

TOWN MEETING.

There was a meeting of the citizens of the Town of Anderson in the Court House on last Tuesday afternoon to hear the report of the delegates from this place to the railroad meeting in Winston, N. C., on the 22nd ult. The meeting was largely attended, and evinced a great interest in the proposed extension of the Virginia Midland Railroad. The report of the delegation was heard, and the meeting provided the arrangements for such surveys by this point as may be necessary. Anderson is fully alive to the importance of securing this extension, and with the inducements which she will offer feels hopeful that she will be able to obtain the road.

RAILROAD MEETING IN WINSTON.

The meeting of the President and Directors of the North Carolina Midland Railroad, which is in reality to be an extension of the Virginia Midland, in which the Baltimore & Ohio Railroad has a large interest, took place as announced in Winston, North Carolina, on Tuesday, the 22nd of April, and was largely attended by delegations from points in North and South Carolina. From this State delegations were present from Yorkville, Union, Spartanburg, Gaffney, Greenville and Anderson, each looking after the interest of their respective localities. The Board of Directors, of which Hon. John S. Barbour, member of the present Congress from the Alexandria, Virginia, District, in President, held their meeting privately, and admitted one delegation at a time, hearing the propositions they had to submit, and then taking up another until all of the points interested were fully heard. At the conclusion of the hearing, a resolution was adopted by the Board of Directors locating the road as far as Mocksville in North Carolina, and directing surveys of the different routes from that point to Shelby, in North Carolina. The charter of the company ends in North Carolina, and therefore they took no action towards locating in this State, beyond passing a resolution authorizing the President to have surveys made in this State along such routes as he deemed best, provided the points along such routes would defray the expenses of such surveys. The previous organization of the company was continued, and Col. J. B. Yates was elected Chief Engineer of the company. After a session of two days the Directors adjourned, and President Barbour and party visited Augusta and returned via Atlanta, at which point he is now stopping. In Augusta he was assured of the completion of the road from Spartanburg to Augusta at an early day, the trains to be running to Greenwood by the first of September, and the remainder to be completed in a very short time. President Barbour expressed himself as greatly pleased with Augusta, and advised the city not to sell its stock in the road, but to continue its ownership and control of it.

The prospect for Anderson in this railroad venture is very encouraging. Our commercial importance, the energy and prosperity of our people, and the excellent geographical position of the town is such as to invite the location of the road this way. To go from Spartanburg to Augusta by Anderson would only be some sixteen miles further than to go by Greenwood, and would be through a much richer country, and one where the local business would be much greater and surer, for there would not be so many competing lines of road touched upon it. To go from Shelby to Greenville and Anderson to Augusta is said to be only some eight or ten miles further than to go by Spartanburg and Greenwood. Now, when Anderson is reached, the extension would be some sixty miles nearer Atlanta, so that on the Spartanburg route the extension, by losing six miles on the road to Augusta, would gain sixty miles on the road to Atlanta; and on the Greenville route, by losing about eight miles to Augusta, they would gain still about sixty on Atlanta. These facts give Anderson a considerable advantage in location for a diverging point to Augusta and Atlanta, but if the company, for other reasons, should take Spartanburg as a diverging point, then Anderson offers very great material advantages for the continuance to Atlanta. It is on the shortest and best line, and in one of the finest sections of the South. It is a fact, attested by commercial men of judgment and experience, that the cottons grown in this belt of country rank in the very best grade of upland cottons, commanding an easier sale and higher price than those grown in the lower counties. The distance from Spartanburg to Atlanta by Anderson can be made at least thirty-five miles nearer than the present Air Line route, and the difference in grades and curves will be equivalent to a still greater saving in power and time, so that we may safely claim that this line to Atlanta could easily be made at least two hours shorter from Spartanburg to Atlanta, which would secure for the new route the passenger travel and the United States mails between the East and the Southwest.

The people of Anderson, however, will not depend alone upon these natural advantages to secure the coveted extension. They are so fully awake to its importance that they will work vigorously to bring the road this way. Already surveys have been provided for, and at the proper time very substantial material contributions will be offered to protect our interests, and secure the realization of our hopes. There is a harmony and unanimity among all of our citizens which augurs well for our success.

President Garfield has at last become weary of the Senatorial deadlock, and begins to see that Mr. Conkling is favoring its continuance in order to prevent the confirmation of Judge Robertson. Having made this discovery, the President, on last Monday, through Sena-

Daves, wrote a letter to the Republican caucus, asking the party to proceed to executive business, and calling on the friends of the administration to vote for an executive session at once. This extraordinary letter has had the effect of a dynamite explosion in the Republican camp, and the confusion is probably as great as that which exists in a routed army. The party was in a hopelessly divided condition before the reception of this letter, and now the crisis has burst upon them. The President has decided to give Mr. Conkling no further time to fortify for the fight over Robertson, and the battle will begin. Where the end will be, or who is to be victorious depends largely upon the wisdom with which the Democratic party is handled. The struggle will be interesting, and in all probability will have a very potent influence upon the future course of politics in the United States.

Postmaster-General James has gone to overhauling the management of the postal service, and as soon as his attention reached the star route, or country mail route branch of the department, the utter corruption, extravagance and profligacy of its management was developed to so manifest an extent as to necessitate the resignation of Mr. Brady, the Second Assistant Postmaster-General, and also the thorough investigation of the whole business. This is to the credit of the present Postmaster-General, though it is a heavy load for the Republican party. As is always the case the accused parties have friends, and strong friends, in the Republican party, and they do not mean to be easily over-ridden. They have not only sounded the warning of a vigorous defence, but threaten war upon the administration, accusing the President of endorsing their schemes, and also threatening the country with another rehearsal of the Credit Mobilier, and other scandals, with which Mr. Garfield has already been intimately associated in the public mind. That there will either be a relaxation of the investigation, or a very interesting fight in the Republican party may be put down as certain, and in either event the matter is almost certain to result in very substantial party benefits to the Democracy.

A Committee from the Republican Senate Caucus called on President Garfield last week to help them out of their fight, which is every day increasing their party complications, and promises them no beneficial results, because they cannot hope to end it until the Democrats are ready for them to do so. The committee, however, received no assistance from the Chief Executive, as he was unable to suggest any plausible mode of backing down. The greatest difficulty now seems to be the fight between the two factions of the Republican party. Conkling will not consent to any programme that will probably have Robertson confirmed, and the administration will yield to nothing that will render his rejection probable. The committee suggested to the President that if it would not embarrass him to withdraw the nomination of Judge Robertson, that such action would relieve the complications and promote party harmony, but the President replied that no such proposition could be entertained, and the committee went off to renew their already despaired-of contest, and the weary assembly of the Senate again drags itself along, with no better prospect of a close than it had in the beginning. This is one time that the Democrats have remained firm, and in doing so they have dealt the Republicans the severest blow that has been given them since the war.

The Washington Republican, of which Mr. Gorham is the editor, is the organ for Brady and his friends in the matter of charges of corruption in the management of the star route postal service, and it has not only defended Brady, but has very plainly and vigorously attacked the President and his administration to such an extent that Mr. Garfield is bent on revenge. He has expressed himself to the administration Senators as desiring that Gorham should be withdrawn as the caucus nominee for Secretary of the Senate. The President also went so far as to say that he would feel it to be a personal insult for Gorham to be elected Secretary of the Senate after what had transpired. Thus another family quarrel has arisen in the first two months of the new administration's experience. At this rate there will be very little peace and harmony in the Republican party, and President Garfield will prove more disastrous to its prospects than Mr. Hayes, with all of his faults. The Democrats, however, will gain by the conflicts which are brewing, and the republic will be safer than with a united administration party.

Governor Hagood has offered a reward of two hundred dollars a piece for the arrest and conviction of the parties engaged in the recent lynching of the negro woman charged with barn burning in Laurens county. There were some twenty-five persons engaged in the affair, and consequently the reward offered would amount to five thousand dollars, should all of the participants engaged in the crime be brought to justice. This decided step on the part of the Governor is a proper and commendable one. The lynching was an outrage, and the public should be shown that such crimes cannot be committed with impunity. Governor Hagood does not intend that South Carolina shall be ruled by mob law during his term of office.

It is said that the worst disgusted man in Washington is no less a personage than President Garfield. He has been most persistently tormented by the army of office-seekers, and abused by men inside and outside of his party, and in trying to please each of them has disgusted both. Such is the reward of what men call patriotism, and Gen. Hancock to-day is doubtless happier in defeat upon Governor's Island than Mr. Garfield in victorious occupancy of the White House in Washington.

The Republican Senators have been canvassing as to the best means of bringing down from their fight over the offices of the Senate without appearing to back. They have not yet found it, and are getting things badly mixed between themselves.

It is announced that the Augusta and Knoxville Railroad is to be running to Greenwood by the first of September, which is a much earlier period than we had supposed possible. When over the Road last Summer some of the heaviest work along the whole line was untouched, and considerable damage had been done to work finished by the heavy rains. The company only had fifty convicts then, but subsequently obtained one hundred, and has certainly done extraordinarily efficient work with them to secure completion at such an early date. The surprising success of this Road is a high tribute to the sagacity and financial ability of Col. Verdery, the President of the Road, who is one of Augusta's rising young men.

BUTLER KEEPS HIS WORD.

A Logical Demonstration of the Mahone Bargain.

WASHINGTON, April 28. The Vice-President having laid before the Senate the unfinished business, being the resolution for the election of Senate officers, the usual motion was submitted by Senator Pennington to bring to order the course of which he had stated that if he did not by irrefragable evidence establish the fact that there had been a bargain he would resign his seat in the Senate. In endeavoring to do so he desired it to be understood that with the motives and purposes and intentions of the senators as individuals he had nothing to do. He was not here to impeach the motives or to call into question the individual integrity and honesty of senators. The senator from Virginia (Mahone) had said that no man could search the human heart. That was true, but men were held responsible for their acts to society, and it was the duty of a senator to criticize the legitimate public acts, public votes and public utterances of all men who belonged to the public. He made no charge against the senator from Virginia. He had nothing but the kindest feeling for that senator, but when that gentleman and his friends rose and charged the Democratic party with a bargain, it was his (Butler's) duty in vindication of himself to account for the course which he was taking.

What were the evidences of the bargain? First, the senator from Virginia (Mahone) was elected to the Senate by the Democrats. Second, his purpose to vote with the Republicans had never been announced until his vote had disclosed that fact. Third, following that vote he had been assigned to the chairmanship of an important committee by the Republican caucus. Fourth, this had been followed by the nomination of Riddleberger for sergeant-at-arms. Fifth, George C. Gorham, an earnest friend of the senator, had been nominated as secretary. Sixth, he (Mahone) had appointed Gorham's brother-in-law as clerk of his committee. Seventh, the nomination by the President of Judge Robertson as Secretary of the Interior. Eighth, the senator had voted on every motion with the Republicans. Ninth, by such votes he was carrying out the will of the Republican caucus. Tenth, he had moved his seat to the Republican side of the Chamber. Eleventh, the Republican caucus refused to transact business until Judge Garfield and Riddleberger were elected. Twelfth, the senator still claimed to be a Democrat and voted with the Republicans. Thirteenth, Riddleberger was heretofore offensive to the Republicans. Fourteenth, the senator from Ohio (Sherman) avowed that anything that would beat down the Democratic party would be his friend. Fifteenth, the Democratic senators had been assailed because they voted as their consciences dictated, in order to divert the attention of the country from the unlawful alliance. Sixteenth, instead of inviting an investigation of the charges, the senator from Virginia has his friends going to the front to present free speech and open discussion by threats and denunciations. Seventeenth, the reason assigned for the coalition was that the senator from Virginia was in favor of a free ballot and a fair count. Free ballot and a fair count, continued Senator Butler, when at the last election the State was divided into counties with negro voters from the South, in order to nullify and neutralize the Democratic vote of that State!

He then proceeded to reply to portions of Mr. Fry's speech, regretting that gentleman's absence. He repelled the assaults made by that senator upon the State of South Carolina, asserting that the people of that State were living in peace and harmony. Was this insatiable crusade upon the South never to stop? If cessation had been a mistake and crime how egregiously had the South suffered for it! If the maintenance of slavery had been a crime, how the revenges of time had settled with her for it! Was there never to be a stop to calumniating, misrepresenting, and calumniating, and calumniating people who had a problem to deal with such as no people ever had before since civilization had dawned upon the earth? Instead of helping to solve that problem the Republican party had thrown obstacles in their way, and then cursed and anathematized, and misrepresented them because they acted with the North and Democracy. There was not in the heart of any Southern man a scintilla of hostility to the colored race. He trusted that God would strike him down and paralyze his right arm if he ever had a particle of hostility to that kind-hearted race because they were not white, or to the children during the war. It was a base calumny on the manhood and honor of Southern men to say that they oppressed the weak and lowly and humble bond. Senator Hale said that he would not answer in detail Senator Butler's speech. His colleague (Fry) would when he returned be amply capable of taking care of himself.

The Star Route Trials.

A table of the Star routes, which are now the subject of investigation, shows the manipulation of ninety-three routes out of 9,225, whereby the annual cost of the ninety-three routes was raised between July 1, 1878, and January 1, 1880, from \$727,119 to \$2,802,214. The regular appropriation for Star route service for the year ending June 30, 1880, was \$5,900,000. Of this amount \$2,802,214 was absorbed by the ninety-three routes embraced in the table, leaving \$3,097,786 for the remaining 9,132 routes. The frauds seem to have been mainly in connection with the routes in Louisiana, Texas, Indian Territory, Kansas, Nebraska, Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Oregon, Nevada and California. The rates of increase obtained by contractors in many of these cases are enormous. One route in Indian Territory was swelled from \$6,000 to \$150,000; one in Dakota from \$8,300 to \$70,000; one in Wyoming from \$11,000 to \$90,000; one in Colorado from \$8,800 to \$83,133, etc. In considering the aggregate increased pay shown by the table, it should be borne in mind that the increase extends over the remainder of the contract term, the full term being four years. Assuming that three years is the average term for which the increased pay would run on the ninety-three routes described, the aggregate of the arbitrary awards on these routes would be \$6,276,285.

Sen Butler expects to be Governor of Massachusetts by the following calculation: "To American parents there are born on the average a pair, and a half, of children who are lost, or who go to the Republican party. To foreign parents there are born on the average four and half votes, which go to the Democratic party. This in time will make the latter successful."

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MISERY LOVES COMPANY.

Brady's Fortunate Foresight—The President's Determination that no Gully Man shall Escape.

WASHINGTON, April 29. Gen. Brady has kept, so his friends and other persons in public cases, as documents bearing upon the Star route jobbery, but full minutes of all the private conversations held in regard to Star route transactions with prominent persons such as Dorsey—people who came to him to get their names raised in the interest of their brothers-in-law and other relatives. He has thus, they say, a complete written history of every Star route which he raised or made more profitable than the original and lawful contract made it, a history showing at what influential personal solicitation this was done, what were the special plans or devices in each case, as, perhaps, that it was a favor to a brother or brother-in-law, and that it would help the party, and so on.

A CHANCE FOR BRADY.

If this report is true, then clearly it is only necessary for the President to squeeze Brady hard enough to get at the whole nefarious business in all its details. Brady does not mean to go it all himself, or at least to do so, but he means to get out by all means. If all that is put out by his friends here is true, perhaps, with proper inducements, he might turn informer, and if he has been careful to keep minutes of all transactions he might be a valuable witness for the government in the prosecutions which are impending. He would not shirk about sham bondsman, about sham contracts, about the system by which honest bidders were underbid by members of the Ring, who took contracts at ruinous rates because they knew they would be raised in a few public or months; if he would make public a whole system of fraud, and the names of those who were concerned in it, and how they were concerned, he would be a valuable witness.

PLENTY OF WITNESSES.

Unless, however, private reports are false the government is going to have quite as many witnesses as it needs, and those who come last with their offers may find themselves in the prisoner's dock instead of on the witness stand. The public should understand that the accuracy of the examination of testimony incriminating individuals is necessarily slow work and takes a good deal of time. But this work is getting done. The postmaster general and the attorney-general are in close communication. Further removals in the postoffice department will be made at once, and evidence will be ready at its possession. It is already in its possession before a grand jury, will cause the indictment on criminal charges of several important persons and their arrest.

THE JOBBERS ALARMED.

Meantime a considerable number of the jobbers has gathered here to consult as to means of defence. They are anxious, because they do not know what the President will do, and they are inclined to hang together in the hope that a solid or bold front will drive off the President and the officers of justice. There are rumors that a huge bucket of dirty water is preparing to be emptied on the President's head in the hope that this will make the jobbers tremble, and that the jobbers will deceive themselves. There is the best authority for saying that the President, Postmaster General James and Attorney-General MacVeagh are determined to go to the bottom of the Star route jobbery, no matter who is hurt, and there is also good authority for the statement that while the jobbers pretend to be standing together, their overtures have already come from them to confess, and by their revelations place the government in possession of important and decisive evidence against others on condition of their own security.

FILIBUSTERING.

The Modus Operandi of Obstruction in the Senate.

When a debate is once begun the brethren on both sides usually pitch in and get so wrought up against each other that at about 5 or 6 o'clock they are glad to get out of the hall in a hurry. In the regular hour, and in the demand for a motion to adjourn, and enough on both sides to vote for it to end one more trouble day. But supposing no debate is begun after the motion to go into executive session is lost, then because something must be before the Senate in the nature of Parliamentary business, and the vote cannot be at once repeated, another Democrat will get up the following game, which serves as an alternate motion: He will say, "Mr. President, as we have done so little to-day, and as business of importance awaits our attention I move that when the Senate to adjourn it adjourn to meet at 9 o'clock tomorrow morning." (12 o'clock being the regular hour.) "He doesn't mean it, no more than you and I mean to dye our hair pea-green; but it serves its purpose. Then another Democrat rises and solemnly says: "As that hour would be somewhat inconveniently early for many of the Senators, I move to amend that Senator's motion by substituting 10 o'clock for 9 o'clock, and on this amendment I demand the yeas and nays." Then a third Democrat rises and says: "I move to amend the amendment offered by the Senator who just rose, by substituting the hour of 11 o'clock for 10 o'clock, and on this amendment I demand the yeas and nays." "The Vice-President has to vote the amendments," says the Democrat, "beginning with the last; the 79 names are leisurely called, various Senators rising to explain that they are paired. This is in the formula: "I desire to say that I am paired on all questions with the Senator from [naming the Senator]. If he were here he would vote ye and I should vote no" (or vice versa.) If a Senator is away when his name is called, his colleague (the other Senator from his State) will often make the explanation for him. The roll-call being finished, a posse of delinquent Senators will struggle in from the cloak rooms, and there they will be made to talk over private matters; and they will raise their hands, denoting that they have not yet voted. The Vice-President recognizes them by this announcement of each: "The Senator from [naming his State]. The Clerk then calls his name from the roll, and he votes his standing; then, turning his back goes back to the cloak room wherever he lists. In this delightful pastime twenty-five or thirty minutes may easily be consumed. This disposes of only one amendment. The next is then taken up in the same way, then the original motion, all of which are lost, as it was known they would be. That brings the business back to a point where it is in parliamentary order for some other Senator to make a fresh motion to go into the consideration of executive business, which is also lost, and thus the game goes on. Here is the "true inwardness" of ditatory motions, "filibustering," and this state of things is called a "dead-lock."

I have once seen the House of Representatives in continuous session for three days and two nights, in just such a dead-lock, taking a recess not more than an hour at a time. A great many more justifies this sort of thing, but no ordinary crisis does.

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The Development of the Railroad Campaign.

The Railroad campaign, so far as it affects the Carolinas and Georgia, develops rapidly. Three combinations are at work, and an idea of their plans can now be formed. The three combinations are: 1. The South Atlantic alliance, consisting of the South Carolina, Georgia and the Georgia Railroad, with their branches and leased lines. 2. The Richmond and Danville system. 3. The Baltimore and Ohio Railroad, with the Virginia Midland.

Taking up these combinations out of the order, we find that the Baltimore and Ohio, via the Virginia Midland, is striking out for the Southern and South Atlantic trade. The extension of the Midland Railroad from Danville to Mocksville is determined on, and connections will be made with Charlotte, or Spartanburg or Greenville. The objective point is to be Atlanta, but the Port Royal is also taken into account. There is some talk of utilizing the Augusta and Knoxville Railroad in connection with the Midland extension, but we do not see that there is any money for the Baltimore and Ohio Railroad in the Port Royal line. Connections can be made, but Baltimore will meet the South Atlantic or Wadley-Fisher combination, and the Danville system, but it cannot be expected that freights will be drawn from the neighborhood of Port Royal and hauled by rail to Baltimore, or that Baltimore can supply an outlet for the goods of the South Carolina Railroad from Camden. We are not able to say whether the East Tennessee and Virginia and the Spartanburg and Columbia Railroads will work with the South Atlantic combination, or with the Danville people. What Mr. Colman has to say about the proposed extension of the South Carolina Railroad from Camden. We are not able to say whether the East Tennessee and Virginia and the Spartanburg and Columbia Railroads will work with the South Atlantic combination, or with the Danville people.

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Redmond's Arrest.

ASHVILLE, N. C., May 2. "This is Major Redmond," said Squire Young, the courteous sheriff as he pointed to a slender, boyish figure that lay on a bed of straw in front of the iron-barred window enjoying the cooling breeze from off the blue hills with which he is so familiar. He has a weary, worn and long looking westward gaze, and his cheeks are pale, and his eyes are dim. He has been as much at home as a chamois among his native Alps. He extended a small, weather stained hand to your correspondent and asked him to be seated on the only chair in his cell, except the one by which he propped his head.

"Where did you get your title, Major?" "Well, that," said he, "is a nick-name they give me when I was a boy." "But you have been in command of squads of men at different times, have you not?" "No, sir, I never was. There's all a pack of lies they tell about me havin' a band of men."

"What, Major, are the charges against you?" "They say, some 'bout a year and a half ago I was seen in a blockade stilling on the river, and some 'bout a year ago that there's a man out there in Swain county who has been a trying to lay his blockade stillin' on me. He got suthin' or nuthin' agin me. We haint got along well together for sometime now."

"Major, tell me something about your life." "Well," said he, adjusting the chair under his head more comfortably, "I was born close to where Atlanta, Georgia, is now, in 1854. Then my father moved us to Transylvania, in North Carolina. We lived there till the war come on, and moved to Swain county. After the war was over we went back to Transylvania and lived there and farmed till 1870, when I had some little trouble with some revenuers. They was to blame, I wasn't. I left then and went over into South Carolina. That same year about conragatherin' time I married old man Ladd's gal—in the upper edge of Pickens county. I come back then in March '79 to Swain county and leasid me some land on the Tennessee river, about eighty miles from Charleston; but, wherever I've been I allers had a good character. The newspaper men has told a heap o' lies on me."

"Major, how did the officers capture you?" "Well I'll tell you," said he. "I have been a 'livin' peaceable and no botherin' nobody for this is now gwyne for three years. I mostly stay at home and don't hardly ever leave my cabin 'cept to hunt a little and to work in my fields. Along about the first week in April '80 I was asked me to step out on the edge o' the clearing and kill her a squirrel. And I heard the dogs barkin' on the ridge above the house; so I gits the shot gun and goes up that way. But when I got in about fifty yards of my dogs—where they was a barkin' I seen somebody behind me and I started to slip. A man stepped out an holloed 'halt.' I turned around an' started towards my cabin and they kept a shootin' and ever once an' while I'd feel a ball hit me, and I heard 'em whizzin' by me till I got over the ridge. They run after me and overtook me about a hundred and fifty yards from my house."

"In how many places were you wounded, Major?" "Seven places, an' they hurt me mighty bad this mornin', but I don't say much about it."

The officer's version differs somewhat from the Major's statement. Officer Corley says: "We went to his house—or to his cabin—and found him sitting on the edge o' a hundred and fifty yards distant—early Thursday morning, April 7. At 10 o'clock a m. the dogs saw us and came rushing up to where we were. Redmond followed with his gun. When in about fifty paces of us he lowered his gun as if to fire. We told him to halt, but he was still rapidly advancing and he ran towards his house. Passing the cabin he ran about one hundred and fifty yards into the woods beyond. All six of us closed in on him, and found him wounded and exhausted. We took him to his house, and the physician said he could not be safely moved on an extended trip without his being killed. We were forced to try to keep him in our charge there. We anticipated an attempt to rescue on the part of his friends. We plainly told Redmond, when we saw his neighbors coming to and going from his house, that if any attempt should be made to take him or any attack made on us that we would shoot him dead. This we think, prevented his pals from the dangerous experiment. On Friday, April 22d, we carried him eight miles on a litter to Charleston among our friends, where we slept better. On the following day, Saturday, 23d instant, we started for Asheville, reaching here on Sunday. We brought him here to Asheville in the morning. His friends offered for him designate that point as the place for delivery of his body."

His father is said to have been a moonshiner, and fared badly at the hands of the revenue officers and the law. Hence it was but natural that young Redmond should imbibe the prejudices of his father. His antipathy to the agents of the revenue department was no concealed. He would speak often of his successful resistance of the officers of the law, State and Federal. Flushed with victory, he became desperate and shot down Deputy Marshal Duckworth, in Transylvania county, in 1877, when an effort was being made for his arrest for alleged violation of the revenue laws. He then fled to South Carolina. But he did not there escape the sleepless eye of the law, but he managed to elude her officers. Whereupon a reward was offered, and we are informed is still offered, for his person. Once in South Carolina he engaged in the same sort of work under the revenue law. He escaped the small squad of officers who took his property. But in a few hours he returned with a double-barrel shot gun, and with the wild daring of a frontier desperado, quickly dispersed the confederates of his property. Then he came to the residence of his father, and he was shot down by the law. To this he materially added by his open and defiant conduct. He told the credulous mountaineers that he was "bullet-proof." His immediate neighbors, through policy, were his friends. They were afraid to be otherwise. At least, however, it was rumored that Redmond said, "There are not enough men in Swain county to arrest me." This awoko the energy and pride of the Swain county boys, and they determined to get him. The Federal Court convened here to-day, and Redmond will be tried some time during the session.—Correspondence Atlanta Constitution.

A MONUMENT FOR GEN. GARY.—The Barnwell People say: "The Democracy of South Carolina should testify their high appreciation of the distinguished political services of Gen. Gary by erecting over his grave a monument worthy of the man and of the party he has served so well. Carolinians cannot forget Gary's noble history as a hero and a patriot, and while loving relatives would see that his last resting-place is not unmarked, a grateful people should claim the right and privilege of preserving in memorial marble the story of his gallant life."

A CONNECTICUT DISFRANCHISES 22,914 of her citizens; Vermont, 16,000; Pennsylvania, 10,000; Michigan, 10,000; Massachusetts, 120,000; and Hawley, Edmunds, Cameron, Hoar and Dawes are yelling for a free ballot and fair count—in the South.

The 14th Session of the National Grange.

We have just read with interest the proceedings of the late meeting of the National Grange, P. of H., at Washington City. Evidently the farmers of the United States are engaged in the great work of perfecting an organization which is destined at no distant day to wield a powerful influence over the destinies of this republic. The government of the United States has been usurped, and is being prostituted to the base purposes of the most unscrupulous corporate power known in the history of any people. By the corrupting use of money these corporations assail both parties alike, and purchase the high places of the government for their paid attorneys. As an evidence of the fact, it is asserted that Jay Gould, the great railroad king, owns a controlling interest in two leading partisan papers of New York, to wit, the World and Tribune—Democracy or Republicanism either is strong enough for these magnates, provided these organizations may be used for the advancement of the unholy ambition of these selfish and unscrupulous millionaires. They have well nigh monopolized the telegraphic wires of the country, and now propose to superadd the transportation of the country. With this vast power in the hands of a few men the millions of the masses will be laid under a tribute more galling and more despotic than the Turkish Khevde.

The farmers of the United States are organizing by means of the Grange to throttle and overturn this huge corporate and monied monopoly, and propose to fight the battle at the ballot box for the control of our legislative bodies, State and National. T. H. R.

The Charleston Canal.

The work on the Charleston Canal is progressing steadily and satisfactorily. Capt. Green, of the United States Engineer Corps, who has the work in charge, says that a cut has been made from the Ashley River eight hundred feet by seventy-five feet wide, and eight feet deep. The work will be changed and extended as far as the island near the point of the Devereux farm. The quay, which commences at the western extremity of the Devereux farm, has been built out two hundred feet towards the island. The whole length of this wharf will be one thousand feet long, and is now in progress at the rate of about sixty to seventy feet a week. Just at this time, however, the work of dredging has been temporarily suspended, owing to the necessary removal of the dredge to do some work on the eastern side of the city. The grading for the reception of the South Carolina Railroad track will be commenced next week. The track will cross the land of the late M. P. O'Connor, a distance of about 200 yards, and will then proceed through Simmons street down to and across the marsh, a distance of 900 feet, and then on to the quay, out to a point where there will be 12 feet of water from the city. The work will be commenced next week. The track will cross the land of the late M. P. O'Connor, a distance of about 200 yards, and will then proceed through Simmons street down to and across the marsh, a distance of 900 feet, and then on to the quay, out to a point where there will be 12 feet of water from the city. The work will be commenced next week. The track will cross the land of the late M. P. O'Connor, a distance of about 200 yards, and will then proceed through Simmons street down to and across the marsh, a distance of 900 feet, and then on to the quay, out to a point where there will be 12 feet of water from the city. The work will be commenced next week. The track will cross the land of the late M. P. O'Connor, a distance of about 200 yards, and will then proceed through Simmons street down to and across the marsh, a distance of 900 feet, and then on to the quay, out to a point where there will be 12 feet of water from the city. The work will be commenced next week. The track will cross the land of the late M. P. O'Connor, a distance of about 200 yards,