, to do honor to thy remains. New England, from mountain-top to farthest cape, is in sympathy with the scene, and feels the fitness that the hallowed memories of "Leyden" and "Plymouth"--the refuge and the rock of her pilgrim fathers--should be associated with thy obsequies. This great and glorious nation, in all its restored and vindicated union, partakes the pride of thy life and the sorrow of thy loss. In hundreds of schools of the desolated South, the children, even now, are chanting thy requiem and weaving chaplets around thy name. In hundreds of comfortable homes, provided by thy bounty, the poor of the grandest city of the world even now are breathing blessings on thy memory. The proudest shrine of Old England has unlocked its consecrated vaults for thy repose. The bravest ship of a navy whose march is o'er the mountain waves, whose home is on the deep, has borne thee as a conqueror to thy chosen rest, and as it passed from isle to isle, and from sea to sea, in a circumnavigation almost as wide as thy own charity, has given new significance to the memorable saying of the great funeral orator of antiquity: "Of illustrious men the whole earth is the sepulchre; and not only does the inscription upon columns in their own land point it out, but in that also which is not their own, there dwells with every one an unwritten memorial of the heart."

And now, around thee are assembled not only surviving schoolmates and old companions of thy youth, and neighbors and friends of thy maturer years, but votaries of science, ornaments of literature, heads of universities and academies, foremost men of commerce and the arts, ministers of the gospel, delegates from distant States, and rulers of thy own State, all eager to unite in paying such homage to a career of grand but simple beneficence as neither rank nor fortune nor learning nor genius could ever have commanded. Chiefs of the republic, representatives and more than representatives of royalty, are not absent from thy bier. Nothing is wanting to give emphasis to thy example. Nothing is wanting to fill up the measure of thy fame. But what earthly honor--what accumulation of earthly honor--shall compare for a moment with the supreme hope and trust which we all humbly and devoutly cherish at this hour, that when the struggles and the victories, the pangs and the pageants of time shall all be ended, and the great awards of eternity shall be made up, thou mayest be found among those who are "more than conquerors, through Him who loved us!" And so we bid thee farewell, brave, honest, noble-hearted friend of mankind!

**THE TIRELESS BRAIN.**---Our brains are seventy-year clocks. The angel of life winds them up once for all, then closes the case and gives the key into the hand of the angel of the resurrection. Tick-tick-tick! the wheels of thought; our will cannot stop them; they cannot stop themselves; sleep cannot still them; madness only makes them go faster; death alone can break into the case, and, seizing the ever-swinging pendulum which we call the heart, silence at last the clicking of the terrible escapement we have carried so long beneath our wrinkled foreheads. If we could only get at them, as we lie on our pillows and count the dead beats of thought after thought, and image after image, jarring through the over-tired organ! Will nobody block those wheels, uncapable that pinion, cut the string that holds these weights, blow up the infernal machine with gunpowder? What a passion comes over us sometimes for silence and rest--that this dreadful mechanism, unwinding the endless tapestry of time, embroidered with spectral figures of life and death, could have but one brief holiday? Who can wonder that men swing themselves off from beams in hempen lassoes? that they jump off from parapets into the swift and gurgling waters beneath? that they take counsel of the grim fiend who has but to utter his one peremptory monosyllable, and the restless machine is shivered as a case that is dashed upon a marble floor? If anybody would really contrive some kind of a lever that one could thrust in among the works of this horrid automation and check them, or alter their rate of going, what would the world give for the discovery? Men are very apt to try to get at the machine by some indirect system or other. They clap on the brakes by means of opium, they change the maddening monotony of the rhythm by means of fermented liquors. It is because the brain is locked up and we cannot touch its movements directly, that we thrust these coarse tools in through any crevice by which they may reach the interior, alter its rate of going for a while, and at last spoil the machine.---Holmes.