

From the West to the Seaboard.

The great newspaper of the West, the Louisville Courier-Journal, turns its favorable attention towards our prostrate State. It speaks words of warm encouragement of the movement which has been set on foot to revive the project of making Charleston one of the great seaports for the West, by the completion of a line of railway projected nearly forty years ago. First, it presents the point of the greater nearness of Charleston over New York to Chicago, Omaha, St. Louis, Indianapolis and Louisville, by the following tests:

"If a map of the United States be constructed on a scale of sixty miles to the inch and a circle be described about Chicago as a centre, with a radius of a fraction over thirteen inches, the circumference will pass through both New York and Charleston. If Omaha be taken as a centre, with a radius of nineteen inches, Charleston will be on the circumference and New York will lie about two and a half inches outside the circle. If St. Louis be the centre and the radius be thirteen inches, the circumference will pass through Charleston, but will leave New York over three inches outside. With a radius of eleven inches and Indianapolis at the centre, Charleston will again be on the circumference and New York a little over an inch outside. And if a circle be described about the city of Louisville as a centre, with a radius of nine inches, it will take in Charleston but will leave New York tail three inches outside the circumference."

We pass over its discussion of the advantages of air-line routes, and follow its statement of the inception of the great enterprise of the Louisville, Cincinnati and Charleston Railroad, and the completion of many sections of it by the State and people along its route on the very lines originally projected, but not under single management, the scheme of which had to be abandoned. Between Charleston and the West lay a barrier of mountains, but Governor Hayne pointed out a passage through it in language which has been regarded as authority ever since:

"From the top of the Blue Ridge, when attained from the East, there is afforded by means of the French Broad River, whose head waters rise but a few feet below the summit of the mountains, a gradual and regular descent along the margin of that stream for upwards of one hundred miles into the plains of Tennessee, falling on an average only thirteen feet in the mile. The French Broad cleaves all the mountains to their very base, passing in many places through precipitous rocks of great height, forming stupendous walls on either side, almost without a fall or a rapid in its course, and is so free from curvatures as in the opinion of the engineers to admit of a good track for locomotive engines and their attendant trains, the entire distance along its banks, without the necessity probably of once crossing the stream. Now, we would ask whether the mere existence of such a passage through the mountains, in the general direction of a line drawn from Charleston through the centre of South Carolina and leading nearly in a straight course across an interesting and valuable portion of North Carolina, and through the very centre of East Tennessee to Lexington, and from thence to the Ohio River, does not mark out, as with the unerring hand of nature, this as the great channel of communication between the South and the West?"

"In July, 1836, a convention, composed of 880 delegates from nine different States, met at Knoxville and unanimously resolved that the route described by Governor Hayne offered the best practicable route from Charleston to the West, and immediately following this meeting measures were taken for forming a great railroad company to build a railway from Charleston to Lexington and Louisville. The work was actually commenced, and the section from Branchville to Columbia completed, when the great financial crisis of 1837 brought the work to a standstill, and so long delayed it that the time limited by the charters passed by and the scheme of a continuous through line under the united charters was abandoned."

But notwithstanding that the work went on, as we have said, in different States, and now there remain only a few gaps of unconstructed road. The most important of these lies between Spartanburg, in this State, and Asheville, North Carolina, on which ground was broken on the 18th ultimo, and when the Hon. C. G. Memminger, formerly Secretary of the Confederate Treasury and now President of the Spartanburg and Asheville Railroad Company, delivered an address, in which he very forcibly set forth the benefits that would accrue from the completion of the line at this time. In regard to the amount of work yet to be done, Mr. Memminger says:

"On the Western side of the mountains railroads are already constructed, which, according to Mr. Redfield's estimate, leave a gap of only 150 miles

between Cincinnati and Charleston. This gap consists of three portions—one of thirty miles from Obitwood to Carysville, of which part nine miles is graded; another of forty-five miles, from Wolf's Creek to Asheville, which is more than half graded, and the remaining gap of seventy-five miles is from Asheville to Spartanburg, and lies within our consolidated charter.

"The route by Carysville, although it will be the first constructed, varies from the line which we propose, and which will finally be adopted as the shortest and best line to Chicago. At Morristown the route will cross the Tennessee and Virginia Railroad, and proceed directly by Cumberland Gap to London, in Kentucky, the present terminus of the railroad South from Louisville and Cincinnati. The distance from Morristown to Cumberland Gap is fifty-one miles, and from thence to London fifty-five miles. So that by this route the gaps in the entire road amount together to but seventy-one miles more than by Mr. Redfield's statement. A company in full organization has a charter for the road between Morristown and Cumberland Gap, and the road from Morristown South to Wolf's Creek has been long finished and is now in full operation. The portion from Wolf's Creek to Asheville would probably have been completed before this time, but for the fraud of the State agents in North Carolina, who stole away its means. Arrangements are in progress to resume the work, and it is expected that the road below Asheville will be ready for operation in time to receive the cars from this side. So that we have every inducement to press on to fill the gap of seventy-five miles between Asheville and Spartanburg. Of these seventy-five miles twenty-four lie between Spartanburg and the foot of the mountains."

The estimates of the cost of the section from Spartanburg to the foot of the mountains, is placed at \$257,973; and while the section of country immediately interested may be able to raise the money, its exhibition of energy and determination ought to awaken the interest and secure the aid of those more remote from the locality, but so strongly interested in the through connection. How much the West and North-west are interested in direct communication with the Southern Atlantic States, is indicated in this extract from the address:

"When it is considered that the cotton-growing States import from the North-west not only corn, but bacon, flour, lard, beef, whiskey, mules, horses and cattle, and that a proportional increase of business to our railroads and reduction in price to the consumers of all these articles would be produced by the proposed railway, the advantages become more obvious. In the single article of corn alone, the importation of the States of South and North Carolina and Eastern Georgia is set down at \$40,000,000. Whatever portion of this comes from the North-west, comes now by the circuitous lines which reach New York and Baltimore, and thence by the ocean to Southern ports. Suppose a route to be opened which will reach the consumer in a shorter distance than even the first step to New York or Baltimore, and is it not obvious that this route will command the trade? The distance from Chicago to New York is, by the shortest route, 935 miles, and by the usual freight routes it is from 980 to 1,043 miles. The distance to Charleston is 786 miles. The mere statement of these distances shows that the Charleston route would necessarily take the trade."

The great scheme of the men of 1836 will yet be completed. It has, in fact, worked its way in spite of financial crashes, rival lines, civil war and the drawback of many long years of retroactive reconstruction, paralyzing energy and absorbing the means that should have gone in part to opening this grand connection of the South-east and North-west. The efforts now made in the face of so much that is discouraging to pierce the mountains and fill the gaps needed to reach the great grain centres, elicit the commendation of the *Journal*. "South Carolina," it says, "is certainly not in a condition to undertake great enterprises, but it is a most hopeful sign, not only of her energy, but of her recuperative powers, that her sons have now the courage to put their shoulders to the wheel of any improvement."

The Conservative Convention to consider the question of nominating candidates for State offices will meet in this city this morning. We have every confidence that they will reach a wise and prudent conclusion. What is done should be earnestly done, and followed up with vigorous efforts to make the policy that may be adopted successful. It is the time, as has been well said by General Conner, for every man in the State to lay aside his personal preferences and join in the general effort to secure an honest government.

Gen. J. B. Kershaw, the distinguished and much-loved old Confederate, was honored by the Congressional Convention with the unanimous recommendation for Congress from the Fourth Congressional District. It was truly complimentary.

The Charleston Ratification Meeting.

A friend, who was present, informs us that the ratification meeting in Charleston was the largest and most orderly he has ever seen. There was no interruption to the speakers, except for applause. The candidates—Judge Greene and Major Delaney—and Senator Dunns poked at length and with fine effect. The last named gentleman made some statements in regard to the bond frauds, which it is important should be known. They have never before been made public. His opportunities have been better to learn about these matters than any man in the State. He was on a committee of investigation concerning the bonds last summer, and had access to sources of information in New York and elsewhere that let in a flood of light upon the dark transactions connected with them.

He says that he found out that, in addition to the \$6,000,000 fraudulent conversion bonds now out, there are \$1,250,000 of the bonds which the last Legislature declared legal and valid that are just as fraudulent as the conversion bonds. When I returned to Columbia last June I informed the Attorney General and the honest State Treasurer of this. Having laid the proofs before them, I asked the Attorney-General to take out a *mandamus* to prevent Cardozo from receiving and funding these bonds. He told me that he couldn't and wouldn't do it; that it was his duty to support the executive officers of the State and not to interfere with them. I then went to Treasurer Cardozo and told him that he would have to bear the responsibility of receiving these bonds, and he said he reckoned he would have to do it. This was all the report the Legislature authorized me to make before its meeting, and the State Treasurer decided to receive these bonds, although I laid the evidence of their illegality before him. I then forgot my party and went to a Democratic lawyer, in Columbia, Mr. Youmans, and in placing the evidence in his hands, asked him to lay it before the Executive Committee of the Tax-payers' Union. I also told the Attorney-General that the law validating these bonds was, in my opinion, unconstitutional, and that I thought the Supreme Court would so decide. It was unconstitutional because it increased the public debt, by making good the bonds which had no legal existence, and I wanted a *mandamus*, so as to prevent the holders of these bonds from coming before the Legislature again. The ring, however, were afraid to have a decision from the Supreme Court, which would invalidate the illegal claims, and they refused to take any notice of my report.

Senator Dunn also paid his respects to Attorney-General Melton, who has some accusations about him in the up-country.

"I have heard," he said, "that Attorney-General Melton, in a speech in the up-country, has charged me with proposing to Chamberlain a plan to recognize the conversion bonds. I here publicly say that if it be true that Melton dared to say such a thing, he is a liar, and the truth is not in him. I have found that whenever a man chooses to stand up against these rascals, and they can't do anything else, they begin to lie about him. I hope they will get the liar's reward on the 3d of next November. What I say here I want reported, and I also want Attorney-General Melton to fully understand, that when he next meets me he has got to retract that charge, or it will be the last word that one of us will speak. Here the speaker wished to conclude his remarks, but the crowd insisted on his going on, and he proceeded: Who is it that is trying to keep up this war of races? Not any honest man from the North or East. I believe, as I stand here that only by the inauguration of this movement was it possible to fend off the impending conflict between the two races. In two months time the land would have been drenched in blood if there had not been found some men with the manhood to come out and invite the people to help sweep out the rascals and unite in an effort for honest government. [A voice, "sweep 'em out!"] I believe the property owners of the State, if they had the courage I think they have, would never have permitted the ring to be fastened upon them for two years longer, and I believe that the people of the United States would have bid them God-speed in the work. If this movement is a success, there will be such a shout of joy in South Carolina as was never heard before, and may God speed the day and God protect the right." [Premonitory applause.]

ELECTIONS.—Nineteen States will elect United States Senators this winter, including Vermont, Maine, Indiana, Nebraska, West Virginia, Louisiana, Delaware, Florida, Massachusetts, Michigan, Minnesota, Missouri, Nevada, New Jersey, New York, Pennsylvania, South Carolina, Tennessee and Wisconsin.

The Goldsboro (N. C.) *Messenger* says: "Grant" and "Collax" are seemingly not popular on the Atlantic Railroad. The engine "Collax" was blown to atoms a year or two ago, under President Stanley's administration, and now the "U. S. Grant" is badly smashed by the "Chas. Fisher," in the collision of Thursday last.

To the Convention of the 8th October.

To a great degree you represent the character and honor of the white people of South Carolina, from the fact that you are called together by their representative, Gen. James Chesnut, Chairman of the Executive Committee of the South Carolina Tax-Payers' Union. A responsibility rests upon you that is not to be ignored. A mistake in the line of policy laid down by you for your constituents, the honest high-toned tax-payer to follow, may be fraught with a degrading effect, more calamitous than continued defeat at the polls. At this time the white people of South Carolina have the sympathy and respect of the white race all over the world. If you endorse either the Independent or Regular Republican parties of this State, you become participants criminals with the leaders of that faction of the Republican party of this State which you endorse. It is said that the Tax Payers' Convention is likely to adjourn without making a nomination, or without endorsing the *puerile effort of a set of discredited political jacks*, who, when they could not re-elect their *Moses*, found that there was no room for them in the regular Republican party of the State, grabbed the most available tool they could find to maintain their sinking notoriety and importance. We trust that the self-respect of the convention will be a guarantee of this opinion. For while the white people of Carolina may be induced to remain away from the polls, by the advice of their convention, they cannot be induced to support any ticket put forward by the so-called Independent Republican leaders, lately conveyed in this city, who have undertaken to thrust upon the white people of this State a nomination more respectable than the miserable crew that they propose to drive out of power. If you have not the courage and faith to nominate a straight-forward, honest man's ticket, from the Governor down, go back to your constituents, and tell them that you see no good to be accomplished in this State by exercising the privilege of the ballot by the majority of the population of the State being hopelessly corrupt.

W. L. CHARLESTON, S. C.

Mr. Editor: Our attention has been called to an article in the PHOENIX, of yesterday, addressed to the Grand Jury. We fully agree with you, Mr. Editor, that all persons who have been guilty of bribery should be indicted, and it is your duty, as well as the duty of all good citizens, to appear before the Grand Jury, and if you or they can prove bribery on any one, we promise you that we will do all in our power to put that man in the penitentiary, no matter what his position may be, whether he be a member of Congress or of the State Legislature. Now come on with the proof, and we will let the County see that the Grand Jury of Richland County will do their duty promptly and fearlessly; and, Mr. Editor, we invite all persons, who can prove their charges, to come forward, and we, as well as the whole State, will thank them for it.

SOME OF THE GRAND JURY

UNITED STATES DISTRICT COURT, CHARLESTON, October 6.—Judge Bryan presiding. The grand and petit and pleas jurors were, after being sworn as to their ability to read and write, and that they had not served within the past two years, organized. The following cases, from the criminal docket, were tried and disposed of: The case of United States vs. Charles C. Eberle, charged with carrying on the business of a tobacco manufacturer without paying the special tax. Verdict of the jury, not guilty. United States vs. John McRoy, charged with dealing in manufactured tobacco without paying the special tax. Verdict, guilty; sentenced to pay a fine of \$10 and costs. United States vs. J. H. Watson, charged as the foregoing. Verdict, guilty; sentenced to pay a fine of \$10 and costs. United States vs. Amos Gaillard, charged with perjury. Verdict, guilty; sentenced to twelve months' imprisonment at hard labor and to pay a fine of \$100. The following equity business was transacted: The petition of J. L. Watson, for compromise in the matter of Ira Hardin, was referred to Registrar Julius Carpenter, who was granted. The leave of absence of Registrar Julius Carpenter was extended to 1st of November, in consequence of sickness.

SUDDEN DEATHS.—We learn that Mr. B. M. Buzhardt, of this County, died very suddenly, on Sunday, and it is supposed from congestive chill. He was in town, on Saturday, in apparent good health, sold some cotton and attended to business as usual. A sad and sudden death truly. Also, on the same day, a colored woman, living on the place of Mr. Wm. Welch, expired suddenly, without any signs of sickness.—*Newberry Herald*.

There were 40 deaths in Charleston for the week ending the 31—whites, 10; colored, 30.

CITY MATTERS.—Subscribe for the PHOENIX—don't borrow.

Pie-makers will soon mince matters. Merry marriage bells—this is the season.

Wild geese are coming South rapidly. Cold weather indication. The city was unusually quiet last night.

Your bonnet is to be worn near your nose this winter, my dear.

If you want good hot Scotch, go to Fine's saloon.

Now the sausage beginneth to simmer on the frying-pan. If you want the best whiskey in town, go to Fine's saloon.

Pollock House Pat. expects a lot of choice Wilmington oysters, this morning.

Dr. W. H. Jackson, of the Republican Printing Company, returned to the city yesterday.

Old John Robinson's circus is slowly wending its way thitherward. Big houses everywhere.

Mr. McKenzie received a lot of fine fruit, yesterday—apples, bananas and oranges.

A barrel of Glenn Springs water, at the Columbia Hotel, is being rapidly gotten rid of. We don't hanker after it.

Transient advertisements and notices must be paid for in advance. This rule will be adhered to hereafter.

The man who doesn't hang out his shingle and advertise, dies and leaves no sign.

Even your enemy cannot help seeing and remembering your advertisements, if you are a persistent advertiser.

A gentleman very cruelly suggests that advertisements are as essential to the development of business as rain is to the growing crops.

Two colored belligerents went for one another extensively, yesterday, and much blood was shed on both sides. No lives lost.

The Governor has removed Trial Justice W. H. Thomas, of Newberry, and appointed Arthur W. Tobias Notary Public of Charleston.

Job printing of every kind, from a miniature visiting card to a four-sheet poster, turned out, at short notice, from PHOENIX office. Try us.

The headquarters of the Executive Committee of the Independent Republicans will be at Columbia, S. C., where all communications should be addressed.

Old type metal—superior to Babbitt for some purposes—can be obtained at PHOENIX office at low figures—25 cents a pound for fifty pounds or less; 20 cents for larger quantities.

Our neighbors, Messrs. Hoffman & Albrecht, opened their oyster season, yesterday, with a lot of the tempting bivalves. We tried them, and as the cannibal said of the fat missionary, found them good.

We are indebted to Secretary Mandin for complimentary cards of admission to the Greenville Agricultural and Mutual Fair Association, commencing on the 13th inst., and continuing four days.

Mr. Charles J. Laurey, late of the firm of Laurey & Alexander, Charleston, has removed to Columbia and taken an office at 151 Richardson street, where he proposes to carry on a general commission business.

INDEPENDENT REPUBLICANS.—We have been requested to state that a mass meeting of the Independent Republicans will be held in front of the old Court House, this evening, at which addresses will be delivered by Samuel Lee, Prof. Thomas and others.

THE DIFFERENCE.—Our native Senator faces the music better than the imported one. A few weeks ago, the Pennsylvania gentleman was terribly exercised over a John Long fox-hunt, and departed on a hunt for the President. The South Carolina gentleman, in company with the same party, had a successful hunt, yesterday morning, and the Senator rode triumphantly into town, with Reynard strapped to his saddle. We are highly pleased, in this connection, to state that Senator Robertson has so far recovered his health as to take a horseback ride of several miles every day.

The members of the "Friendly Union" speak in high terms of the supper furnished by Mr. T. M. Pollock, on their twenty-second anniversary, on Tuesday evening last. Everything was provided that could be desired. At the election of officers the following was the result: President—Charles M. Wilder; Vice-President—Wm. Simons; Secretary—C. J. Carroll; Treasurer—Joseph Taylor; Chairman Financial Committee—Isaac Black; Chairman Visiting Committee—Chris. Haynsworth; Stewards—Paul Pickens, Alonzo Reese. The officers are all highly respected colored men.

A SPLIT.—The County Republican Nominating Convention met and held a stormy session in Carolina Hall, yesterday. C. M. Wilder was elected permanent Chairman. After considerable confuion, Charles Minort was nominated for Senator, and R. J. Palmer, John T. Gilmore, Augustus Cooper and F. J. Moses, Jr., for the House of Representatives. The Nash delegates, being dissatisfied, withdrew, and held a meeting in Cantwell's Hall and afterwards in the City Hall, where, after denouncing the proceedings of the Minort party, they adjourned over until to-day.

A COMPOUND ACCIDENT.—The passenger train for Augusta, over the Wilmington, Columbia and Augusta Railroad, which left this city, yesterday afternoon, ran over a cow, near the river, demolishing the locomotive and blocking up the track so effectively as to cause a transfer of passengers on the in-coming train. A locomotive which ran down to bring up the passengers, just after it got under head-way returning, struck another cow and sent her where she will no more be milked. None of the passengers, of whom there were a large number aboard, were hurt.

CONSERVATIVE CONGRESSIONAL NOMINATING CONVENTION.—The Congressional Nominating Convention of the Fourth Congressional District assembled in Schuetzen Halle, yesterday evening.

The following delegates were present: Greenville—James McCullough, J. P. Moore, J. H. Stokes, J. W. Gray, I. M. Bryan, Kershaw—T. H. Clarke, J. T. Mickle, W. M. Kelly, Fairfield—R. S. Desportes, R. M. Davis, D. R. Feaster, B. E. Elkin, David Province, J. H. Rion. Chester—J. J. Hemphill, Grandison Williams, York—A. E. Hutchinson, H. B. Green, Wylie Jones, Spartanburg—Simpson Bobo, J. H. Evans, Union—T. B. Jeter, J. R. Minter.

Col. J. J. McCullough was elected Chairman, and J. J. Hemphill Secretary. Col. Bobo, in handsome terms, nominated Gen. Kershaw for Congress from the Fourth District. Upon motion of Mr. Gray, of Greenville, he was nominated by acclamation. A committee was appointed to wait upon the nominee and conduct him to the hall.

Upon being introduced in a handsome and appropriate address by Col. Rion, Gen. Kershaw made a happy acknowledgment of the honor tendered him, and stated briefly the policy he should pursue as a candidate and the efforts he would put forth for the redemption of the State. He was applauded to the echo.

An Executive Committee of four delegates for the Congressional District was appointed, consisting of the following gentlemen: Messrs. Bobo, Rion, Hemphill and McCullough. A motion was made that the plan of the campaign be left to Gen. Kershaw. This was heartily concurred in, and each delegation pledged its earnest support.

LIST OF NEW ADVERTISEMENTS.
Meeting Richland Rifle Club.
Report of Central National Bank.
Mrs. C. E. Reed—Millinery.
Statement of Union Savings Bank.
C. J. Laurey—Potatoes.
D. O. Peixotto & Sons—Auction.
L. T. Silliman & Co.—Lubalers.

HOTEL ARRIVALS, October 7.—*Hendrix House*—R. D. Price, Sumter; J. N. Taylor, M. S. Shover, Lancaster; W. M. Kelley, Kershaw; Miss Hattie McIlwain, Lancaster; Miss Ella M. Brice, Yonkersville; M. A. Bland, J. P. Hannah, E. E. Sumner, N. C.; W. J. Crawford, Winnsboro; W. J. Spenser, Pa.; B. E. Elkin, Fairfield; Wm. T. Rives, Totness; T. W. Dantzer, Lewisville; W. T. Leitner, W. H. Ward, Camden; Dr. R. Beckham, Abbeville; A. G. Bookman, Fairfield; S. F. Epps, Newberry.

Mansion House—J. R. Kennedy, city; R. D. Price, Sumter; J. R. Chapman, Pomaria; Mrs. N. Reed and three children, Miss Archer, Anderson; Miss Kate Miller, Miss Mattie Stone, Frog Level.

Columbia Hotel—J. C. Balow, Ridgeway; J. E. Thames, Charleston; J. J. Gibson, Chester; R. Ransom, Va.; D. Lewis, Conwaybor; J. S. Kretwell, S. C.; A. Weiller, N. Y.; J. B. Kershaw, W. M. Shannon, Camden; James H. Rion, Winnsboro; R. S. Desportes, Ridgeway; S. T. Foinier, Spartanburg; W. L. Bassman, Ga.; B. H. Wilson, Georgetown; J. S. Murray, S. C.; R. A. Thompson, Walhalla; O. M. Miller, B. E. Martin, J. O. Davis, Laurens; C. A. Petty, G. & C. R. R.; J. S. Hair, J. Colwell, W. Ray, Newberry; W. Beattie, Greenville; T. A. M. Cook, Bennettsville.

A COLORED MAN SCALDED TO DEATH. A portion of the fire-box of the boiler of a small engine used to run a cotton gin on the place of Mr. J. M. Turpin, near Augusta, was blown off Monday morning, about 8 o'clock, and the colored engineer, Alfred Harper, so badly scalded that he died about 9 o'clock that night.

"Queer people, those Kansans," says the *Cleveland Herald*. "They get rid of a man who borrows a horse in an hour's time, and yet it takes them over a year to make up their minds how to dispose of a man who buys up a legislator."

If you want the best of anything, go to Fine's saloon.