

Some Hopeful Signs.

It is a satisfaction, amidst the depression of all the interests of the country, and the evident decline of its prosperity, to find that there are men amongst us who will not despond or succumb to these untoward circumstances. We have seen the people, who are interested in a good and economical government and in the overthrow of a system of public service reeking with corruption, take such action as lifts the question out of State bounds and makes it national in importance. Henceforth we shall have a new factor entering into the solution of our State troubles, namely: the interest felt in them by the great body of the American people. The anomalous and unrepresentative character of the South Carolina Government is one which they are bound to notice. It is a curse which, like obnoxious, is going home to rest. This influence has already been felt here. It has strengthened the patriot's hand, it will soon strike terror to the hearts of the organized robbers of the people.

The increased influx of white population into the State for the last five or six months, is another cheering sign that there are men here who have forecast and will not give up the cause of the country. There are now nearly three black or colored people in this State to two white. When this proportion is reversed, a change will come over the land. Black people who govern a State will infallibly govern it for their own benefit, and will determine for themselves, by their own defective and narrow views, what is for their benefit. We have seen what that is. We have seen white men, intelligent men, run in the mould of the preponderating black constituency, and converted into ready implements to carry out the narrow views and proscribing tendencies of the race no less dominant in numbers than dictatorial in spirit. When the ruling element is more enlightened, more liberal in its principles and more catholic in its sympathies, we shall see a different strain of men at the head of affairs, conducting the Government, holding its offices and shaping its policy. We don't care a fig by what name they may be called. They will represent the substantial interests and reflect the restored spirit of honesty and honor in the country.

Another thing we may take notice of. The agricultural interest is greatly crippled and will be compelled to take a new departure. The exclusive cultivation of cotton, combining with unsatisfactory and unwilling labor, and the effect of the financial stringency upon the price of the staple, have brought the planters to a consideration of the evils of their system. They are prepared to heed the advice of the National Grange, and this year they will put in a much smaller area in cotton. Large numbers of them cannot get advances any more. Shut off from this hitherto easy resort, they are compelled to look to their own resources. The consequence has been that a broader breadth of grain has been sown, and the reliance for corn will be transferred from Baltimore and the cities of the North-west to their own fields and barns. Less labor will be needed and used, and greater profits and larger comforts realized. Time will be secured to look after the homestead, the orchard, the garden and the truck farm, and the country made more self-sustaining. Stock will demand and receive careful attention, and the agricultural mind, relieved of the all-absorbing pressure of a single crop, with the uncertainties and dissatisfaction which attends the labor necessary to cultivate it, and its doubtful results at best, will be free to look after the thousand other modes by which it may achieve success. The thoughtful and industrious cultivator of the soil should go back in mind to the time when every thing was raised at home, except sugar, iron, tea and coffee. It can be done again, and the cotton crop will become almost entire gain in money. It will be subject only to the deductions necessary to purchase articles that the soil will not produce, and these are but few.

Spartanburg and Asheville Railroad.
The Columbia Board of Trade, a few evenings since, appointed a committee to solicit subscriptions of stock to the Columbia, Spartanburg and Asheville Railroad. The advantages of opening this road across the mountains to Asheville, and thence to Morristown, where it will be taken up and connected with the cities of the North-west, are so obvious and have been so often presented in our columns, that we think it almost a work of supererogation to say anything more upon the subject. Formerly, we might have done without it,

although it was desirable. Now it is almost a necessity. It is one of those connections that ought to be secured without delay. It has been a dream for the last half century. It should now become a reality. There is untold wealth and an incalculable amount of good in the undertaking. It will develop enterprise, increase trade, enhance the value of lands, build up cities, bring in population from Europe and the North-west, and plant them along its line. Schools, colleges, churches, productive farms and profitable manufacturing establishments will change the face of the whole country. Charleston and Columbia will be vastly benefited by it. The manufacturing, commercial and educational interests of the latter will take a fresh start, and it must become one of the most prosperous and active, as it is already one of the most beautiful and healthy, of inland towns. It will become those who have the means, and who can appreciate the magnificent results which lie in the near future from the completion of this route, to give the matter prompt and serious attention. Money put in it will yield both direct and indirect returns.

Let us look at the map and compare the distances. From Charleston to Louisville, via Augusta, Atlanta, Chattanooga and Nashville, is 782 miles; via Columbia, Spartanburg and Knoxville, it is 681 miles, or a difference of 101 miles in favor of the Spartanburg line. From Charleston to Cincinnati, via Augusta, Atlanta, Chattanooga, Nashville and Louisville, the distance is 1,087 miles; via Spartanburg, Knoxville and Cincinnati, it is 940 miles, or a difference of 147 in favor of the Columbia and Spartanburg route. A comparison of this line to the several points of St. Louis, Louisville, Cincinnati and Chicago, with the lines from New York, Philadelphia, Baltimore and Norfolk, will further show it to be the shortest for all traffic between those points and Charleston. From Charleston to Knoxville, by this line, the distance is only 421 miles. When completed that far, it will place East Tennessee, with its rich agricultural products, and its vast wealth of coal, iron and copper, waiting development, ninety-seven miles nearer Charleston than by the existing route by Augusta, Atlanta and Dalton. To make the connection complete to Knoxville, a link of only 115 miles remains to be built—namely, from Spartanburg, via Asheville, to the Morristown branch. It will pay, and pay richly, to go no further than Knoxville. But the advantages of the shorter connection which will follow with Louisville, Cincinnati and Chicago—the whole West and North-west, in fact—give the scheme dazzling grandeur and importance. If we are wise, if we can see anything beyond our noses, we will not be backward to do our part in achieving the grand result. We hope that we shall soon be able to add earnest and intelligent interest in this enterprise to the hopeful signs of our future enlarged and permanent prosperity.

The Chicago and South Atlantic Railroad.

Major Vail, one of the directors of the Chicago and South Atlantic Railroad, has written to the editor of the Carolina (Spartanburg) *Spartan*, T. Stobo Farrow, Esq., that an Act, chartering the road, has passed the Kentucky Legislature, giving the towns and Counties through which it is to pass the right to vote subscriptions in aid of its construction. He writes very encouragingly of the road, and thinks that work on it will soon be commenced in Indiana, and very probably, also, in Kentucky. So our people will see that a strong and lively interest is felt in the project at the other end and along the line. From the Frankfort (Kentucky) *Yeoman* we copy the following:

"There is no road in the construction of which Kentucky should feel greater interest. The people of North and South Carolina and Georgia are looking forward to it as the great boon which is to bring them a new prosperity, while the people of Ohio, Illinois and Indiana see in it a new future, which will place them 150 miles nearer the Atlantic, and open up a new market for their products. It has not attracted that attention it deserves, but as its prospects increase our people will awake to a sense of its importance, and move vigorously in its aid."

The procession on foot that followed the remains of the late Mr. Sumner, in Washington, was almost wholly composed of negroes. The whites either were too proud to mingle with them, or were not sufficiently impressed with respect for the deceased to pay him the small honor of marching in the procession.

THE STATE LEGISLATURE. MONDAY, MARCH 16, 1874. SENATE.

The Senate met at 12 M. Concurrent resolution for the appointment of a special joint committee to examine the books of the State Treasurer and Comptroller-General was concurred in and Senator Owens appointed. A bill to amend an Act entitled "An Act to regulate the pay of the members of the General Assembly," was concurred in.

A message was received from the House, that it refused to concur in the Senate amendment to Section 4 to a bill to regulate the public printing. All other amendments were concurred in. The Senate insisted on its amendments.

The consideration of a Senate bill to make appropriation to pay claims held in trust by J. Woodruff against the State was indefinitely postponed.

A message was received from the Governor, stating that he had approved the following Acts and Joint Resolutions: Acts to incorporate the Camden Jockey Club; to incorporate the Boykin Methodist Episcopal Church, in Marlboro County; to incorporate the Mechanical Fair Association, of Darlington; to incorporate the South Carolina Society for the Prevention of Cruelty to Animals; to incorporate the Orangeburg Manufacturing Company; to renew and extend the charter of the Shiloh Methodist Church, South, in Abbeville; to authorize and empower certain Counties to issue bonds in subscription for preferred stock of the Oberaw and Chester Railroad Company; to amend the charter of the town of Beaufort; to incorporate the Pipe Creek Baptist Church, of Lawtonville, Beaufort; to incorporate the town of Woodruff, in Spartanburg; to authorize and empower the Intendant and Wardens of the town of Yorkville to open certain streets in said town; to incorporate the Centenary Church and Camp Ground, of Marion; to incorporate the Edgfield Branch Railroad Company; to incorporate the town of Seneca City, in Oconee; to incorporate the Raemont Manufacturing Company, of Marion; to authorize D. F. Appleton to erect a wharf or wharves on any property owned by him in the town or city of Port Royal; to incorporate the Palmetto Lard and Lumber Company; to incorporate the Colleton Manufacturing Company; to fix the time for holding courts in the Seventh Circuit; to authorize and empower the County Commissioners of Aiken County to open and keep in repair a public road running from Jackson Station to the Augusta Road. Joint resolutions proposing an amendment to the Constitution of the State, relative to the increase of the debt of Counties, cities and towns; to require the County Treasurers of Newberry and Marion Counties to distribute the moneys collected under and by virtue of an Act, approved February 20, 1873, for the payment of the past dues of said Counties *pro rata* among the claims which were registered and established in pursuance of the provisions of said Act; providing that the Hon. C. Baring Farmer be allowed compensation for holding special courts.

Mr. Hope presented counter-memorial of sundry citizens of Lexington village, praying that no Act of incorporation of said village be passed by the General Assembly.

Mr. Dunn introduced a resolution, that the Senate Committee appointed December 3, 1873, to ascertain and report by what authority the granite in the State House yard had been sold or disposed of, to whom sold, together with all information relating to the same or disposition thereof, be required to report to-morrow. Agreed to.

Mr. Dunn asked and obtained permission to withdraw from the files of the Senate a bill to pay the claim of E. B. Wesley.

A bill to incorporate the Planters' Bank and Trust Company was ordered to lie on the table.

Report of Committee on Incorporations on bill to incorporate Second Baptist Church, of Columbia, and bill to recharter the town of Abbeville, were ordered to lie on the table.

The appropriation for printing for the next session was increased to \$98,000. A large number of claims were passed.

HOUSE OF REPRESENTATIVES.
The House met at 11 A. M. The Senate returned, with concurrence, a resolution for the appointment of a special committee to examine the books of the State Treasurer and Comptroller-General.

Mr. Artson introduced a resolution, which was adopted, that the Clerk of this House be, and he is hereby, authorized to prepare a manual for the use of the House of Representatives, and also manuscript journals of the House of Representatives for the sessions of 1872-73 and 1873-74; the journals to be deposited, when completed, in the office of the Secretary of State.

Mr. Humbert introduced a resolution, which was indefinitely postponed, that whereas John Wallace, a member of this House, was, on the night of the 13th instant, brutally assaulted and robbed, the Clerk of this House be directed to draw a pay certificate in his favor for \$390.

The enacting clause of a Senate bill to amend Section 12, Chapter XXXVII, of the General Statutes, relating to the salary of County School Commissioners, was stricken out.

APPROVED.—The Governor has approved of and signed the following Acts and joint resolutions:

Acts to incorporate the Young Sons of Honor of the Frippe Point, of St. Helena Island; to establish a public ferry in Williamsburg County; to authorize and require the County Commissioners of Chester County to build a bridge across Rocky Creek; to authorize and empower the Apprentices' and Minors' Society, of Charleston, to unite with and form a part of the Charleston Library Society; to incorporate the

Gowensville Seminary, at Gowensville, Greenville County; to incorporate the Clarendon Land Joint Stock and Loan Association, of Clarendon; to confer the rights of legitimacy on Charlotte Sullivan and John Orine; to incorporate the Sea Island Railroad Company; to establish certain public roads in the County of Georgetown; to amend an Act entitled "An Act to renew and amend the charter of the town of Anderson;" to authorize and empower Champion Doe, Horace White and others to erect and keep in repair a gate across the public highway leading from Camden Court House to Liberty Hill, in Kershaw County; to change the time of holding Circuit Courts in the several Counties therein named; to require the County Commissioners of Charleston to erect a poor house in said County; to provide a fence law for Anderson; to incorporate the Germania Savings Bank, of Charleston; in relation to the service of legal process; to incorporate the Chester Land Purchasing Association, of Chester County; to make it the duty of the County Commissioners of Charleston County to take care of and keep in proper repair James Island and Haulover Cate, the same as other thoroughfares; to raise supplies for the fiscal year commencing November 1, 1874; to authorize P. T. Smith to build a wharf at Gardner's Bluff, in Marlboro; to incorporate the Press Union Laborers' Association, of Charleston; to amend an Act entitled "An Act to charter the Anderson, Aiken, Port Royal and Charleston Railroad Company;" to allow Hon. Thompson H. Cooke, executor of Daniel Zeigler, to receive certain lands sold for taxes through the default of others; to authorize and empower the County Commissioners of Greenville to open and establish a public road, leading from Ignatius Few's to Tyger River Church; to provide for the transfer to the officers of the courts of Aiken all processes and other papers relating to suits and proceedings in the County, begun in any portion of said County originally constituting said County, which have become a part thereof; to establish a ferry across the Santee River, in Williamsburg County, and to vest the same in Aaron Martin, his heirs and assigns; to authorize the Commissioners of Lexington County to change the course of Market Road, known as the River Road, in said County; to amend an Act entitled "An Act to grant, renew and amend the charters of certain towns and villages therein mentioned;" to incorporate the Greenville and Asheville Turnpike Company; to incorporate the Ebenezer Baptist Church, of Georgetown; to repeal an Act to recharter the Cypress Causeway; to establish a ferry across the Broad River, just below where the Greenville and Columbia Railroad crosses said river; to constitute the County Commissioners of Anderson County, known as Earle's Bridge; to incorporate the Enterprise Gas Light Company, of Charleston; to authorize and require certain Jury Commissioners to prepare jury lists for the year 1874, and for other purposes therein mentioned; to amend an Act to establish a new judicial and election County from portions of the Counties of Barnwell, Edgefield, Lexington and Orangeburg, to be known as Aiken County; to renew the charter of South Carolina Bank, No. 1, I. O. O. F., of Charleston.

Joint resolutions to provide an appropriation for repairing the State House and fences enclosing the same, and for other purposes therein mentioned; authorizing and empowering Littleton Daniel, a Trial Justice of Chester County, to exercise the functions of his office in any portion of the corporate limits of the town of Blackstock; to relieve the citizens of Union County from paying taxes on the assessment of real estate made in the year 1873; authorizing the State Treasurer to pay to the County Treasurer of Greenville County the sum of \$10,050, to be applied for free school purposes.

St. Patrick—His Day.

Which it comes on the 17th of this gusty month of March. He was a saint, to be sure! And how he did last! Born in 373—died in 433; cut off prematurely at the tender age of 120 years! Many people have the notion that he was only a rollicking saint, and a verse or two of the old ballad about him, which we quote below, might convey that idea; but Bishop Butler, in his "Lives of the Saints," says: "St. Patrick forsook his family, sold his birth-right and dignity, to serve strangers, and consecrated his soul to God, to carry his name to the end of the earth. He was determined to suffer all things for the accomplishment of his holy design." Probably no saint's day is so generally celebrated throughout the world as St. Patrick's. Every Irishman living remembers and keeps it. Who ever saw a "son of the old sod" at work on that day? St. Patrick was a juteleman, and he came of decent people. He built a church in Dublin town, and on it put a steeple; His father was a Wolloghan, his mother an O'Grady, His aunt she was a Kinaghan, and his wife a widow Brady. Ooh! the Antrim Hills are mighty high, and so's the Mill of Howth, too; But there's a hill more higher still, more higher than them both, too. 'Twas on the top of that high hill St. Patrick preached his sermon, And drove the frogs into the bogs and murdered all the varmint. Ooh! no wonder that we Irish boys are all so free and frisky, The good St. Pat., he taught us that, as well as to drink whiskey. Ooh! to be sure, he had the knack, and understood distilling, For his mother kept a shebeen shop, near the town of Laniskillen.

CITY MATTERS.—Subscribe for the Phoenix.

Green cravats will be in order to-day. Flashily turn-outs occasionally in our streets carrying much precious freight. There is a Gypsy camp on the Lexington side of the Congaree. The Legislature adjourns *sine die*, this afternoon, at 3 o'clock. Mr. Brissenden's dancing soiree has been postponed until Thursday evening, owing to the very inclement weather. An exchange says that the hard times are over. So we should say, all over the country. A No. 14 shoe was called for unsuccessfully in a neighboring store, yesterday. This foot tops them all. Rain, rain, rain from Sunday morning until late last night. There was a slight sleet early on Sunday. The most disagreeable spell of the season. The *Union-Herald* is after the Legislature with a sharp stick—charging them with going elbow-deep into the public treasury. True bill. Mr. Greenfield has just brought out a handsome phaeton for Mr. W. D. Starling. It has all the latest improvements. As the Supreme Court has decided the water question favorably to the Columbia Water Company, it is to be hoped that hereafter we will have the pure article furnished. The infant son of Dr. and Mrs. Taylor, who has been such a sufferer from diphtheria, departed this life at an early hour Sunday morning, and was interred in the family burial-ground the same afternoon.

The following gentlemen have been appointed a committee to solicit subscriptions for stock to the Asheville and Spartanburg Railroad: James E. Black, L. O'Neale, Jr., J. D. Wiley, E. W. Seibels, E. Hope, F. H. Sawyer.

The fourth grand gift concert for the benefit of the public library of Kentucky comes off on 31st March. Tickets can be had through Mr. D. Gambrill, up to the 20th instant, after which date all unsold will be returned. "The day is not far distant," says a Raleigh paper, "when the world will begin to look on death as a journey to another country." Yes; and the journey is one on which we can all of us go as dead heads.

We are informed that all the whole tickets in the great gift concert at Louisville, Ky., which were sent to this city, have been disposed of. A few halves, fifths and tenths remain, but they are going off rapidly. The time is very short. Notwithstanding the strike and discharge of a number of hands engaged in Factory No. 8—in which the California Cigar Store is located—it is in full operation, the proprietors having secured the services of fifteen workmen from New York.

The Governor has appointed Michael Brown, James M. Smith, of Barnwell, and Geo. Shrewsbury, Jr., of Charleston, Notaries Public; A. R. Aughtry, Union, B. H. Nerland, Barnwell, R. A. Cates, Spartanburg, and Henry Mannheim, Marion, Trial Justices.

The Republican Nominating Convention met last night, in the Court House, to nominate a candidate for Mayor of the city of Columbia. The present incumbent—John Alexander, Esq.—was almost unanimously chosen. The vote stood: Alexander, 25; Swygert, 2; Dennis, 1.

Every head of a family should possess a policy in a good life insurance company, like the Brooklyn, of New York, which is as sound as a silver dollar. Dr. J. W. Parker, at the Carolina National Bank, is the General Agent for South Carolina. In view of the uncertainty of life, call on him and secure protection against so terrible an evil as that of leaving a family unprovided for.

We suppose that it was its zeal in favor of harassing the poor ignorant victims of the Ku Klux persecutions, and its staunch support of Merrill in his merciless dragonade and in the parts of lawyer and lobbyist which he subsequently played, to get his blood money claims through the Legislature, that recommended a certain sheet of this city to the support of some of our merchants and advertisers in the first stage of its existence. Now that it has been revived, and is run by contributions from the State Treasury as before, it asks the support of all good men and true Carolinians by such language as this:

"Thirteen years have served to materially change the opinions of men who in former times took the Bible under one arm and the slave-driver's whip under the other, and, thus equipped, went about the performance of their daily avocations."

Subscribers will hasten to send in their names, accompanied by the cash. Daily \$8; weekly \$2 a year. Advertisers will hurry up their notices. Advertisements 15 cents a line. Business notices, 30 cents a line.

St. Patrick's Day.—Our friends of the Libernian Society meet this evening, to celebrate the anniversary of the patron saint of Ireland. St. Patrick was an earnest, pious and toiling benefactor of the people, whom he gathered into the fold of Christianity. He has always been held in high and deserved esteem by the Irish. They show only due reverence to eminent virtue and consummate merit in the honors which they regularly pay to the memory of a man of such good works, such gentle piety, and of such lasting and commanding influence. Mine host of the Wheeler House furnishes the feast. The bill of fare is very tempting. Secure a ticket, by all means.

A MOUNTAIN OF A MOLE-HILL.—An attempt has been made by some parties to attach political importance to a school-boy difficulty, which occurred on Thursday last. We have taken some pains to inquire into the matter and have obtained the following facts: On the day mentioned, a number of boys attached to one of our principal male academies were having a run during recess, when one of them (the son of a prominent office-holder) threw a handful of sand in the face of another. The sanded boy immediately returned the compliment, through the medium of an egg (it is egg pecking season) which he had in his pocket. Some mischief-makers, hearing of the affair, hurried off for the police and endeavored to arrest a number of the youngsters, either as participants or witnesses. Suffice it to say, the boys were not forced to submit to the indignity, but the egg-thrower promptly appeared before the Mayor, who, after thoroughly looking into the affair, dismissed the case as one unworthy of action in his or any other court. There are some individuals in this community who are actually afraid of their own shadows, and shout "police" without the least provocation; and, not content with keeping up an unpleasant feeling between grown persons of opposite political views, are desirous of fomenting discord between the youngsters. They will receive their reward.

LIST OF NEW ADVERTISEMENTS.
John C. Dial—Rooms to Rent.
Meeting Independent Fire Company.
W. G. Childs—Notice.
Wm. Mooney—To Rent.
Meeting Capital B. & L. Association.

HOTEL ARRIVALS, March 16, 1874.—Wheeler House—John J. Boyd, Md.; L. Strauss, N. Y.; J. Runckle, Ga.; Miss M. H. Stuart, Fort Mills; J. L. Younge, B. W. Norton, Chester; J. S. Browning, F. E. Frazer, J. A. May, Charleston; J. P. Pool, O. Wells, Newberry; P. Fitzgerald, N. Y.; O. B. Warwick, W. B. Wheeler, C. B. Hinton, U. S. A.; A. N. Seymour, Charleston; M. Myers, Pa.; A. N. Talley, T. B. Jenkins, N. C.; T. B. Johnston, Sumter; D. W. Spencer, Va.; W. G. Desportes, T. R. Robertson, Winnsboro; T. C. Pool, Mrs. L. H. Keady, Miss A. Foot, Newberry; J. L. Breeden, Bennettsville; J. M. Richardson and lady, Sumter; J. M. Pow, Mass; T. Anderson, Fairfield; U. O. Mauldin, Charleston.

Columbia Hotel—W. F. Carston, Aiken; H. A. Howe, N. Y.; W. H. Taylor, Lancaster; T. M. Wilkes, G. J. Ball, city; J. F. Whitsell, N. C.; E. H. Brooks, W. D. Kennedy, G. E. Reab, Augusta; L. M. Tough, Kansas; C. W. Vanhorne, N. Y.; L. E. Lyons, Mrs. A. B. Lawton, N. C.; J. W. Corbin, Baltimore; J. F. Neumann, Chas. P. Fitzgerald, N. Y.; W. J. DeTreville, W. H. Evans, Orangeburg; A. G. Rice, Union; G. W. Thames, N. C.

FAIRBANKS' SCALES.—Our large freight railroads are proving the great profit of the use of Trac Scales, by the discovery of the frequent, if not general, overloading of cars of merchandise; especially those contracted for by car-loads. On one of the New England railroads, the first car-load weighed showed such an excess of weight as to add seventy-seven dollars to the freight bill. On another New England railroad, a suspected car was found to have twenty tons of manure on, instead of ten as billed.

The New York *Tribune* says: "Western grain shippers have a trick of loading cars beyond the amount mentioned in the invoices, and, as the railroads have not weighed the trains, considerable produce has been got through free. The Boston and Albany Company are crying out against it." The Fairbanks' Patent Iron Frame Trac Scales, which are almost universally used by our railroads, have thus proved themselves a source of income instead of expense. The fact is, that no investment pays better in any department of trade than one of Fairbanks' Standard Scales, and the increasing demand, even in these dull times, is a proof of their superiority over all others.

Colonel Bolling, the Mayor of Louisville, Miss., is a wronged man. A short time ago, a paragraph was published saying that he was about to come into possession of nearly one-half the city of Richmond, Va. The last number of the Louisville *Banner* contains a card from him in which he declares that the report of his prospective wealth was a hoax, and that he has been "annoyed to death" by its circulation. The equanimity of the property-holders of Richmond was not in the least disturbed by the invention, and Col. Bolling appears to be the only sufferer in the matter.