# The Abbeville Messenger

M. L. BONHAM, JR., T. P. COTHRAN, JAS. S. PERKIN, } EDITORS AND PROPRIETORS

WEDNESDAY, MARCH, 18, 1885.


## TEACHERS' EXAMINATIONS AND THEIR SALARIES.

We are aware that it is much easier to tear down than to build—easier to find fault than to rectify. We are also aware that there are certain subjects upon which the press of the State are ever ready to pounce, and write voluminous articles, which in their last analyses, mean that the authors of them have run out of everything else to write about. Knowing these facts, and also that the Public School system, and Trial Justices, are chief among the subjects referred to, we dare venture a few observations on the present management of our public schools.

Our first objection is to the present plan of examining teachers to ascertain their grade.

We submit in the first place, that it is not a fair test of the capacity of a teacher. With the exception of some of the principles of grammar and arithmetic, the other questions are merely those of memory, which are as likely to escape the minds of the most competent teachers, as of those not so well capacitated to fill the high and honorable calling of the teacher. A number of the questions, too, are catch-questions, and no one will surely contend that they afford a just means of testing the capacity of a teacher. We unhesitatingly admit, that under the existing state of affairs, some examination is an absolute necessity, but we contend also that the system of examination as it now is, tends to do away with the very object it aims at, viz.: competency in those who are to teach our rising generations. How do we substantiate this bold assertion? The only requirement for the obtaining a first grade certificate is a sufficient knowledge of the following branches, viz.: Geography, Arithmetic, Grammar and History, leaving out of consideration the moral character of the teacher, which is presumed. The sixteen year old school boy, then, with knowledge on no other subjects, ranks with the ripest scholar and the highest graduate of our best colleges, so far as the Public School is concerned. Where then is the incentive for one who expects to devote his life to the Public Schools, to attain more than a knowledge of the branches required? The diplomas of the colleges, chartered by the State, are not recognized, and outside of personal ambition, there is nothing to induce our teachers to attend these colleges, inasmuch as they know, with little or no expense to themselves, they can become sufficiently well acquainted with the studies required by law, to pass the required examination, without incurring the inconvenience of attending college. If proficiency or scholarly attainment then, is what the examination aims at, does it not in itself do away with its very object.?

If the diplomas of our colleges were recognized, would not that of itself be an incentive to those who expected to make teaching their profession, to attend those colleges, to obtain them, and at the same time add to their usefulness as teachers, by increasing their ability.

Are not the Presidents and faculties of our colleges to be trusted? Would they give diplomas to those unworthy of them? Such objections we are sure no one will dare raise who has any knowledge whatever of the character of the men who fill these positions.

That the salaries also, of our teachers are too small, we are firmly convinced. When we remember that even in this day of free education, that collegiate instruction, such as every one should have who intends to make teaching his profession, costs both time and money, can we wonder that we have so few teachers in our Public Schools distinguished for their professional ability? It is a matter of dollars and cents with them, and they naturally seek other spheres where their merit is more appreciated financially, if not more needed. A poor, incompetent teacher is dear at any price, and economy in this direction is generally fatal, being absolutely injurious to pupils, and positively sinful in those responsible for it. "Poor pay, poor preach" has grown into an axiom, and if we offer our best teachers no more per month, than can be made by a common day laborer who has served no apprenticeship, and undergone no training, have we the right to look for any better results from our public schools?

We do not mean to criticise specially any action of our present School Commissioner and his Board of Examiners, for as Mr. Hodges states in a card found elsewhere in the MESSENGER, they found the present practices and grade of salaries in vogue when they came into office, and owing to the fact that over one-third of the present school year had passed, they thought it impracticable to change the present system for this scholastic year. We hope however, for the sake of the children of our day, that they may find it consistent with their views, not only to raise the salaries of our teachers, but to call the attention of the proper authorities to the matter of their examination.

We are convinced these are two crying evils, and when removed, believe that the day is not far distant when our Public Schools will become what they ought to be, our pride and our boast.

Keep cool on the railroad question.

## THE RAIL ROAD SITUATION.

Abbeville has never been more thoroughly interested in the question of rail roads than now. Last week this interest rose to fever heat—everybody talked rail road, and the views were many and divergent. The report of the delegates to Charleston had been made public, through the papers, and a meeting had been called for Friday night to hear their formal report. The question of voting the bonds for $25,000 to the Cumberland Gap Road, as it is called for brevity, was being generally discussed. And the friends of that Road argued strenuously in favor of immediate action by the town. In the mean time those who preferred the road to Verdery argued no less zealously in that behalf, Unfortunately some feeling grew out of all this discussion. Some men took sides from motives of policy and politics, others perhaps from selfish motives of interest, and many honestly and frankly differed in their views of what was best. So there was threatened a serious division of public sentiment upon a question the only hope of whose successful achievement lies in the united action of the whole community.

On Thursday afternoon an informal meeting of some of the citizens was called in Mr. Benet's office, with a view to discussing the situation and reconciling our differences. The discussion was wholly informal, and nearly all present expressed their views. But so far from effecting its purpose, the meeting seemed to increase the agitation and intensify the bitterness. So that many went to the meeting on Friday night expecting a scene of crimination and recrimination, but happily were disappointed. The temper of the discussion was most excellent, and the action of the meeting most conservative and wise.

It were eminently unwise and injudicious to have adopted any cast iron resolutions that bound us hand and foot to either, or indeed both, of the enterprises proposed. Suppose the meeting had declared in favor of the Cumberland Gap line and discarded the other, what assurances have we that Charleston will succeed in raising the $500,000 essetial to its completion? On the other hand if it had declared for the Verdery route there is no more assurance that the Georgia Central would equip and run the road if we graded it. So it was clearly the part of wisdom to hold aloof from the adoption of resolutions that would commit us beyond recall to either of them. We must wait. It may be a slow policy, but it is safe and prudent. We have made a proposition to Charleston and she is endeavoring to meet it. If will know in a few weeks it is said, she does the Road will be built. We Why then recede from our own proposition and possibly lose our last chance of securing a place on a grand trunk line of railway, that will unite us on the one hand with the Deep Water, and on the other with the West. Moreover, we lose nothing by waiting to learn the result of Charleston's efforts. We have no charter for the Verdery Road, and could not now proceed to work if we were agreed on that route. Moreover, good faith requires us to await Charleston's action upon the proposition we have submitted to her. We sent delegates to them—we cannot repudiate our action. Nevertheless, we cannot afford to say point blank that we will not consider the Verdery route, for it may be that we shall find it to our interest to adopt it, and that means may be found through its medium of obtaining promptly that relief we so much need.

The fear has been expressed that Chareston may prefer a connection with the Savannah Valley Railraad and may give Abbeville the go-by. We are of opinion that this fear is groundless. Doubtles a junction with that Road is desirable and may be affected; but the present Directors will never consent that this shall be done at the expense of Abbeville and Due West and the other towns on the upper end of the line. In addition to this, the charter, we are informed stipulates that the Road shall run by the places named therein.

Meantime don't let there be engendered any bad feeling in our midst. We have seen in the last week exhibitions of feelings and motives on both sides of this question that are not to the credit of those who entertain them, nor calculated to advance the interests they advocate; let us discuss these things dispassionately, and decide them upon business principles with an eye single to the good of the whole community; meantime, then, out of all this agitation will grow an enthusiasm and spirit that will, before another twelve months have gone by, give to Abbeville the rail road facilities so indispensible to her continued prosperity and advancement.

## "KILN DRIED DEACONS."

We had intended in our issue of last week to refer to the remarkable editorial contained in the *Press and Banner* of the previous week, in reference to the fitness of pious men, or "kiln dried Deacons," to be Judges. We did not carry out our intention because we were suddenly called off before our editorial labors were done, and because, too, of the unusual pressure on our columns by the report of the rail road meeting in Charleston. And we do so now only because we do not desire that the public should receive the impression that the most eccentric and unusual views contained in that article, are entertained by this people or indeed by anybody here save the editor of the *Press and Banner*, so far as we can learn.

The gist of his argument is that very religious men, are apt to be too severe on the poor sinners who come before them for punishment, and hence are not impartial Judges. We do not know that the occupants of the Judicial Bench in South Carolina are more or less religious than the same number of men engaged in any other walk of life. The possession of religion has not been the *sine qua non* of any man's elevation to the Judiciary. Nor do we know that the lack of it has operated against such elevation. But it is surely a queer idea that its possession should operate against the judicial advancement of its possessor. The eccentricities of action of one or two men on the Bench, are not sufficient basis for an attack on the effect and influence of religion, and we enter our protest against such heretical doctrines.

## EXTRAORDINARY.

This extraordinary passage occurs in a letter of the Abbeville correspondent of the Columbia *Register*, in regard to the rail road meeting of last Friday night: "There was a strong disposition "in the meeting to cas the matter aside, "and go to work on some enterprise of "our own. But time for Charleston to "report was asked and granted, and this "was all that was done." The matter to be cast aside was the Carolina, Cumberland Gap and Chicago Railroad. Now if any person will take the accounts of the remarks of the different gentlemen in the meeting, and say that they indicated "a strong disposition in the meeting to cast the matter aside," then that person has a curious idea of strength of sentiment. We would like to hear an impartial analysis of the speeches made in the meeting by a disinterested person, and hear his decision. Beyond doubt there is a strong and respectable advocacy of the Verdery road. But the action of the meeting of Friday night does not in our opinion, show that there was any such powerful disposition in the meeting to "cast aside" the Cumberland Gap Road. Nor that time to hear from Charleston was "*granted*" as a special favor by those desiring to *cast it aside*. On the contrary, it seems to us this conservative and sensible policy was the practically unanimous sentiment of the meeting.

POSTMASTER BOONE, of Newberry has tendered to President Cleveland the resignation of his office. We suppose he cannot conscientiously hold office under a Democratic administration, having for long a time affiliated with the Republicans.

THE rule against J. T. Nix, Esq., of the Greenville bar, requiring him to show cause why he should not be disbarred for unprofessional conduct has been dismissed by his Honor, Judge Aldrich.

YESTERDAY was St. Patrick's day. We have on our outside, a very interesting article on this subject from the pen of Rev. Robert Lathan, D. D., and which will well repay a perusal.

## A Card from the School Commissioner.

As the MESSENGER has furnished its readers with an extract from the *News and Courier* in which the editor of that paper makes a just and true criticism upon the low monthly salary of teachers of public free schools in Abbeville County, I think it just to the present County Board of Examiners, as well as to the last Board, that I should make a statement.

The last School Commissioner ordered the schools to be opened on the 1st of November, 1884. The present Board did not come into office until the 1st of January, 1885. If we take therefore the length of the last school term as a basis of calculation we will see that the school of Abbeville County had been running over one-third of the present school year before we came into office. In view of this fact, and other circumstances, we thought it best to let the pay of teachers for this year remain the same as adopted by the last Board.

It is our opinion that the monthly pay of teachers should be raised. There is therefore, no "bloody chasm" between us and the *News and Courier* after all. We are now, and have been all the while, fully in accord with the *News and Courier*, on the subject of the pay of teachers, and the dignity and importance of their vocation.

I have been in a position to know the views of the last administration on the subject. As far as I knew they were unanimously in favor of higher wages for teachers. They first adopted these "starvation rates," with the hope of compelling the patrons of county schools to pay by fees, at least as much as they received from the public school fund. On page 46 of the last report of the State Superintendent of Education, in the report of the last School Commissioner of Abbeville County, is found the following sentence which expresses the views of the last administration: "The writer still advocates the plan of reducing the teachers' salaries, believing that there is no other way to extend the term of the schools and induce the patrons to supplement."

I do not desire to say anything as to the success or failure of the plan. My reason for making this statement is to show to the public, that however corrupt Abbeville County may be on some matters, her highest school officers are not so ignorant, ungrateful and boosier-like as not to appreciate the high calling of the teacher fully as much as the *Savants* by the sea.

We believe that higher wages to the teachers, means better education to all the people; and better education means "better investments for capital, higher wages to the laboring man, and greater glory to the American man."

GEO. C. HODGES.
Sch'l Com'r Abb. County.


## ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhœa, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle. 5-ay


# Rail Road Meeting.

## LARGE CROWD—FULL DISCUSSION.

### Report of Delegates—Festinas Lente the Policy—No Precipitation—Wait.

For several days last week public sentiment ran high on the rail road question. The delegates sent by the meeting of the 31st January to Charleston had returned and the papers had made known the result of their efforts in behalf or the Carolina, Cumberland Gap and Chicago Railroad. In the meantime the advocates of the branch road to Verdery were industriously arguing the benefits and advantages of their route, and much feeling was evinced on both sides. The meeting of the 31st of January adjourned subject to the call of its chairman.

Last week the chairman, through the town papers, called a meeting of the citizens for Friday night, in the Court House, to hear the report of the delegates to the meeting in Charleston. At the hour of meeting the hall was filled with interested citizens.

At 8 o'clock Mr. Parker called the meeting to order, and proceeded to state its object. He said:

I, as chairman of the committee appointed by the previous meeting, to attend the meeting to be called in Charleston, went to Charleston on Monday in advance of the meeting, at the request of Governor Hagood. And on Tuesday attended a meeting of the committee appointed by the Chamber of Commerce, at which were present Messrs. Brawley, Williams, Magrath, DeSaussure and others. We had a full and free discussion. And I may say right here, that the idea entertained by some that Charleston would regard this whole thing as a frolic, and an occasion for banquets and excursions around the harbor, was not true. The committee appointed to meet us regarded it as a business transaction and met us in that spirit. Governor Hagood and the Directors had a free conference with the committee of the Chamber of Commerce and informed that committee of the action of the municipalities along the line from Pickens to Aiken. The committee said they were prepared to give careful consideration to the plan proposed. We informed them of the plan of the different towns on the line in the up country to raise 5 per cent. of the value of the taxable property of the several municipalities, if Charleston would cover the amount by an equal sum. They said that because of the fact that Charleston was laboring now under a debt of $4,000,000 incurred by subscriptions to railroads in the past, and because the law prohibited the city in its corporate capacity from increasing its debt, they could not operate on that line but would make us another proposition. If we could secure it as a bonded debt on the road, they thought they could raise $500,000 to build the road. The board of Directors and Mr. Schofield, the financial agent of the company, regarding this in the line of what they had intended and what they had been endeavoring to do in the past, thought the proposition a good one, and better than the one we had proposed, and that it ought to be agreed upon. The amount raised to be secured by first mortgage bonds on the road. [illegible] a meeting of all the represe[illegible] along the line of the road was h[illegible] the Charleston Hotel. The meeting [illegible] and enthusiastic, and [illegible] representative capacity meeting I have ever seen. This meeting adjourned at half-past twelve o'clock. Three questions were submitted. First, Whether the towns would agree to the subscripton of 5 per cent. It was decided that they would. Second, Whether the amount thus raised by us should be taken one-half in stock and one-half in income bonds, the value of which depended on the business of the road, and interest on which was to be paid, if warranted by the business of the road, after the first mortgage bonds. Third, Whether the subscription should be without condition, or on the condition that they were to be negotiated only when the road reached the respective towns. There was a difference of opinion, and I may say that the proposition was made by Mr. Schofield himself, who said that he thought it but right that we should not be expected to give something for nothing. That we should after voting our tax or bonds hold the same till the road reached our our towns. All three of the propositions were adopted.

*Resolved*, That this company views with great interest and favor the line of railroad from Aiken, in the direction of the mountains, projected by the Carolina, Cumberland Gap and Chicago Railroad Company, and will sanction any effort in aid of such enterprise, which in the judgment of the board of directors may be proper; that the officers of the company are hereby directed to transport all rails and other material needed in construction of said road and to lend such other aid in furnishing of equipment for the operation of the same as may be required, upon the most liberal terms.

*Resolved*, further, That a junction of the Carolina, Cumberland Gap and Chicago Railroad with the Savannah Valley Railroad is, in the opinion of this meeting, an object greatly to be desired in the interest of all concerned.

Next day at one o'clock occurred the meeting at the Chamber of Commerce. It was a large meeting, and I think I may say, impressed all the delegates with the feeling that those present were interested. The gentlemen of the committee from Charleston assured the meeting that they would endeavor to raise the amount of $500,000 as agreed upon.

I am aware that many say what definite thing was done? When will the road be built? I can't say when the money will be raised, or if any money will be raised in the next few days. It is no small sum, especially to a commercial community whose money is engaged in the legitimate ways of trade. The only assurance I had was a statement by Governor Hagood that we would probably know definitely within six weeks. I don't know if this was his own idea or if he had been told so by citizens.

At a meeting of the Directors of the South Carolina Railroad the following resolutions were adopted;

*Resolved*, That this meeting has heard with great interests the statements made by the parties interested in the Carolina, Cumberland Gap and Chicago Railroad Company, and is confirmed in the opinion heretofore expressed that it is a matter of great importance to the city of Charleston that said railroad shall be built; that it recommends to their fellow-citizens such contribution in aid of that enterprise as will assist in the building of said railroad; that the committee heretofore appointed be requested to report to a meeting to be called hereafter by the chairman such plan for giving substantial aid to that railroad company as they may in their judgment deem most likely to accomplish the object desired; that said committee beauthorized to confer with the officers of the Savannah Valley Railroad Company with the view of securing a junction of said railroad with the Carolina, Cumberland Gap and Chicago Railroad at such point on the Augusta and Knoxville Railroad as may be most convenient.

And at the meeting of the Chamber of Commerce, at which were membe[illegible] of the Stock Exchange, of the Grocer's Exchange, and the Board of Trade, and and of the principal firms and houses, the followins resolutions were adopted.

When we consider that for four years we have tried to obtain the recognition of the South Carolina Railroad and failed, it seems to me these resolutions are very encouraging, and did indicate an interest in the road. They had made arrangements with Governor Hagood to lay all materials down upon liberal terms. I do not know what they were, but they were very liberal.

This resolution provides for a subsequent meeting in Charleston to be called by the chairman. Have seen no call for the meeting. I do think from the spirit of these meetings the delegates left Charleston with feelings of encouragement.

At a subsequent meeting at which some of the bank presidents attended, I was not present. From what Governor Hagood told me it appears that there was still more interest shown and that assurances were given that the amount agreed upon could be raised upon proper security.

I would be glad to hear from any members of the delegation who may desire to add anything to what I have said.

Mr. O. T. Calhoun moved that the report be received as information. There being no objection, it was so ordered.

Judge Cothran, being called for said:

I have listened with much interest to the report of the delegates to Charleston. Since I saw you last I have had no knowledge of what was going on in the railroad world. I am sorry to hear that since the meeting of the 31st of January there has arisen some dissension among you. We are such a small community and we are all so poor that without united action we can accomplish nothing. I understand there is a strong feeling for the connection with what is known as the Central System, and an abandonment of the Cumberland Gap. I don't think there is any ground for dissension. These schemes are not incompatible. I for one, would take both. I am not in business here. My salary does not depend on the prosperity of Abbeville, but I am willing for my property to be taxed and go into any scheme that will give us relief. If for $35,000 we can get immediate relief by the road to Verdery, and still contribute to the building of the great trunk line, the Cumberland Gap, it may be well to adopt both plans. But I beg to say now a word that may be profitable. Cease dissension. Don't condemn the Cumberland Gap road, for there is room for both. I am sorry to see those so zealous for the route to Verdery hostile to the Carolina, Cumberland Gap and Chicago. The best course for both is to have no hostility. Do all you can for the Carolina, Cumberland Gap and Chicago and make terms with the other. See if they will iron, equip and run it, if we will grade it. I tell you again, if the opposition takes form and it goes out to the world, Abbeville, which originated the scheme of the 5 per cent. subscription, will be put in the attitude of having repudiated it. There is strong fear lest Charleston determine to unite with the Savannah Valley Railroad. But I have no such fear. Governor Hagood, who is as true a man as ever lived, will use every endeavor to carry out the plan of keeping Abbeville on the line of the Carolina, Cumberland Gap and Chicago. Let us not give it up. Let there be no root of bitterness, no antagonism. I wish we had a half dozen roads—yea twenty more than Atlanta! I am in favor of contributing what I can to both.

Mr. W. C. Benet said:

I should like to speak my approval of the line of remarks of Judge Cothran, and to submit two or three resolutions. I agree with him that it will be fatal to the interests of Abbeville if the friends of the C., C. G. & C., and the Georgia Central connection continue their antagonism, I have done my utmost to discover why there should be any antagonism; I am not for the Cumberland Gap and I am not for Verdery, or rather I am for both, and the Road to Elberton; indeed I see no objection to a road from anywhere. The Cumberland Gap Road if built will give us relief from the outside; if built to the mountains will give us that great disideratum, a western connection; It will doubtless be a long time. But from the South Carolina R. R., connection we will get benefits that must be patent to all: At the same time I am heartily in favor of anything that gives us immediate relief; the connection with the Georgia Central may do us more good now. We are all agreed upon the advantages of rail roads and are interested in both schemes; on the 31st January we held a meeting that sent an impulse from Easley to Charleston; we made the proposition to raise 5 per cent. of taxable value of our property if Charleston would do likewise; they said no; we make you a better offer; raise your money, keep it at home; we don't want a cent of it till the Road reaches Abbeville; we will take your bonds and build the Road. As men of Abbeville we cannot repudiate our action; still we have the possibility of a connection with the Central System and must not let it slip; let us carry out the terms of our proposition to Charleston, and at the same time raise by tax or otherwise the subscription for the connection with the Georgia Central System, if the authorities of that system will equip and iron the road; I hear there is nothing definite known of their intentions; but I think Judge Lyon told me some months ago that Mr. Verdery said Mr. Raoull preferred the road from Abbeville to Aerdery. Let us pass those resolutions that we will grade the Road if the Georgia Central will equip and iron it, and appoint a committee of three or five to confer with Raoull. All this agitation is in the interest of Abbeville, and will result in giving us a road; both are better than one; one is better than none; we ought to hold on to both projects. I submit the following resolutions:

*Resolved*, That the property-owners of the town of Abbeville shall, by tax or otherwise, raise a sum of money equal to 5 per cent. of the assessed value of the real and personal property in the town of Abbeville, in aid of the Carolina, Cumberland Gap and Chicago Railroad Company, on condition that the amount so raised shall not be turned over to the said railroad company until the said railroad shall have been built from some point on the South Carolina Railroad to Abbeville; and

*Resolved*, That the property-owners of the town of Abbeville shall, by tax or otherwise, raise a sum of money sufficient to grade a railroad from Abbeville to some point on the Augusta and Knoxville Railroad, hereafter to be selected, on condition that the directors of the Georgia Central System of Railroad shall guarantee to iron, equip and run the same as part of their system; and

*Resolved*, That a committee of three be appointed at this meeting, to be sent as a delegation from Abbeville, to consult with the authorities of the Georgia Central System, and to report the result at a meeting to be hereafter called.

Col. O. T. Calhoun said:

I have always been in favor of the Cumberland Gap Road through the mountains, but in this matter we ought to go slow; don't let us leap in the dark; these resolutions say go ahead and tax the town 5 per cent. for the C., C. G. & C. Road, and raise an amount sufficient to grade the the other route; there is no law yet chartering the other road; I think I understand the reason of this antagonism between the friends of the two roads; the people think if we tax ourse-ves $25,000 to build the Cumberland Gap, we will not then tax ourselves $10,000 for the Verdery Road; they don't believe, if we go ahead with the former even if Charleston obtained her $500,000 that we would tax ourselves for the other route. I differ with Mr. Benet as to the advantage of Charleston's offer. If Charleston had met our proposition we would have gone to the mountains; she doesn't propose to subscribe a cent; but simply to take our bonds for which we tax ourselves; she says we will raise $500,000 to take up your bonds. How would the road to Aiken benefit Abbeville? What is the S. C. R. R. able to do? All she promises is to haul the material to build the Road, at reduced rates; this was not our desire; this was not meeting our proposition; we shouldn't fool away our time while Charleston dilly dallies; we want present relief; It is objected to the Verdery route that we have nothing definite from the Georgia Central Road as to what it will do if we grade the Road; what more definite have we from Charleston? It is proposed to appoint a committee to wait upon Raul; let one also be appointed to wait upon Charleston and ascertain her intentions; if Raoul is to be pinned down, let Charleston also be pinned down.

Colonel J. T. Robertson said:

I am of opinion that there is not so much of dissention and bad feeling among us, as some would make believe; I am satisfied that we are all agreed that we need a rail road; the only thing for us to determine is, which is most advantageous to the town; I thought this meeting was called, in the interest of the Cumberland Gap Road; it was called by Chairman of the adjourned meeting, to receive the report of the delegates to Charleston, it seems to me that is all we should do; it is best for us to let things alone, not to agitate this line or that; everything is progressing very well; let us wait and see if Charleston will raise $500,000; let us stand by the resolutions of 31st January, till Charleston fails; I am therefore opposed to the resolutions; I have always been a Verdery man, I am a Cumberland Gap man; let us carry out our proposition in good faith and not treat with any other road till we see what Charleston does; on the other hand if we vote $25,000 to the other road, why, Mr. Raoull may well say I won't iron your road to Verdery, I will have nothing to do it, I wash my hands of you; therefore I say, let us wait and see.

Mr. W. A. Lee said:

I came into this meeting with undecided views; I am a friend to all rail road enterprises; I thought those were proper resolutions endorsed by the meeting of the 31st of January; we then appointed delegates who have made their report; Charleston is not prepared to say definitely if she can raise the money we need; we must await the action of Charleston; two roads are proposed to us, the first is the great highway from the seaboard across the mountains to the West, the second is the road to Verdery, we agreed to see what could be done with the former, and made an offer to Charleston to raise a certain sum upon condition that she raise a like sum; Charleston has done better than that; she has agreed to grade the Road to our very doors upon liberal conditions; then [illegible] us go on with our proposition; there should be no feeling in this matter; if I had the gift of tongues and words that some are blessed with, I could speak all night on this subject; we are all Abbeville men, not Cumberland Gap men, or Verdery men, but all interested in the welfare and prosperity of Abbeville.

Mr. E. G. Graydon said:

I have not come into this meeting as the advocate or antagonist of any special line; let us consider in the first place what we are committed to and are bound to carry out; on the 31st of January we adopted resolutions in favor of the Cumberland Gap Road, and sent delegates to Charleston, and this meeting has heard their report; we are here to adopt some course, and decide upon what is best for Abbeville to do; we want relief, immediate relief it is said; why our only hope of immediate relief lies in the Carolina Cumberland Gap and Chicago Road; we have no authority to build any other now, no charter for any other road; we could not condemn a foot of land for right of way, and have no right to pledge the town to anything but the Carolina, Cumberland Gap and Chicago Railroad; it is objected that Charleston is illiberal in not putting up money; that is the experience of all roads, capitalists are not noted for their liberality; every road in the State has been built by the people grading it and the capitalists taking up the bonds; it seems to me Charleston is liberal; she offers to take $500,000 of the bonds and allow us to lock up our bonds till the road is at our very doors; the fear is expressed that the road will never go on to the mountains; if it is built to Abbeville, there can be no doubt of its going on; the people above here would carry it on; and the road itself would be in a condition to continue its course; it would be worse than folly to choke down this enterprise.

Capt. L. W. White said:

Your report Mr. Chairman, is so full that it is not necessary that I should add anything to it as a member of the committee that went to Charleston.

If we repudiate the action of the meeting of the 31st of January, we put the committee and this community in a very bad light with the officers of the Road and the public; we unamimously agreed to tax ourselves 5 per cent.; to repudiate this action might cause the same effect all along the line; so favorably was the meeting impressed with this course on the part of Abbeville, that at the subsequent informal meeting Gov. Hagood singled out Abbeville as the place for the voting of the tax to begin; I am ready to go into any rail road enterprise that will enable us to keep Abbeville as a centre of trade and develop the growth of the town; we can't afford to divide; we can't keep up two schemes at the same time; if the $500,000 is secured by Charlestsn, Gov. Hagood said he would commence work at once with a large force of hands, and finish the Road to Abbeville.

Mr. W. P. Calhoun said;

I would like to know what we are to wait for; we have no assurance but the conversations of private individuals; we agreed to vote 5 per cent. if Charleston would duplicate the amount; she said she would not do it; don't that relieve the committee and relieve us from Charleston? that puts an end to the matter; as to the Verdery resolution, would Mr. Raoull iron and equip the Road after we had voted $25,000 to another Road; there can be no connection between these roads.

Gen. R. R. Hemphill said:

What have we that is definite to work upon; I find in the report some agreement based upon the supposition that Charleston will give $500,000; there is no such promise; Mr. Schofield suggested it the night before the meeting [the Chairman, no—the suggestion came from the committee to raise $500,000;] Gen. Hemphill—well it is not embodied in the resolution; it is nothing more than talk; it is a serious matter to enter into $25,000 of bonds; as I understand it, we are waiting for Charleston—she is waiting on us. Let us not enter into any grievous legal obligations on such promises; the Road will never succeed under its present management; they have had it four years; Schofield three; with New York so near, why go to Europe to raise money? We have heard nothing from a single business man in Chicago; Mr. G. W. Williams offers to take $10,000 in bonds; why did'nt he subscribe it; that wont justify us in voting a tax on ourselves; it is said the bonds are not to be given out till the Road reaches Abbeville; the bonds must be issued in accordance with the Act authorizing them, and no such condition is contained in the Act; Gen. Hemphill read from the Act of incorporation.

Why not tax the people $5,000 or $10,000 and be over with it; as for stopping at Abbeville, I have a copy of the *Pickens Sentinel*, and Mr. Bradley seems to understand the Road was to go on to Pickens [Capt. White interrupted to say that Mr. Schofield had made two suggestions, first, for $500,000, second, for $1,000,000 to take the Road on to the mountains.]

Mr. Parker explained that first, $500,000 would bring the road to Abbeville, or if $1,000,000 was subscribed, that would take the road to Pickens, and give basis for a bonded debt to carry the road on through the mountains.

Gen. Hemphill continued:

We could build a road from Greenwood to Elberton and on to Atlanta, for less; if Mr. Schofield wants to induce the people of Abbeville to vote money, let him show to us the contract he has, let us see if it is not violated, and if it is, let him return the line to Troy; Abbeville can build that herself; I am opposed to precipitancy; I am not opposed to the line, but before you saddle a tax on these people, I want to know if Schofield's contract has been fulfilled.

Mr. L. W. Smith said:

I am tired of hearing the fault finding and complaints of Gen. Hemphill; he does nothing but object; if he can suggest any better plan, why don't he do it? Let him suggest something to do instead of criticising Hagood and Schofield; the bonds are not to be put on the market till the whistle is heard in our limits; we run no risk, voting the tax costs nothing.

Mr L. W. Perrin said:

We want a road badly; but we are like beggars, we cant choose for ourselves, we are dependent on somebody else; if we go about making propositions to everybody; we shall fail in all; we have made one to Charleston, she has raised it, and made it more beneficial; who is to take up the bonds to build our road is a matter of indifference to us; the report is that Charleston has this matter under advisement; she can't move in a few days; what Gen. Hemphill says about saddling the community with $25,000, on promise of George W. Williams, is not a fact; the bonds are only to be used when the road reaches here; it is in conformity with the Act of the Legislature.

Have we any assurance from Mr. Raoull; I have heard that Mr. Raoull prefers some other rout than to Greenwood.

Let us exhaust one effort before we try another.

As each mile of the road is completed, it furnishes the money for the next and so on, to completion; we have nothing to do but wait; wait on Raoul and wait on Charleston; it seems to me that the dictate of wisdom is to make haste slowly.

Mr. W. P. Calhoun said:

We ought not to wait; but as all seems to depend on Charleston, I suppose we must wait; I move to table the resolutions, and wait on Charleston to the end of time.

Mr. W. C. Benet said:

I thought the resolutions best; they were drawn up in the interest of Abbeville; in asking leave to withdraw the resolutions, let me say we must wait, but not too long; we must meet again, and we ought to move together.

Judge Lyon said:

I am very much impressed with the sentiment of this meeting; I expected nothing but kindly speech; I am glad of the postponement; perhaps Mr. Raoull, the Napoleon of rail roads, as Gov. Bonham calls him, will move in such a way as to change our views; we are obliged to wait on Charleston; perhaps Mr. Raoull's plans may have changed when Abbeville gets ready to move.

Mr. Graydon moved that when the meeting adjourn, it be subject to the call of the Chairman.

On motion the meeting adjourned.

EX-JUDGE T. J. MACKEY has been employed to defend Hazen, who is to be court-martaled for criticising a superior officer.


# H. H. P.

HILL'S HEPATIC PANACEA.

## The Best Liver Medicine For

THE CURE OF

DISPEPSIA. HEADACHE,

BILIOUSNESS,

AND MALARIA.

AUGUSTA, GA., April 3, 1884.

Mr. W. H. Barrett, Dear Sir—After using your Hill's Hepatic Panacea for two years in the Augusta Orphan Asylum, I cheerfully recommend it as one of the best medicines I have ever used for indigestion, headaches, and all diseases arising from a disordered liver. It has been of great benefit to the children, always affording prompt relief.

A. E. MCKINNE,
Matron Augusta Orphan Asylum.

March 18-tf