E. B. MURRAY, Editor. THURSDAY MORNING, FEB. 3, 1881.

ONE YEAR.. SIX MONTHS ...

Two Dollars if not paid in advance. THE LABOR LAW.

Among the most important laws passed at the late session of the Legislature is the Act to make it a misdemeanor to entice away laborers under contract with another, or to knowingly employ such a laborer. This Act was introduced by Mr. Strom, of Edgefield, and its enforcement will afford the planters of our country protection from a very decided annoyance and loss. Those who criticise the law generally do so on the ground that it places some unfair restriction upon labor, and one of our contemporaies, the Abbeville Press and Banner, which is fair and conservative in its course, has failed into the error of saying that about the only piece of demagogism of which the last Legislature was guilty was the passage of an Act to punish a laborer for violating his contract. This is a great mistake, for no such Act was passed. The provisions of the new law are intended to reach the employer who causes a laborer to violate his contract. The man who induces the laborer to violate his contract is punished, but not the laborer himself. The new law reaches the man who does not employ enough labor, and in the busy seasons injures his neighbor by enticing off his hands. There is a right of suit for damages on the civil side of the Court at common law, but its remedy would not reach the man who has less than the homestead exemption. The effect, therefore, of the new Act is only to place all men upon an equality, by providing a punishment which will reach the man who has no property as well as the one who has. It is equitable and right. It is neither morally nor legally right for one citizen to induce a laborer to violate his contract with another citizen. Whoever does it wilfully and knowingly, as the Act forbids, ought to be punished. We were in favor of the law when it was before the Legislature, and have seen nothing to induce any change of opinion upon it.

RAILROAD CONTRACT.

The Board of Directors of the Savannah Valley Railroad Company met at Anderson on last Thursday to open and award contracts for grading twenty miles of the Road from Anderson Court House towards Lowndesville. Two bids were made for the entire line, and one additional bid for the first two miles. The contract was awarded to Capt. Wm. Jones for the entire twenty miles, at \$1,250 per mile for the first two miles, and \$575 per mile for the remaining per acre for grubbing second growth, and four dollars per acre for grubbing original growth. The contract requires payment at the end of each month upon the estimate of the Company's Engineer at the rate of 85 per cent. of the amount due, the remaining fifteen per cent. being retained by the Company as a forfeit. If any contract was to be awarded at once, the one made was no doubt as favorable as could be obtained. Capt. Jones is the right man for the work, and if any man can make a success of it hecan. The contract is a favorable one for the Company, for it will consume only about \$14,000 of the \$55,000 capital of the company in grading twenty miles. leaving \$41,000 to grade the remaining thirty-five or six miles to the Greenwood and Augusta Road. This contract is awarded at the rate of about \$700 per mile, so that the same rate would grade 784 miles, or about carry the road bed to Edgefield Court House, but the work is heavier on the lower part of the line, and it is not expected to do so well. Even if it should require \$1,100 per mile below, the company will have money enough to reach the Greenwood and Augusta Road, and additional subscriptions can be obtained to carry it to Aiken.

We think the prospect of securing the Road at least to the Greenwood and Augusta Railroad connection are now very fine. Capt. Jones will begin work near the residence of Rev. W. H. King during the first of next week and push his contract as rapidly as possible to comple-

LITTLE MEANNESS. The Republicans are continually taunting the South with repudiation, and yet and condemn it, not by insinuation, but they have no scruples against voting in by open and clear exposition. The fact opposition to paying honest debts when that more negroes than white men have their prejudice or partizanship can be so far been arrested under the new law subserved by doing so. Last week a bill does not prove that it is not being encame before Congress to pay Mrs. Page, forced against the whites. It proves that of Virginia, \$136.00, the balance due her | more negroes carry pistols, and because husband for salary as Captain in the there are few white men that violate this United States Navy, previous to 1860. law, is no reason why many negroes Captain Page had long been in the ser- should be allowed to violate it. We vice of the Government in the Navy, agree with our contemporary that the and had fought with distinction in the law should be strictly enforced against battle on Lake Erie, but when the war all colors, and we believe, further, that It will take less money to reach Charbroke out between the North and the it is being and will be equally enforced South he resigned his commission, leav- against all. ing the sum of \$136.00 due him and unpaid by the Government. He did not take either side during the late war. He day refused to confirm R. M. Wallace as is now dead, and Mrs. Page, his widow, United States Marshal for South Caroliis old and in needy circumstances. She asked the Government to pay what it had with Wallace's record should be conthe Republicans make it the basis of a appointment of Wallace's successor. vigorous effort to revive the memories of Who will it be? The indications so far the civil war by declaring that Captain give no basis for prediction, but from the Page deserted the flag, and thereby for- well-defined course up to this time, we feited his claim. They descanted upon will venture to guess that it will be an rebel claims and raids upon the treasury, Ohio (?) man. A man from any other until one unacquainted with the facts State does not stand any chance with the would have thought millions of dollars present administration. of iniquitous frauds were about to be fastened upon the country by a set of outlawed rebels, instead of simply a resolution to pay a poor widow the small as usual, showing all of the venom of which he is so capable, and absolute truculence to the feeling of hate which pervades the West. It is also due to the largest portion of the venom of the venom of which he is so capable, and absolute truculence to the feeling of hate which pervades the West. It is also due to the largest portion of the venom of which a rail-that more than \$35,000,000 was brought that more than \$35,000,000 was brought which a rail-that more than \$35,000,000 was brought which and twenty-six students this year.

The Scientific American estimates by building a road from the Wilmington, by building a road from the Wilmington, by building a road from the Wilmington, and Augusta Railroad, via without a tunnel or a trestle, and with a grade of not more than seventy-five feet.

The persons at the back of this are the largest portion of Virginia out to Texas."

— The Scientific American estimates by building a road from the Wilmington, by building a road from the Wilmington, by building a road from the Wilmington, and Augusta Railroad, with a without a tunnel or a trestle, and with a largest portion of the Work of the Northeastern Railroad. The persons at the back of this are the largest portion of Virginia out to Texas."

The Scientific American estimates by building a road from the Wilmington, ower part of Virginia out to Texas."

Which which he is so capable, and absolute that more than \$35,000,000 was brought which a rail-to the United States, last year, by forward the wholes are the state of the Work pervades the West. It is also due to the already lost confidence in him.

Republicans to say that Gen. Chittenden. eport was made by the committee of the herefore, probably get her money.

THINK OF IT.

The great evils of intoxicating drinks have been receiving much consideration of late, and it is to be hoped no small amount of good will result from the agitation. Not only is the use of strong drink injurious to the persons who imbibe, demoralizing to the communities in which they live, and terrible in their curse upon the inebriate's family, but it s an enormous and total waste. The man who drinks whiskey, wine or beer gets no more nourishment for his money than he could obtain by drinking the pure, sparkling water which is so freely given by the Creator to all his creatures. National Grange, Patrons of Husbandry, It may not be generally known, but is held recently in the city of Washington, have almost absolutely no nutrition. The human system which never secretes alcohol in any form, and cannot assimilate it at all, is obliged to consume a portion of its energy and vitality in throwwill be the tax upon his constitution to he will be forever enshrined as the galyears ago by Leibig, the celebrated Gerthat can be placed on the point of a penknife. When this is true, the question is better citizens nor more valuable mem- of the corner." bers of society. It has a host of evils and is without anything like an approxi-Mcn see this; they admit it; and yet

the terrible habit is on the increase. It is difficult to conceive the full extent of upon the incoming administration. the use of intoxicating drinks. The Retailer, which is the organ of the brewers, says: "During 1880 taxes were paid on 13,374,000 barrels, or 414,000,000 gallons. This is equivalent to about 150 mugs for every man, woman and child in the country. Leaving out the females and children, this vast quantity represents 600 glasses a year for each male over 21 years old in the United States. When we consider the very large number of adult males who drink no beer at all, and the other host who partake of it only in the from Paris to the same point, a distance per mile for the whole length, with an additional stipulation for three dollars most moderate manner, and at more or less protracted intervals, it is evident that some other Americans must drink a great | Kentucky Central will get a nearly deal. At five cents a glass this beer straight line to Knoxville, and the Paris manufacture of 1880 brought \$375,000,-000, or about \$7.50 per capita for every man, woman and child. This is a quarter more than the total expenses of running the United States Government." surrounded recent railroad movements in Think of it! The beer which pays taxes in one year would retail at near four mile lion dollars. How much is made without paying the tax? How much wine. how much brandy, how much whiskey, how much rum and how much ale is consumed in the same time? The sum would be many times as great. This exhibit not only shows the wastefulness of intemperance, but it also shows what little things can do. Five and ten cents a drink in the United States alone raises billions of dollars every year. This money, if saved, could do so much good. and make so many poor people happy, that it is a national sin to waste it in strong drink.

> In speaking of the efforts to enforce the pistol bill, the News and Courier refers to the fact that there have been more colored men than white men arrested under the new law, and expresses the hope that the law will be enforced against the white as well as the colored man. We are somewhat surprised at as well informed a journal as our Charleston contemporary making such flings at the administration of law in this State. It an imperative necessity. Thousands of really reads more like the New York miles of railroad with an enormous busi-Times or Tribune than the News and Courier. We cannot discover one particle of discrimination in the enforcement or administration of law against either race. and, if such discrimination exists, those who know of it should plainly point out

The United States Senate on last Frina. This is as it should be. No man owed for twenty years, and upon the con- firmed by a Democratic Senate. His sideration of the bill to pay her claim, rejection gives to President Haves the

The great revivalist Sankey says: "The Bostonians have a great deal better opinion of themselves than the Lord has sum of \$136.00, which the government of them." Exactly the authority which has owed for twenty years. In this Brother Sankey has for his statement he meanness Gen. Bragg, a Democrat, of does not reveal, but it no doubt horrifies Wisconsin, also took a conspicuous part, the Blue Blooded Puritans of the Hub,

The bill to place Gen. Grant on the reof New York, advocated the bill, and tired list has again been giving the Senmade a manly speech in its favor. He ate trouble. Senator Lamar spoke in and Mr. Wright (Dem.), of Pennsyl- favor of the resolution and voted for it, vania, each offered to pay the claim if but the Senate had too much conserva-Mr. Goode, of Virginia, who had it in tism to follow him. Very few persons charge, would withdraw the bill. Mr. would object to pensioning Gen. Grant, Goode declined, saying that Mrs. Page | if it had nothing beyond a personal bearwas not asking charity, but simple jus- ing. In this case, however, it is equivatice-the payment of the small debt lent to a recognition of the monarchial owed her by the Government. The de- idea that official position elevates a man bate was a disgrace to the Republican above work. In this country no such party, and should particularly consign doctrine should find lodgment. The Gen. Bragg to deserved odium. It is to man who has been President is not entithe credit of the country that a favorable | tled to any greater privileges under the law than the humblest citizen who voted whole upon the bill, and Mrs. Page will, for him. Any other doctrine tends to the establishment of an aristocratic circle, and is subversive of all true republican principles. Such a proposition would not have emanated from any other President than Gen. Grant. He seems to think it his mission, since he has exhausted the positions that precedent allows him, to introduce as many innovations as possible and to take all that he can get. The Union owed Gen. Grant a great deal, but it has most amply paid the debt. If he is not able to support himself some of his charitable friends ought to assist him, and let the country have at least a breathing spell from his

At the fourteenth annual session of the nevertheless true, that alcohol and malt | D. C., the following graceful compliment was paid our immediate representative in Congress, Hon. D. Wyatt Aiken: "Aud to that other servant who has stood almost alone as the guardian of our interests against the despoilers in the ing this foreign substance off, and, of House of Representatives we offer the course, the more a man drinks the greater outpourings of thankful hearts, wherein get rid of it. Experiments made some lant knight whose lance has more than once punctured the vain conceit of the nan scientist, proved that a barrel of body too poor in farmers to furnish membeer does not contain, outside of the bers enough for a committee on agriculwater, as much nourishment as the flour ture, wherein our profession is crucified between its despoilers, defamed and reviled. Let us hope that our Representawhy do men drink? It does not make tive, born and reared in the profession them any better, nor happier, nor wiser, which he honors, although rejected by nor richer. It does not make them any the builders, will soon become the head

The Democrats of Tennessee have done sensible thing in electing Hon. Howell E. Jackson, a State Credit Democrat, to they drink. Not only do they drink, but the United States Senate. This, at least, gives the Democracy a wholesome check

Railroad Movements-The West and Charleston. The early completion of lines of railway connecting the whole Northwestern railway system with Knoxville is now At the annual meeting o assured stockholders held last week, the Directors of the Kentucky Central Railroad were authorized to extend their line to connect with the Knoxville branch o the Louisville and Nashville Ra I oad The extension will be from Lexington to Roundstone, a distance of 58 miles, or route, for that reason, will most likely be chosen. In the President's report to the stockholders the reasons for pushing to the South are frankly given, and they dispel some of the clouds which have the West. The new combination which looks to Charleston as the objective point on the South Atlantic is not primarily a Cincinnati project, for the benefit of that city. The active force is the Louisville and Nashville Railroad which needs an independent route to the sea. This road has determined to extend as Knoxville branch from Livingston, the present terminous, to the Tennessee line, where it will connect with the Knoxville and Ohio Railroad, which will be built as rapidly as practicable from its present terminus at Caryville to that point. The completion of the Louisville and Nashville extension and of the Knoxville and Ohio extension will put Louisville and the whole West and Northwest in close connection with Knoxville, while the Kentucky

Central by its extension to Roundstone will connect likewise with Knoxville. At Knoxville, connection is made with the Tennessee and Virginia Roads, and freight and passengers can go down to Chattanooga and Atlanta or up to Baltimore, Richmond and Norfolk. But there is little to gain if the new line is to halt and be deflected at Knoxville. Atlanta and the Virginia ports can be reached without this. The purpose is to get to the South Atlantic without touching Chattanooga and Atlanta. As we have asserted confidently for years a short, direct, and independent line from the Northwest to the South Atlantic coast is ness cannot afford to be dependent on the single railroad which connects Chattanooga with Atlanta-the only railroad connection, at present, for the Northwest and Southeast, between Lynchburg, Va., and Montgomery, Ala.

In a short time, under the arrangements which have been made, the railroad business of the Northwest and West will be ready to pour down to Knoxville. What next?

There are, at least, three projected lantic. One of these is by way of the East Tennessee and Virginia Railroad to Morristown, and thence to Wolf Creek. From Wolf Creek to Hendersonville, sixty-three miles, the road remains to be Railroad is in operation from Spartanto Hendersonville, and the grading is done to within a few miles of A-heville. leston by the Asheville route than by the new road between Spartanburg and Hendersonville the grades can be lightened sufficiently to allow heavy freights to be

carried economically and easily.

A second route is by the Blue Ridge Railroad. This road is in operation from Anderson to Walhalla, and from Marvville to Knoxville. A rough estimate is that the road can be completed and Maryville Railroad is now owned by Mr. Sibley, of the Air Line Railroad This route, if the Savannah Valley Railroad be built, or a line from Ninety-six to Aiken be constructed, will give the shortest practicable route to Charleston. Several million dollars have already been spent upon the road.

Another route is by the Eastatoe Gap, which Senator Butler describes, in a recent letter to Senator Pendleton, as fol-

"Our people on the south or east side of the Blue Ridge range of mountains | the past to be slumbering now over per are extremely anxious to make some hips the last one." direct railroad connection with Cincin-

Cincinnati Southern Railroad at Chatta- and Columbia Railroad and Atlantic nooga is to far toe the west for its extension through this gap, and does not reach -directly at least-those ports on the Atlantic coast nearest to Cincinnati. Nor can it traverse that fine agricultural and manufacturing region lying between the Blue Ridge and the seacoast, without a branch diverging from its present line eastwardly, so as to pass the mountains through this natural opening. Links of a trunk line are now being graded from Aiken, S. C., to Edgefield. and from Easley Station, on the Air Line Carolina Railroad in first-rate condition. Railroad, towards this gap, (Eastatoe) which, if you will examine the map, you will find is the nearest route from Cincinnati to Charleston. I say 'links of a trunk line, I mean that different railroad companies under charter from South Carolina are being thus graded, which by consolidation could be made a trunk line, and with continuation through the mountains, and Western connections would make the shortest line to the sea

coast. Is it practicable, do you think, to make this connection with any of your roads, so as to make an independent direct short trunk line? If so, in my udgment, one of the best and most pro fitable lines could be established on the continent, and at a smaller expense than any similar enterprise in the country. These roads on the east side of the Blue Ridge are being graded with convict labor. and one of them has not cost more than \$250 per mile, for the grading, for the last eight miles. It is true the progress is slow-for the want of capital-but I believe if there was a prospect of having an extension to Cincinnati and the Western cities, capital would be forthcoming for their early completion. Port Royal harbor, as you know, is one of the finest on the Atlantic coast, with water of suficient depth to admit the largest vessels afloat; and when the Charlestion jettics have been completed within the next two or three years, we hope to have twenty five feet of the water at the bar. so that the shipping would be amply accommodated for any amount of freight-

"Since the completion of the Southern Cincinnati, terminating as remotely as it does from us, many of our business men are turning their attention to Cincinnati for many of your manufactures, such as buggies, carriages, wagons, furniture, hardware, &c. And, of course, with a direct trunk line of railroad through these mountains, at a point such as I have indicated, this feeling would be immensely increased, and a reciprocity of profitable trade established. section of country north of a line drawn from Augusta, Ga., through Columbia and Cheraw, in S. C., is unsurpassed in any part of the world for its endless water power for machinery, and cotton nanufactories are being and will continue to be built upon them. These manufactures will of course want a market, and your city and other adjacent Western cities will be important customers it rick, direct transportation should be at

hand to take them away.
"Lust summer, after I left you in Kentucky, I came over the Southern Cincinnati to Chattanooga from Lexington, Ky., in about ten hours. What is want-ed is a road to Knoxville, and thence through the mountains at some convenient pass direct to the Atlantic coast. Could not the Kentucky Central reach out in that direction and establish an independent trunk line such as I have suggested? Our people in South Carolina would take hold of such a project with arnestness and zeal, and afford every asistance in their power to make it one of he finest commercial highways in Amerca. We have spent a vast amount of money on the Blue Ridge Railroad, which was to cross the mountains at the Rabun Gap; and but for the interven-Perhaps this route might still be adopted with advantage, but from what I have heard of the Eastatoe Gap route, it would doubtless be ing your attention, namely: A short, direct, economical trunk line from Cincinnati to the Atlantic coast."

Senator Pendleton's letter, in reply, is dated December 23, 1880. He says: "This subject occupied the attention of the city in honor of a visit of Commissioners from South Carolina, in the interest of railroad connections. It is very obvious that the interest of both sections will be advanced by greater facilities of intercommunication than we now have, The Cincinnati Southern Railroad, finding its terminus at Chattanooga, does not answer all the requirements of active business between the parts of the country of which you speak. The difficulties in the way of building the railroad, though great, are by no means insuperable. Examinations and surveys are continually pointing out advantageous gaps and water ways, by which grades can be reduced, and heavy tunnelling, in a great measure, be avoided. The new routes to which you allude tend in the same direction. Lately much interest has been excited in Cincinnati by a proposed extension of the Kentucky Central Railroad and the Louisville and Nashville Railroad to the Tennessee State line, there connecting with the road to Knoxville and the prospect is that this extension will be speedily made. The roads leading south from Knoxville, combining

with this extension, will accomplish the purpose which you have in view." Coming from one of the largest stock-holders of the Kentucky Central Railroad this letter was highly encouraging, and the extension spoken of, as we have seen, s now determined on. In publishing the letters of Senators Butler and Pen-

dleton the Edgefield Advertiser says: "No doubt when Senator Butler wrote thus to Senator Pendleton he had in his mind's eye the late change in the charter of the old Savannah Valley Railroad routes from Knoxville to the South At- Company. At the last session of the Legislature the charter was so amended that, instead of running from Anderson, on the west side of Rocky river, down the immediate valley of the river to Hamburg, as was the original intent, the built. The Spartanburg and Asheville company may now run their road on the east side of Rocky river to Belton, and burg (where it connects with Charleston) from Belton, due south, to Dorn's Mine, some fifty miles, on the Edgefield and Abbeville line. This they have determined to do; and although they tailed to secure convicts to labor on this route Blue Ridge routes; and we are informed still, nothing daunted, they are at this that by building about seven miles of very time advertising to give out contracts for the grading of twenty miles of the road, commencing at Anderson Court House. At the next session of the Logislature they will again apply for con victs and will doubtless get them. And of course the ultimate design of the Savannah Valley Company is to push on their road to meet ours at Edgefield. From Dorn's Mine to Edgefield is twen for about \$3,000,000, but the Knoxville ty-four miles; and a railroad route already carefully reconnoitered makes it only twenty-two. From Edgefield to Aiken, by the road now in progress, is twenty-one miles.

"So in this year of grace 1881 another grand opportunity opens itself to Edgefield, and more particularly to Charles ton. And if Charleston would do her duty-for there is no doubt of this being the shortest and most direct route to Cincinnati-we believe Edgefield would do hers. Both Charleston and Edgefield have missed too many grand chances in

So there is no difficulty in getting to nati and the Western cites. The chief the sca from Knoxville, by one of the obstacle to this very desirable end—the projected routes, and there is some talk hitherto impassable barrier of the moun- of opening an additional line from Co as usual, showing all of the venom of and from this time forward they will tains—has been lately overcome by the lumbia to Charleston. This can be done

Coast line. But the true pivotal point, in the Northwestern railroad movement is the South Carolina Railroad, whether the connection with Charleston is to be made by way of Columbia or by the South Carolina Railroad is out of Court and in the hands of its owners, the ten million dollars which the road represents lie dormant, and are unavailable as an effective force in railroad combinations.

The first thing to do is to put the South

From Charleston to Branchville the track has been laid with steel rails, and such rails are being laid from Branchville to Columbia and Augusta. Much has been lone towards putting the depots and to the water side. The new steamships will be ready by the fall, if there be no delay in selling and reorganizing the road, and the work of extending the racks to the Cooper River can begin at With more swift steamers for the New York line, and the means of discharging and loading heavy freight at the water side, the South Carolina Railrond will be in position to accommodate all the business that can be obtained, and will reach out for business that is not, at shall have it soon, if the South Carolina ported a resolution declaring it to Railroad can be sold and reorganized during the spring and summer. There is no obstruction, we believe, except by Purchasing Committee are unwilling to allow. This is all, so far as we know, that stands in the way of the immediate hands of the new owners. After that, for Charleston, the outgoing and incoming trade of the mighty West!-News

Stolbrand Against Alken.

Hon. D. Wyatt Aiken has retained Col. E. B. Gary to manage his defense in resisting Gen. Stolbrand's claim to his seat in. Congress Col. Gary served his answer yesterday on Stolbrand which was as follows:

WASHINGTON, D. C., Jan. 22, 1881. C. J. STOLBRAND, Esq., Columbia, S. C. SIR: Your notice of contest "in the matter of the election of Representative to the Forty Seventh Congress," served upon me by your Attorney J. F. Hobbs, was duly received, and in reply thereto I have to say, that I object and except to each and all the grounds of contest as therein set forth.

First, Because the allegations are so vague and general that they become immaterial, and no evidence would be competent in their behalf.

Second, No precincts being named, nor frauds specified, nor names of parties to the alleged general frauds being mentioned, the grounds fall from want of sufficient particularity. Third, Were it possible to prove and

establish the general allegations made, there is neither evidence nor claim that the contestant was a candidate for election to the Forty-Seventh Congress of the United States. And not waving my exceptions to your

said notice of contest, I hereby expressly deny each and all the charges and allegatious therein contained and set forth, and require you to prove the same.

Prepared, as I am, to vindicate my right to a seat in the Forty-Seventh Congress of the United States as member tion of the war, the road would have from the Third District of the State of South Carolina, I allege and charge as a matter pertinent to the issue raised by you that at various precincts in the District persons of color desiring to vote the cheaper than the Rabun Gap route. Democratic ticket, upon which I was a Either, however, would accomplish the candidate, were debarred the privilege of object to which I take the liberty of callprotection of their employers; that having voted the Democratic ticket they were proscribed and maltreated by parties, both male and female of their own race; that Republican voters on the day of election, took possession of the polls Cincinnati as long ago as I can remem- and held them as long as they were able to the exclusion of Democratic voters: ber. Indeed, one of the earliest recol-lections I have is of an illumination of and that general intimidation occurred

at various precincts in the District.
All of these several and various alle gations will be proven, and it will be shown, that these acts occurred notably at Columbia, Richland county, Pomaria, Newberry County, Greenwood and Cokesbury, Abbeville County, and Lexington Court House.

I further charge and shall offer to

prove that at every precinct in the District colored voters desiring to vote the Democratic ticket were compelled under duress to vote a ticket other than that of

Respectfully, &c.,
D. WYATT AIKEN.

The Greenville and Laurens Road.

The Board of County Commissioners of Greenville County have called a convention of taxpayers of Greenville Coun ty to meet at Greenville Court House on February 7, to determine the question of subscribing to the capital stock of the Greenville and Laurens Railroad Company and to fix the amount of subscription, the same to be thereafter submitted to the qualified voters of the county for ratification.

The company propose to build a road from Greenville to Laurens, and, in aid of the enterprise, ask of Greenville County the subscription of \$50,000 in bonds. There is considerable excitement over the project, and the friends of the movement are confident of success. There is, however, a spirited opposition to the construction of the road. The Greenville Enterprise and Mountaineer disapproves of the measure, because under the present plan of the company the road can only be a local one for the section of country through which it is to pass, and cannot affect one way or another the prosperity of the country in general or enhance the value of its lands as a whole. If it is the design of the company to ultimately extend the road to Asheville so as to gain the western connection such intention should be stated, there being more reason for the issue of bonds for such a line.

"What success have you had with the "An attempt S. C., makes the following report to the success of his experiment, but is alraid ea business, General?" was made to raise tea about thirty years Secretary of the Navy, under date of that he will not be able to keep his neago in Georgia," replied the Commissioner, "and the tea plants had grown up ment I delivered to the Beaufort Volun- color. His plan of operation is, he says, into a sort of hedge there, when a man came to me who had been raising tea in Asia, and made the proposition to give it November 5, 1861. The return of these tient, which makes a negro black faster a trial again. He went to that place, about forty miles from Savannah, cultivated some of the old plants, planted some new ones, and gathered a I have a machine here made in England for making tea, drying the leaf, etc., which can do as much work as five hundred people a day, and have prepared some of the tea. I took it to A. A. Low, the eminent ten merchant of turned the salute gun for gun. In the New York, and asked him to have his evening a banquet was also given in xpert examine some of it, without saying where it was raised. The expert aid it was raised in India, in the pro- and they were requested to appear in fullvince of Siam, and was worth fifty cents t pound. This encouraged me, and I ose a place in South Carolina to begin the systematic culture of tea, which the proprietor, Mr. Middleton, allowed me to I hope the Department approves my rehave for \$1, and I am now cultivating turning the salute."-Dispatch to the New the tea. We can raise tea, I am satisfied, York Times. all along our Atlantic slope, from the

to the mile. The preset terminus of the capitalists interested in the Greenville Ohio Again, and this Time a Brother-

It is not necessary for a Democratic and proved itself thoroughly national by newspaper to add anything to what the selecting for its President a man of nomination of Mr. Stanley F. Matthews Savannah Valley Railroad. Until the as Justice of the Supreme Court; especially as the other Stalwart newspapers in a similar strain:

Mr. Matthews is an Ohio man, the rifle movement, and has not only sucbrother-in-law and intimate, personal cessfully urged the authorities at Washand political friend of the President; that he was one of the counsel before the Electoral Commission, and a zealous ways, and by his presence on the range promoter of the operations by which the difficulties in Louisiana that met the Administration after the electoral vote platforms in order. But the Charleston of that State had been secured were team fleet must be augmented, and the adjusted, but it will strike no one that South Carolina Railroad tracks must run he is peculiarly fitted for a high judicial position.

"In political life be has been erratic and impulsive, guided by almost any consideration but a profound regard for the hightest interests of the public. During his short career in the Senate he distinguished himself by advocating some of the most vicious measures proposed at a critical time in our financial experience.

"Before the standard silver dollar had been restored to our currency, to intropresent, available. We shall have the duced confusion into the working Knoxville connection some day; and we of resumption, he offered and sunthe right of the Government to pay its debt in the depreciated coin, his pur se being to provide a use for it and promote the holders of a comparatively small its restoration. He argued that silver amount of Non-mortgage bonds, and by had not depreciated, because, as he the counsel for the old Syndicate, who said, it would buy more in 1877 than claim fees amounting to twenty-five in 1870, basing the claim on the fall thousand dollars, which the New York of general prices that had attended the appreciation of legal tender notes. to the real basis of comparison by a refwith abroad?' This revealed the range of his reasoning in dealing with the operation of general principles. He was the champion of the corporations against the the International and Great Northern Thurman bill, and as a lawyer he has been conspicuous in his defence of corporate interests.

These incidents in the history of Mr. Matthews are mentioned as illustrating his lack of the judicial character. He may have been honest and conscientious in what he has done, but he has neither been judicial nor judicious.

"If the character of our highest tribunal has declined, it is due to the kind of men who have been appointed to its bench and the causes that have induced the appointment. No other sanctity but the qualifications of the Judges can hold it in that esteem and reverence which it is desirable that it should have from all parties and classes of citizens. Every new appointment should raise and strengthen it in the estimation of the people, and no consideration should determine the appointment except the eminent fitness of the man for the place. That this is the consideration that induced President Hayes to appoint Mr. Matthews no one will be bold enough to pretend. Political and personal grounds are the only ones upon which the action is to be explained. But it is highly characteristic. The President is theoretically in favor of selecting the best and fittest men for office, but he lacks the firmness and resolution to put theory in practice, as he has been proving for four years. If the appointment of Mr. Matthews is confirmed, we can only hope that his judicial career will redound this honor and that of the country. We can have no assurance of it from

what is known of his qualifications." President Hayes behaves as if the first duty of a President were to provide for his friends and dependents, and he is making the best of his opportunities. Having in mind his generosity in distributing public offices and his personal suspect that a desire to save the cost of anything else to do with the economical temperance (barring Roman punch) 640 to keep her going. enforced at the White House dinners.

Blaine Saluted as Premier.

WASHINGTON, Jan. 27 .- Senator Beck, of Kentucky, made an earnest plea today in support of the bill to admit foreign-built ships, owned by American citizens, to American register. He attacked the protective policy.

Senator Conkling surprised the Senate

and the galleries by paying the closest attention to the speech. He even took a seat in the circle and faced the senators. A number of New York shipping merchants were present. The Maritime Exchange is very anxious that the bill should pass this session, for they have no hope of any success with it in the next Congress. Mr. Blaine also listened closely to Mr. Beck's speech, and rose to reply. Mr. Conkling did not appear to know that Mr. Blaine was speaking.

There have been rumors this winter that Mr. Blaine would shortly announce a change in his views and favor free ships. He most effectually stopped that rumor to day. He spoke with more energy and fire than he has shown in the Senate for opening statement that the policy advocated by Mr. Beck looked forward to permanent dependence by this country upon England for its ships, he taunted Mr. Beck just a little on the political side of the question, saying that the Democrats had gone to the country on that, and that it was not necessary to speak of the result.

The Senator from Kentucky was quick and sharp with his reply. He reminded Mr. Blaine that the Democratic party had gone to the country, and on the pop-ular vote had probably won. He added that the party went to the country in 1876 and won, and had been d out of its victory. Then he said that he was very glad that the discussion had led the Premier of the new administration thus early to proclaim the policy of that Administration to the country.

Blaine's speech was really an argument n favor of subsidies. He held up the example of other governments and the policy of this government toward the Pacific Roads, and predicted that it would be necessary to resort to the same interests in order to revive our commer-

Return of Captured Gans.

WASHINGTON, January 29. Capt. James E. Jouett, commanding the United States steamer "New Hampshire," at the naval station at Beaufort, day was set apart as a day of rejoicing in commemoration of this event; a salute of nineteen guns was fired in your honor. As this company represents the State of South Carolina and her Governor, I rehonor of this event. The only invited quests were the officers of this vessel, dress uniform, which marks a most happy and cordial sentiment on the part of these people. Everything passed off in the most pleasant and cordial manner.

GENERAL HANCOCK ELECTED PRESI-DENT .- Yesterday the National Rifle Association of America vindicated its name,

New York Times says concerning the national reputation-Gen. W. S. Hancock. General Hancock, on his own part deserved this recognition, as he had ong shown himself to be a warm friend (excepting the New York Tribune) write of Creedmoor. Since he has been in command at Governor's Island he has "It occurs to the mind at once that thrown all his influence in behalf of the ington to send army teams to Creedmor, but has aided the work in many other

> - An Iowa clergyman regulates his marriage fees by weight, the rate being four cents a pound for the groom and two for the bride

during matches .- N. Y. Sun.

- At the examination for public school teachers of Abbeville, held on Saturday, 22nd ult., twelve first grade and two secand grade certificates were issued to whites, and four second grade and twentynine third grade to colored candidates.

- A bill has been introduced in the New York senate providing that every passenger coach on every railway of the State shall carry a saw and an axe. Such a law vigorously enforced in every State would doubtless be the means of saving many lives. - Hon. Stanley Matthews, of Ohio, has

been nominated to the vacancy on the Supreme Bench as Associate Justice, in place of Judge Swayne, resigned. Judge Swayne has been on the bench eighteen years, and retires before too heavy a pressure of work. - A revenue force on Sunday hight,

22nd ult., broke up an illicit whiskey When an effort was made to bring him still of 85 gallons capacity, near the State line in Greenville County, and destroyed completion of the arrangements for put-ting the South Carolina Railroad in the scornfully a-ked 'What have we to do low wines appertaining thereto. No arrests were made.

- President Gonzales, of Mexico, has telegraphed to R. S. Haves, President of Railroad Company, authorizing the survey of the International Railway from aredo to the City of Mexico. The survey will begin at an early date.

- One reason why the Democratic papers are in favor of Bruce for the Cabinet is that if a Southern Republican is to be appointed, he might as well be a gentleman and an honest man, and Bruce comes nearer filling the bill than any active Southern Republican whose name has been mentioned.

- Mr. Hayes has ended the suspense in the fifth judicial circuit by nominating District Judge Billings, of New Orleans, for the seat vacated by Judge Woods. He will doubtless be confirmed, and then Judge Pardee, an Obio man, will step into the district judgeship. There is nothing in politics equal to an Ohio man.

- The wheat crop of southern Illinois, Southern Indiana and probable of all other territory on the same parallel is ruined by a hard winter coming in conjunction with the late planting. The disricts in which the plant is absolutely killed by ice and frost include some of the best wheat-growing sections of the country.

-The Horry News says that an effort is being made to organize a joint stock company for the purpose of putting two new steamers on the route to Charleston, one to run between Conwayboro', on the Waccamaw River, and Charleston and the other to run from some point on the Great Pee-Dee, to make connection with the through steamer to Charleston. - The city taxes in Charleston have

been fixed at 21 per cent. for the ensuing year. The appropriations are-interest, \$101,500; drains, \$4,500; Board of Health, \$13,000; Alms House, \$8,000; penuriousness, the public will begin to fire department, \$20,069. Total to run a city of 50,000 people, \$566,760.05. In wines and other liquors had as much as the same proportion, Greenville, being one-ninth as large, would require \$66,-

- The Spartanburg Herald takes the ground that "good streets and good roads are a public necessity," and suggests the appointment of a city engineer and a county engineer, who shall receive sufficient compensation to enable them to devote their time to changing and improving the grades of the streets and roads. In order to carry out the scheme the issue of interest bearing bonds is suggested.

- On January 31 a freight train on the North Carolina Railroad going east, consisting of eighteen cars, including a passenger coach, was wrecked one mile south of Gibsonville. The engine and twelve cars left the track, going down an embankment eight feet high. Conductor Halsey and fireman Hanning were instantly killed. Engineer Murphy had his left arm broken and was scalded. The passengers escaped without injury. Cause of accident unknown.

- The Southern cotton mill boom seems to have reached the North. The Commissioner of Agriculture of the State is in constant receipt of inquiries from months. Basing his remarks on his capitalists there regarding the advantages offered by the State for manufacturers. The latest was one from Philadelphia, asking advice as to the best location for a cotton mill, and on various other matters. The chief point of inquiry is whether the report that manufactures are exempt from taxation for ten years is correct. This seems to be almost too good for the moneyed men there to believe.

- The net receipts of cotton at all United States ports during last week were 124,086 bales; same week last year, 134.591 bales; total receipts, 3,946,687 bales; last year, 3.711,550 bales. Exports for the week, 109,303 bales; same week last year, 104,854 bales; total exports, 2,451,637 bates; last year, 2,075,-282 bales. Stock at all United States ports, 867,627 bales; last year, 950,996 bales. Stock at all interior towns, 161,-774 bales; last year, 271,068 bales. Stock at Liverpool, 473,000 bales; last year, 481,000 bales. Stock of American affont for Great Britain, 461,000 bales; last year, 278,000.

- A curious experiment is being made in Chicago by a doctor of the name of De la Banta. This is nothing less than an effort to make a negress white. De la Banta has so far been quite successful the face of his patient having bleached considerably by the use of the lotion with which he treats her. The doctor does not in the least doubt the complete January 26: "By order of the Depart- gress white after he has got her to that teer Artillery the two brass field-pieces very simple, and consists simply in de captured by the Navy at Hilton Head, stroying the color on the cuticle of a papieces, after nineteen years' captivity, to than the blood can make it. It, however, this company was most gratifying, not the application of the lotion is given up, only to the company, but to the whole the color returns to the cuticle and the community of Braufort, S. C. Yester- whitened negro becomes black again.

- So great has been the success from a business as well as a moral point of view of the coffee-houses established in the chief English cities as a means of keeping men away from the bar-rooms, that the way would seem to be plainly open for similar enterprises in this country. Most of the English companies pay an annual dividend of 10 per cent, on their capital. The coffee-houses supply coffee, tea and cocoa, soups, cold meats and bread and butter-all the articles being of good quality and the prices low. Newspapers are kept in abundance, and the customers are free to remain and read as long as they please. The coffeehouse which serves as an agency of tem-- The Scientific American estimates perance must be a sort of club house, to that more than \$35,000,000 was brought which poor people can resort and find reap beverages that will not make them drunk.

NOTICE FINAL SETTLEMENT. The undersigned, Administrator of Estate of Thos. S. Mattison, deceased, hereby gives notice that he will apply to the Judge of Probate for Anderson County, on the 4th day of March, 1881, for a Final Settlement of said Estate and discharge from his office as Administrato

A. E. MATTISON, Adm'r. Feb 3, 1881

NOTICE FINAL SETTLEMENT.
The undersigned, Administra The undersigned, Administrator of Estate of Martha A. Barksdale, deceased, will apply to the Judge of Probate for Anderson County on the 7th day of March, 1881, for a Final Settlement of said Estate, and a discharge from said administration J. B. CLARK, Adm'r. Feb 3, 1881

GREAT SALE of BUGGIES.

L OOK out for the great sale of Open and Top Buggies. They will arrive in Anderson on or about the 10th inst. The factured by the Globe Manufacturing Co. of Cincinnati.
W. S. DODD, Waverly House.

March, 1881, for a Final Settler

NOTICE FINAL SETTLEMENT. The undersigned hereby give notice that he will apply to the Judge of Probate at Anderson C. H., S. C., on the 3rd day of lischarge from the Estate of J. J. Acker H. I. EPTING, Adm'r.

Feb 3, 1881

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60 days we will within fort;

A Pianos we sell G of Old H os and Organs Better, Bes ADDRESS, and McSMITH derson. For the MAKER'S

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SALE OF Valuable Real Estate.

WILL sell on SALEDAY IN FEB-RUARY next, if not sold at private sale before that date, the Valuable Tract of Land whereof the late Rev. Thomas H. Cunningham died seized and possessed, situate in Savannah Township, Anderson County, S. C., adjoining lands of Mrs. Elizabeth Cunningham, J. G. Cunningham, B. F. Crayton, B. A. Davis, et al., containing Three Hundred and Nineteen (319) acres, more or less. One-half of the Tract in state of cultivation, the other half in original forest. For terms apply to Thomas Steen & Co.,

Auction and Commission Merchants, Green-ville, S. C., or Dr. R. F. Divver, Anderson, MRS. C. F. CUNNINGHAM, Per T. STENHOUSE, Agent.

Administrator's Sale. WILL be sold at the late residence of

Newton Scott, deceased, on Saturday, 12th day of February next, the follow-Two sets of Blacksmith Tools, One lot Carriage Makers' Tools

One lot Wagon Lumber, Household and Kitchen Furniture One Cow. Terms of sale—Cash.

WM. McGUKIN, Adm'r.

PLYMOUTH ROCK EGGS. THE Plymouth Rock is one of the finest

becoming more popular as it is better known. I have a limited number of Eggs from this stock, and also from other breeds, which are pure, and which I will sell at two dollars per dozen. Orders addressed to me at Anderson, S. C., will receive prompt and car, al attention. Persons wishing Eggs should send in their orders at once, stating the kind of Eggs desired, as they will be filled in the order received. FRANK CRAYTON.

Mortgagee's Sale.

BY virtue of the power contained in Mortgage executed by Elias Terrell to John R. Cochran, I will sell at Anderson C. H., on Saleday in February next, the Lot at Liberty Hitl, known as No. 7, con-

taining one acre. Terms cash—purchaser to pay for papers.

JOSEPH N. BROWN,

Jan 13, 1881