

Mr. John A. Reeves requests us to state that he is not a candidate for Warden, and will not serve, if elected.

The fifth annual meeting of the Anderson County Singing Convention will take place on Friday, before the fourth Sabbath in September inst.

In order to vote in the municipal election on Monday next, it is necessary for every voter to register his name with the Clerk of Council on or before Saturday, 6th inst.

Our merchants are on the way to New York, for the purchase of fall and winter supplies. Some of them went by steamer from Charleston, and others by the Air Line route.

The Greenville Agricultural Society proposes to open its first annual fair on Tuesday, 4th of November, and continue four days. We note the fact with pleasure, and trust many of our citizens will attend.

The Abbeville Medium says "Abbeville is in no haste about the first bale. She prides herself upon the highest quotations throughout the season." True, verily, when the Medium makes the quotations! But, as to the prices actually paid for cotton, the figures are against you, Robert.

A couple of Andersonians made a visit to Hartwell, Ga., this summer, and carried a supply of stereoscopic views with them. The report became current in the town that they were travelling with a magic lantern show to pay expenses, and our fellow-citizens beat a hasty retreat towards the Carolina side. Ask the "cotton-square man" for further particulars.

Minutes of the Saluda Association. Owing to the non-reception of the manuscript copy, we have not yet printed the minutes of the Saluda Association. We learn that the Clerk has been quite unwell, which has prevented the preparation of the copy. We hope the churches will indulge the Clerk and printers, under the circumstances.

First Bale of Cotton. The first bale of cotton reached this market on Tuesday morning, 2nd inst. It was raised by Mr. R. A. King, of the Fork, who has brought the first bale for three out of the last four seasons. The bale weighed exactly 400 lbs., and was purchased at 16 cents by S. Blockley, Esq., who has bought the first bale four consecutive seasons.

Williamston Female College. Rev. Samuel A. Weber, of the Methodist Church, on account of his sufferings from a diseased throat, has been compelled to retire from the work of the ministry, and has accepted an offer to become associated with the Williamston Female College, beginning his labors with the commencement of a new year. He will make a valuable co-laborer in this work, and we congratulate the President, Rev. Samuel Lander, and the patrons of the school, upon the accession of Mr. Weber to the faculty.

The Health of our Town. The most exaggerated reports are afloat in regard to the health of this vicinity. Beyond a few cases of fever, the town has never been more healthy, and there is no good reason for the silly stories so industriously circulated. We are gratified to state that in the community, a few miles southwest of Anderson, where bilious fever has existed from local causes, there is gradual improvement among the patients, and the prevalence of the disease somewhat abating. As a general rule, the fever has been of a mild type, and readily yielded to treatment.

Cotton Manufacturing. A meeting has been called for next Saturday, to be held at High Shoals, the object of which is to consider the propriety of building a first-class factory at that place, with a capital stock of \$60,000, one-third of which amount is already received. Also, we publish to-day a series of letters on the use of steam as a motive power in propelling cotton machinery, together with a communication from Hon. J. P. Reed, directing attention to this subject, and proposing a revival of the scheme adopted two years ago. We concur heartily in the movement for the erection of cotton mills, and regret that limited space will not permit further comment in this issue.

An Excellent Brand of Flour. Should any of our readers detect an unusual flowery style of composition in this issue, the fact may be attributed to the kindness and liberality of our good friend, Mr. A. B. Towers, who has generously supplied us with one of the best brands of flour ever brought to this section. It is called "Swan's Down," and for whiteness and purity deserves the name. This flour is manufactured by the Jackson Mills, Nashville, Tenn., and we have frequently tested the quality during the past year, always recognizing its uniformity and excellence. Every grade from these mills possesses a distinct characteristic, and we can safely assure the public that the quality will prove exactly as it is represented. The prices are considerably reduced, and all in want of good flour are recommended to give Mr. Towers a trial.

Death of a Young Lady. Among the deaths recently occurring near this town, it is our duty to record that of Miss Arabella E. Lewis, which occurred at the residence of her uncle, Mr. J. Crawford Keys, on Sunday night, 31st of August. She was the youngest daughter of Robert B. and Juliet A. Lewis, both deceased, formerly of Dahlonega, Ga. Her life was chiefly spent in her uncle's family, after the death of her parents. Lovely, gentle and kind in disposition, warmly attached to relatives and friends, she will be sadly missed in the circle of her acquaintances. The funeral services were conducted by Rev. D. E. Frierson, who made touching allusion to her Christian experience in her last illness, and the body was consigned to the grave in the Presbyterian church yard, amid a large concourse of sorrowing relatives, friends and acquaintances.

The Bond Decision. The Supreme Court of this State has filed its decision in the case of Morton, Bliss & Co., granting the mandamus asked for, and compelling the Comptroller General to levy a tax for the payment of interest on certain bonds named in the proceedings. The opinion of the Court is exceedingly lengthy, filling ten columns of closely printed matter. It was delivered by Judge Willard, and receives the concurrence of Chief Justice Moses and Judge Wright.

Although the order is peremptory, it is not believed that the Comptroller General will levy a tax immediately, as the writ is made returnable on the first day of the ensuing term, which begins on the fourth Tuesday of November next. In the meantime, the Legislature will be convened in extra session, and we may expect lively times concerning the public debt. The honest masses will be required to pay the piper after all, however, and whatever arrangement is made by the "assembled wisdom of the State," the tax-payers will be compelled to contribute their hard earnings for the satisfaction of rapacious bondholders and impetuous legislators.

Religious Notes. Bishop Howe, of the Episcopal Church, will be accompanied on his annual visitation to Grace Church in this town by Rev. Ellison Capers, of Greenville. Services will be held on Tuesday night, and Wednesday morning and night, of next week. The Holy Communion will be administered on Wednesday morning.

The protracted meeting at the Baptist Church closed on Monday night. Six young persons joined the church during the meeting, and were baptized in Rocky River on Sunday afternoon. Much interest was manifested in the meeting, and large congregations were in attendance every night. The pastor, Rev. L. M. Ayer, was assisted during the progress of the meeting by Rev. Mr. Lindsay, of Barnwell, Rev. D. E. Frierson, of the Presbyterian Church, and Rev. J. S. Murray.

The quarterly meeting of the Methodist Church in this town was held on Saturday and Sunday last. Rev. R. P. Franks, the Presiding Elder of this District, assisted the pastor, Rev. G. T. Harmon, in conducting the religious services.

The Rural Carolinian. The September number of the Rural Carolinian, so universally acknowledged to be the leading Agricultural Journal of the South, and, we think, the best on this Continent, has come to hand. This number, which closes the fourth volume of its publication, contains a complete and comprehensive index to the entire volume. It is gratifying indeed to note the evidences of improvement each succeeding issue presents. The number now before us is replete with both interesting and practical information for the agriculturist and the home circle, showing great care on the part of the Editor, (Colonel D. H. Jacques,) in its selection and preparation. Some of the Rural numbers among its contributors some of the most intelligent as well as practical planters of the South, whose contributions have aided materially in the improvement and advancement of agricultural pursuits in the Southern and Southwestern States the past four years.

The publishers are Walker, Evans & Cogswell and Wm. L. Daggett, at Charleston, S. C. All business communications should be addressed Walker, Evans & Cogswell, Charleston, S. C.

Death of an Estimable Lady. We are pained to record the death of Mrs. Ira O. McDaniel, jr., of Allatoona, Ga., a lovely and excellent woman, whom it was our good fortune to know. She was formerly Miss Sue Owings, a native of Laurens County, and daughter of the late Mr. Rapley Owings, who resided at Williamston just before the war. Mrs. McDaniel had been married only a few years, and leaves a devoted husband and two little children to mourn the loss of a faithful wife and kind mother. She died at the residence of her mother in Atlanta on the 20th of August, in the 28th year of her age.

The Temperance Advocate. This valuable exchange will hereafter be published in Columbia. Messrs. Elkin & Browne, of that city, have purchased the good will and subscription list from Mr. Frank P. Beard, who has been the editor and proprietor from the outset, three years ago. We wish all parties concerned the most abundant success.

Cotton-Crop of 1872-73. The New York Financial Chronicle gives the total receipts since September 1st, 1872, as 3,617,536 bales, against 2,724,189 bales last year, showing an increase for the year just closed of 893,347 bales. It is estimated that the growing crop will nearly reach 4,000,000 bales.

Cost of the Air Line Railroad. We see it announced that this stupendous and magnificent railway has cost near \$8,000,000, or an average of \$30,000 per mile. Particular sections of the road have cost full \$90,000 per mile.

D. F. Fleming & Co. We would call the attention of our merchants and others who anticipate laying in a stock of boots and shoes to the advertisement of this firm, which is so favorably known in our midst.

Jefferson Davis. The Augusta Constitutionalist, in referring to the abuse heaped upon Ex-President Davis for his recent speech at the Historical Convention, thus touchingly alludes to the position occupied by him, whose power and influence was once co-extensive with the Southern States: "The crowning misfortune of Mr. Davis is that he has lived too long. It would have been better for him, dramatically speaking, to have perished amid the wreck at Richmond, or on the lines at Appomattox, or in the casemate at Fort Monroe. He has lived to witness the indifference of his countrymen and to hear their revivings. His fate resembles that of Kosuth, as his life and struggles were singularly parallel to those of the illustrious Magyar. All this teaches the vanity of earthly fame, the uncertainty of mundane popularity, and demonstrates to the obscure and lowly that there is abundant compensation for them in an untroubled existence, unknown to the restless great men who seem to survive themselves."

For the Anderson Intelligencer.

Proceedings of the Railroad Meeting.

ANDERSON, S. C., Sept. 1, 1873. A railroad meeting was called to hear the report of the delegates sent from this County to the Abbeville Convention, pursuant to the resolution passed at a former meeting, authorizing the Chairman, Judge J. S. Murray, to do when it was thought necessary.

A large number of persons having assembled in the Court House for that purpose, the meeting was called to order by Judge Murray, who, after stating the reasons for this action, declared the meeting open for business.

Hon. J. P. Reed, Chairman of the Committee sent to Abbeville, made the following report:

Report of the Delegation to the Abbeville Railroad Convention.

MR. CHAIRMAN: I ask leave, in behalf of the delegation from this County to the recent Railroad Convention at Abbeville, to exhibit the following resolutions, which were adopted, and constitute its entire action—as a sort of compromise, after much irrelevant discussion, growing out of a misunderstanding amongst the delegates from different parts of the State, as to the real objects of the convocation, to wit:

Resolved, That this Convention is deeply impressed with the magnitude and importance of the contemplated railway connection between the city of Chicago, in the State of Illinois and the South Atlantic seaboard at Augusta, and Savannah, Ga., and Port Royal and Charleston, S. C., by a route that will include by direct and parallel lines the cities of Indianapolis, Indiana, Cincinnati, Ohio, Louisville and Lexington, Ky., and Knoxville, Tenn., and thence through Rabun Gap, in the Blue Ridge mountains, traversing the territory of this State to the points before named, thereby opening up the most direct, practicable and economical route that can be suggested for the exchange of the productions of the great Northwest for the productions and commodities of the Southern Atlantic and Gulf States and the West India Islands.

Resolved, That from the Blue Ridge mountains South, the most natural and practicable route to the seaboard at the points indicated in the first resolution is by way of the towns of Wallhalla, Pendleton, Anderson, Abbeville, Edgefield, Aiken, S. C., and connecting with Augusta, Ga., by the most practicable route.

Resolved, That the construction of a railway from Anderson by Abbeville to Aiken or Augusta, or both, whether any Northwestern connections be made or not, is of the greatest importance to the people of Western and South-western Carolina, from the mountains to the seaboard, and to the cities of Augusta, Savannah, Port Royal, and Charleston, and, in the opinion of this Convention, measures should be at once taken to have the route surveyed and the work of building the road commenced.

Resolved, That nine delegates be appointed to represent this Convention in any meeting held during the ensuing fall, west of the mountains, in the interest of the Chicago and South Atlantic Railroad, and they be authorized to call an adjourned meeting of this body at their pleasure, and that the same committee superintend the survey herein recommended.

These resolutions, except the second, explain themselves, and as they appear, met with very unanimous concurrence. The second resolution, as reported by the Committee on Business, read thus:

Resolved, That from the Blue Ridge mountains south, the most natural and practicable route to the seaboard at the points above indicated is by the way of the towns of Wallhalla, Pendleton, Anderson, Abbeville, and from thence either by Dorr's Gold Mine and Augusta, Ga., or by Edgefield, Aiken, Barnwell and Allendale to Port Royal, or both, depending on the same means raised to construct the same.

And was amended, as will be seen, by striking out all after the word "Abbeville," and inserting in lieu thereof the words which appear in the foregoing resolutions as adopted. This change was agreed to as a matter of compromise, and was supposed by those who pressed it, to have resolved that the Road, after passing Rabun Gap and following the Blue Ridge to Anderson, should run by Abbeville and Edgefield to Aiken, and thence "by the most practicable route to Augusta." This view was, however, regarded as altogether absurd, by those who opposed the change, as the new road would, on reaching Aiken, have already connected with Augusta by two existing roads; and hence they construed the words, "and connecting with Augusta, Ga., by the most practicable route," as contemplating a connection from any point below Abbeville, and looking especially to a union with the Greenwood and Augusta Road. Taking this view of the matter, the result of the action of the Convention was a strong expression of opinion in favor of constructing an outlet for the Chicago and South Atlantic Railway, from Anderson to Abbeville, and thence by the most direct route to Augusta, Ga., and by way of Edgefield to Aiken, S. C., thus connecting with deep water, by the most direct route, at each of the ports of Savannah, Port Royal and Charleston. The action of the Convention, thus understood, is in precise accord with the action taken by this County on Saturday last, and will, as we have abundant assurance, meet the entire concurrence of those who are active in their efforts to scale the mountains, and bring the productions of the great Northwest to our Southern Atlantic seaboard, thence to be distributed throughout the Southern Atlantic and Gulf States, the Isles of the ocean, and largely even to Southern America. So much for the results of the meeting at Abbeville, in regard to the special objects of its assemblage, as understood by the people of this County.

It should, perhaps, be added, that there were a few delegates present, whose special purpose seemed to be to get an expression of opinion in favor of the valley of the French Broad and Sassafras Gap in the Blue Ridge, as the proper outlet for any Road from the Northwest. These gentlemen pressed their views with great pertinacity, which were ignored by the Convention, however, not because of any serious doubt as to the practicability of the route and gap proposed by them, but because the consideration of the location of a Road in that direction was in conflict with the idea of a direct communication by rail between Chicago and Augusta, and therefore outside of the objects for which the Convention was called. Since the adjournment of the Convention, we have learned, by the inspection of one of their maps, that the project of a railway through Sassafras Gap is extensively entertained. It is, however, an entirely different enterprise from the Chicago and Augusta movement, and in no way conflicting with it. That scheme, it would seem, is to construct a narrow gauge road from Toledo on Lake Erie, through the immense coal and iron fields in Ohio, West Virginia, Kentucky and Tennessee, by the towns of Columbus and Chillicothe, Ohio, and sundry small towns in

Kentucky, Tennessee and North Carolina, up the valley of the French Broad River, through Sassafras Gap, by New Pickens and Anderson, thence following the same route, and making the same deep water connections below, contemplated by the friends of the Chicago and Augusta Road. This, like the measure the Convention was called to consider, is an enterprise of immense magnitude and importance, and if it had been presented as a distinct proposition would have doubtless met the hearty concurrence of every member of the Convention, as it must meet the approbation and command the material aid of the people of this County.

All of which is respectfully submitted.

J. P. REED, Chm'n.

The following resolutions were read by Col. Reed, for the consideration of this meeting:

Resolved, That the action of the Railroad Convention at Abbeville, as understood by our delegates, meets the approbation of the people of this County, who here reiterate that we regard the construction of a railway from Anderson to Abbeville, and thence connecting with either Augusta, Ga., or Aiken, S. C., or both, whether as an outlet for the proposed road from Chicago to the Southern Atlantic seaboard, or as an independent work, as an enterprise of the first importance to the agricultural, manufacturing and commercial development and prosperity of the County of Anderson, and of all Western and Southwestern Carolina, and our people will contribute to its success, by all the means in their power.

Resolved, That we are in favor of and will urge a County subscription of Three Hundred Thousand Dollars to the capital stock of such a Road.

Resolved, That so much of the proceedings of the meeting, held on the first Monday in August, as recommends a survey of the route of the proposed Road, be rescinded, having now before us a report, with all necessary estimates and maps, of a complete survey from Anderson to Augusta, Ga., which is sufficient for all present purposes.

Resolved, That the proposed railway from Toledo, Ohio, on Lake Erie, to the Southern Atlantic and Gulf Coast, by way of the valley of the French Broad, Sassafras Gap, Pickens and Anderson, is a work of grand importance to the country, and the people of the county and town of Anderson stand ready to contribute to its success by all the means at their command.

Resolved, That the town and county of Anderson should be represented in the meetings proposed to be held at Chicago, Ill., and Lexington, Ky., in October next, and at any other meetings of like character that may be held to facilitate the construction of the Chicago and South Atlantic Railway, and the County Commissioners are requested to unite with the authorities of the town of Anderson in sending delegates to said meetings.

Col. Reed made a very strong and forcible speech in favor of adopting the above resolutions. Col. R. S. Hill then spoke in favor of adopting the resolutions. Gen. Harrison next addressed the meeting on the great importance of a speedy connection with the Northwest.

Judge Murray called James L. Orr, jr., to the Chair, and addressed the meeting in a short and very well arranged and logical speech.

Maj. John B. Moore next spoke, favoring the adoption of the resolutions, and was followed by Mr. Stephen McCully, who gave his views upon this subject and urged the adoption of these resolutions, likewise the propriety of a hearty co-operation by subscription.

The resolutions were then put before the house and adopted without a dissenting voice. Mr. Orr moved to have the proceedings published in the Anderson papers, and Mr. Hoyt moved to amend by asking the Augusta papers to publish, which amendment was accepted, and the motion carried.

Capt. S. M. Pegg made the following motion: That the Chairman appoint two delegates to go to Augusta, to represent Anderson County in any meeting to facilitate the building of a road between that point and Anderson, which was adopted. The Chair appointed Messrs. J. P. Reed and James A. Hoyt.

On motion of Maj. Humphreys, the meeting adjourned.

J. S. MURRAY, Chm'n. JAMES L. ORR, jr., WM. S. BROWN, Secretaries.

Kennesaw Mills.

Now, that we have shorter connection with the enterprising city of Atlanta, it is natural to look into the advantages of this connection. A recent interview with the agent of the Kennesaw Flouring Mills, so famous throughout the entire breadth and length of our neighboring State, has induced an enquiry as to its business and capacity. The proprietors, Messrs. Cook & Cheek, are among the most energetic and thriving merchants of Atlanta, who have contributed by their enterprise and perseverance to the rapid rise and progress of that wonderful city. The Mills are located at Marietta, but the business of the firm is conducted at Atlanta. The capacity of the Mills is five hundred barrels of flour per day, embracing the standard brands of flour in the State of Georgia, and for excellence and uniformity, we are assured their brands cannot be excelled in the United States. There is not a point on any railroad in Georgia where their flour is not known, and they have been shipping large quantities to every portion of South Carolina, by the circuitous route of Augusta and Columbia, even so far up the country as Anderson, Greenville and Spartanburg. In fact, one car load was shipped to Spartanburg, via Augusta-Columbia and Charlotte, N. C. They now propose to open trade with this section in good earnest, as the Air Line Railroad will shorten the distance very materially, and freights will be proportionally lower. The firm is represented by our friend of ante-bellum days, Mr. Charles F. Hoke, who is well and favorably known to so many of our people, having lived for many years in this County. He will call in person on the merchants of this section, with whom he is generally acquainted, and can best explain the inducements Atlanta is prepared to offer in the way of prices and grades. We would suggest to these gentlemen, as a means of bringing their Mills into prominent notice in this section, that they send a barrel of their flour to our County Fair, which begins on the 29th of October, when the people of this State can see what Georgia is doing in the way of manufacturing enterprises.

Complimentary to Anderson.

Col. W. C. Keith, the accomplished editor of the Kennesaw Courier, and Senator from Oconee County, has recently visited Greenville and Anderson, and thus alludes to our town and county in the last issue of his paper:

"On our return, we spent the day in Anderson, where we met our numerous friends and acquaintances. The town is certainly a live business place, and has for years maintained the first position in the up-country as a cotton market. We regard the County as one of the wealthiest and most prosperous sections of the State."

For the Anderson Intelligencer.

Railroad Meeting.

According to announcement, the citizens of the village assembled in the Court House on Monday evening last, the 1st inst., for the purpose of considering a sufficient appropriation to be made by the Village of Anderson in the matter of the projected railway from Anderson C. H. to Augusta, Ga.

Upon motion of Maj. W. W. Humphreys, Maj. B. F. Whitner was called to the Chair, and in a short but very appropriate address explained the object of the meeting, setting forth at the same time the great advantages and benefits to be derived by the people taking immediate action in this all-important matter. He then announced the meeting open for the transaction of business; whereupon, T. D. Kennedy was requested to act as Secretary.

J. P. Reed, Esq., then offered the following resolution:

Resolved, That the Town Council be, and they are hereby respectfully requested to submit to a vote of the qualified electors of the Town, at an election to be held on Monday, the 8th of September instant, to say whether the Corporation shall or not subscribe the sum of Fifty Thousand Dollars to the capital stock of any company that may be organized to construct a railroad from Anderson, by Abbeville, and thence, either to Augusta, Ga., or by Edgefield to Aiken, S. C., or both, as may be deemed most advisable, as an outlet for a road from Chicago to the South Atlantic seaboard, or other road or roads penetrating the mountains from the Northwest, or as a separate and independent work, as may be necessary.

The views of the gentlemen present were then solicited upon the subject, and brief but appropriate speeches were made by Capt. J. W. Daniels, J. L. Orr, jr., John E. Breazeale, Col. R. S. Hill and J. P. B. Murray, all concurring that when the question should be put to a vote of the citizens of the village, they would not be found behind hand in contributing their respective shares to the proposed amount necessary to be raised.

Gen. J. W. Harrison advocated, that if the sum named in the resolutions offered would not be considered sufficient for the carrying out of the proposed enterprise, that a larger sum be raised, in order that no mishap would ensue.

A sharp and interesting debate then followed upon the resolution offered, in which Gen. J. W. Harrison, J. P. Reed, Esq., Col. R. S. Hill and E. B. Murray engaged.

J. S. Murray, Esq., in a short but able address, showed the necessity, not only of taking active steps in the matter, but also of having a definite object in view; stating that it was highly necessary to have the road, and have it we should, provided the citizens would do their duty.

The resolutions were then unanimously adopted.

Mr. E. B. Murray then moved that a committee of three be appointed to urge other towns and cities along the line to take similar action in regard to making subscriptions to this road, and to secure the representation of such towns and cities in the Convention to be held at Chicago on the 9th of October, prox. Adopted.

It was then moved by J. P. Reed, Esq., that a copy of the proceedings of this meeting, together with the resolutions, be printed in each of the newspapers published in the village of Anderson, and that a copy of said resolutions be presented to the Town Council of Anderson, for their early consideration. Which motion was carried.

No further business being on hand, the meeting then adjourned.

B. F. WHITNER, Chm'n. T. D. KENNEDY, Sec.

For the Anderson Intelligencer.

Health and Drainage.

MR. EDITOR: In my former communications on this vitally important subject, I advanced the theory that the unusual amount of malarious diseases prevailing in many portions of this and adjoining counties, during the last two or three years, was mainly attributable to the large bodies of undrained bottom lands, lying in those neighborhoods most seriously affected. Little did I then think that so general and sad an exemplification of the truth of this theory was so near at hand, as now exists in many portions of our County. Look at the long-affected neighborhood of Slatonow, now partially deserted, and desolated for the third season by the ravages of the fell destroyer; then to the Beaverdam, east of your town; then right at your doors, on Keys' and Whitner's creeks; then to the Six-and-Twenty near Milwee's bridge; then to the Three-and-Twenty, again in the neighborhood of Maj. Simpson's; then below Pendleton, on the Eighteen; then across the Fork country, where that whole locality has become infected with the malarious poison: visit the new-made graves of departed ones, then say, if you can, that it is not high time that our people should arouse themselves from their more than stupid indifference, and cast about for a remedy for this appalling condition of things. Your own beautiful town may escape this season, but another sickly year may carry the fatal poison into the homes of your citizens; and my word for it, one single visitation of this "demon of darkness" will strike a blow at your educational and general prosperity, from which it will take many years to recuperate. The physicians in your locality, who have investigated the subject, have given their judgment that it is the undrained bottom lands near by that is the cause of the alarming sickness prevailing. (Wonder if there are any rice-ponds thereabouts.) They have struck the key-note of the cause of the wide-spread calamity, existing throughout our County. There's the truth in a nutshell—that's the whole of it. What, then, is the duty of our people in this emergency? To determine at once, no matter what the cost, to drain these wet bottom lands and restore them again to a state of healthful fertility. It is either that, or abandon many of the fairest portions of God's heritage to the owls and bats, frogs and tadpoles.

Let our Legislature arouse themselves to the responsibility of their position. Let the indefatigable "Johnny" turn his attention, at the next session of the Legislature, to the passage of a general drainage or ditching law. Such a law, carefully drawn, would be of more practical benefit to the people at large than all the charters for huge moneyed corporations that could be concocted and passed during a whole session. The great question cannot and must not be longer blinked or evaded. God has already sorely chastised our people for their

stupidity and faithlessness to the general good.

The Republican party claims to be the special friend and patron of the poor man, whether white or colored; let them show their faith by their works. There are many families, white and colored, utterly prostrated in these infected neighborhoods, without the means of subsistence, and whose yearly earnings must be sacrificed to satisfy the insatiable demands of this Moloch of disease and cupidity. Here is a field, where a substantial benefit may be conferred upon this unfortunate class of our people by the powers that may be. Will they do it? REFUGEE.

For the Anderson Intelligencer.

The People's Manufacturing Company.

MR. EDITOR: Late in October, 1871, a scheme was originated to raise the requisite capital and erect a large cotton manufactory in the Town of Anderson, to be propelled by steam as a motive power, and known as "The People's Manufacturing Company." Most of our people took great interest in the enterprise, and much material progress was made towards its success; but owing to the lateness of the season when it was started, and the consequent conflicting engagements of the members of the several committees specially charged with the work, it was permitted to drop for the time. It was not abandoned, however, but allowed to sleep until a propitious time arrived for re-visit it. That time seems to have come.—The country is likely to gather a very full crop, and there will be a large amount of surplus funds in the hands of the people that should be invested in the manufacture of cotton, convenient to their fields, where, by a judicious system of co-operation, its value may be doubled.

I see that a proposition has been made to establish a cotton mill at High Shoals, six miles below Anderson. That is a most commendable enterprise, as far as it goes; but with a view to the development of the hidden wealth and prosperity of the whole County, it should be extended, and an effort made to interest and benefit our entire population. Let us revive the "People's Manufacturing Company," which contemplates the establishment of three mills: one on a large scale at Anderson, immediately on the railroad track, to be devoted chiefly—if deemed most advisable—to weaving, and propelled by steam as a motive power; one below town, at High Shoals, and one above town, at Centerville—or some other suitable fall—each to be propelled by water, and devoted to spinning. The scheme, as originally designed and now submitted for consideration, is to raise a capital of \$250,000. Put \$100,000 into a mill at Anderson; \$60,000 into the mill below and \$60,000 into the mill above town. This will leave a working capital of \$90,000, which will be ample for all the mills. I would organize but one company, and have the three mills under the same management, and run by the same able and skillful superintending head, whereby all could be conducted with about the same expense that each would involve separately. These three mills, thus located, would be in convenient reach of our entire population, and by a proper system of co-operation, as before remarked, that would give preference to stockholders. A large proportion of the cotton crop of the County could be manufactured at these mills, and its value to the producer, as I am advised, more than doubled. If these views are approximately correct, the result of this combination would, in less than ten years, add to the population and increase the wealth of the County until it would, in fact, become one of the most prosperous and desirable localities in the whole South. The friends of the High Shoals project, and the people of the Town and County of Anderson generally, are appealed to, and most earnestly urged to unite at once in developing and putting into operation the proposed scheme for securing their permanent prosperity.

But aside from the profits that will be derived to the stockholders, and our population generally, by the means already referred to, it is settled beyond question that money invested in cotton manufactures at the South pays better than in any other known form, yielding invariably, where the property is well managed, a net dividend of from 20 to 25 per cent. It is not expected nor desired that the proposed manufactory should be owned and controlled by a small number of persons; but it would be preferable that every person in the County, who can raise any sum from \$25 to \$1,000 for investment, shall become a stockholder, that it may be in fact, as in name, the "People's Manufacturing Company." Attention is particularly called to the letters on the first page of this issue, on the subject of running cotton factories by steam power.

J. P. REED. MR. EDITOR: Please announce the following persons as suitable persons to represent the Town of Anderson at the ensuing election for Intendant and Wardens: Intendant, JOHN R. COCHRAN. Wardens, WM. MCGUKIN, J. A. REEVES, G. F. TOLLY, ELIAS WEBB, (col.) Respectfully, MANY FRIENDS.

For the Anderson Intelligencer.

MR. EDITOR: Please announce the following persons as suitable persons to represent the Town of Anderson at the ensuing election for Intendant and Wardens:

Intendant, JOHN R. COCHRAN. Wardens, WM. MCGUKIN, J. A. REEVES, G. F. TOLLY, ELIAS WEBB, (col.) Respectfully, MANY FRIENDS.

TO THE VOTERS OF THE TOWN OF ANDERSON.

At a meeting of the Town Council, held on 2nd day of September, A. D. 1873, the following Preamble and Resolutions were unanimously adopted:

WHEREAS, at a public meeting of the citizens of the Town of Anderson, held in the Court House on the 1st inst., the Town Council was requested to "submit to a vote of the qualified electors of the Town, at an election to be held on Monday, the 8th day of September instant, to say whether the Corporation shall or not subscribe the sum of Fifty Thousand Dollars to the Capital Stock of any Company that may be organized to construct a Railroad from Anderson by Abbeville, and thence either to Augusta, Ga., or by Edgefield to Aiken, S. C., or both, as may be deemed most advisable, as an outlet for a road from Chicago to the South Atlantic seaboard, or other road or roads penetrating the mountains from the Northwest, or as a separate and independent work, as may be necessary." Therefore,

Resolved, That it be referred to the qualified electors, at the election to be held on the 8th instant for Intendant and Wardens, to say whether or not the Town, when the time arrives, shall make such subscription, and that in all favor of said subscription will vote "FOR SUBSCRIPTION," and those opposed "AGAINST SUBSCRIPTION." Resolved, That John Warren be appointed one of the Managers of the election to be held on the 8th instant, in the place of G. F. Tolly, who will be absent. J. S. MURRAY, Intendant. W. H. NARDIN, Sec. and Treas.