#### Abbeville Messenger. The

M. L. BONHAM, JR., T. P. COTHRAN, JAS. S. PERRIN,	EDITORS AND PROPRIETO
WEDNESDAY,	APRIL, 1, 1885.

### THE SITUATION.

The Railroad situation has not altered materially since last week, except that we believe the passion incident to the argument heretofore has died out to a great extent, and men are beginning to look at this question purely from the standpoint of reason, and "business."

As will appear by the extracts that we publish to-day, from the Aiken, Edgefield, Pickens and Easley papers, those papers, and those places are wide awake to the importance of putting their shoulders to the wheel. They understand fully that we need expect no help from anybody unless we help ourselves; and they are preparing to do it. Private advices from Due West and Troy assure us that those two places are earnest in the behalf of the Road. And thus it appears that Abbeville alone, of the towns along the line is indifferent or opposed to the Road. Abbeville, which was the parent of the scheme, is now sought by some to be put in the attitude of repudiating her own offspring. \ That lamented and public spirited citizen, the late Maj. W. K. Bradley, every detail anything that has ever been first advocated the extension of the Belton and Easley Road through this section, and on to a connection with Aiken on one hand and across the mountains on the other. As long as he lived he laluctantly departing republican official, bored earnestly for the accomplishment of these or

Again, when the enterprise languished and hope was about abandoned, Abbeville revived it, breathed life into it, awoke the interest and invoked the aid of all the towns along the Road, and now when if we work in harmony with those towns there is good reason to believe the road will be built, some people pull back, and want to abandon the whole scheme. This has always been our trouble, we fly from one scheme to another, before we have fairly tried the first. If Greenwood had been as easily diverted from her purpose as we are the A. & K. would not now be built.

Now whoever heard of any people having somebody else to build a railroad for them who did absolutely nothing to assist the building. What right have we to expect others to put money into a road that we are not willing to grade and cross-tie? We can surely do that much, and if we do there will be no difficulty in having it equipped and made ready for use. Let us see what resources we have available : Aiken will subscribe 5 per cent. of her taxable property, we do not know the exact amount but certainly it will not be less than Abbeville's, which is in round numbers \$575,000; the other towns and townships will subscribe the 5 per cent. ; the account will stand thus :

Aiken \$575,000, at 5 per cent. \$27,750 Edgefield, (townships,) 53100 Troy, about \$60,000 at 5 per cent. 3,000 Abbeville, \$575,000 at 5 per cent. 27,740

\$111,500

\$111,500

\$ 76,000

\$ 35,500

\$16,455

5,000

20,000

63,455

43,000

20,455

cies should be created has been settled by the President in his various utterances upon the subject, but here is a difficulty, unthought of, how shall this vacancy be filled. His announced policy as to the creation of vacancies, is strikingly similar to that of Jefferson in 1801, "No man who has conducted himself according to his duties would have

week, anything not done on the day anything to fear from me, as those who of publication of your paper is done afhave done ill would have nothing to ter one issue or before another. It hope, be their political principles what could not be otherwise unless they had they might."

moved on the very day of publication. Again Jefferson says, "Removals must you could still have made the same combe as few as possible, done gradually, plaint. There is nothing in it. and bottomed on some malversation or uherent disqualification."

ed upon the official Jehovah-jirch.

een in New York before, and that he

2nd, From whom did you seek your information ? Who withheld it from Again "Good men to whom there is you? What did you want to know? no objection, but a difference of politi-Give us the facts. We don't know whom cal principle, practiced on only as far you asked for information, but we will as the right of a private citizen will wager if he had any he didn't refuse to Her Best CitIzens Take Interinstify, are not proper subjects of regive it to you. There is no reason for moval." Offices filled by such men as silence or secrecy, and it would be foolthese should be subjected only to the ish to affect them. What possible obgradual operation of deaths, resignations ject could anybody have had in refusand expirations of terms, when it is exng to give you any information. pected that the democratic Isaac shall be The whole purpose of these questions duly carried up to the altar and sacrificis to create the impression that the advocates of the Cumberland Gap Road But this is a very different state of afare working in secret to take advantage fairs. Mr. Pearson is a Republican. of the people, and do a mean and un-He is from all accounts a man of irrejust thing. Now we denounce any such proachable character and signal ability. effort as unfair. The insinuation is It is said that the management of the unfounded in fact, and unworthy of New York post office under his adminplace in this argumentistration has excelled in perfection of

Certainly we will.

-----"SINISTER MOTIVES."

has made in every respect a model pest-The following letter has been sent us master. It is hardly possible to confor publication: ceive a stronger case in favor of the re-Editors Messenger:

GENTLEMEN: In your issue of the 25th respect. The whole situation in all of ultimo, 1 find the following paragraph: "Has the editor of the Press and maer the rules of the civil service reits complications and bearing was disform, and without doubt the eyes of the Banner any personal interest in buildcussed. The following is a copy of the Nation are upon the President, watch- ing any road, other than the C. C. G. and minutes :

ing to see what he will do with it. Is In reply, I would say that I have not Mr. Persson the only man in New York and any assertion or intimation that I who can fill the New York post office ? have, is without foundation in fact. If so then re-appoint him and for the trust that you had no sinister motive in sake of the proper distribution of the making the insinuation against a competitor who has always tried to treat you mail retain Mr. Pearson. But he is not fairly and honorably, and from whom par excellence, the Post Master of New you could have so easily ascertained his York. There are many faithful and

views. Respectfully, EDITOR PRESS AND BANNER. ready democrats who have been eager and anxious for the "posish" many days, We don't know exactly what Mr. Wiland we think one of them ought to have son means by "sinister motives." Perit. It is an acknowledged custom of all haps he means the motives with which parties, certainly among the Republi- he published in the Press and Banner cans, to fill vacancies with men of their the following words, as applied to the tion to ask. In answer to the question, own faith, and President Cleveland may advocates of the Cumberland Gap Road. very well imitate their example in this If those are "sinister motives" we very well imitate their example in this II those are "sinister motives" we so far as he knew it would not exceed instance. We fail to see wherein any promptly deny that any such have actu-of the rules or principles of the civil ated us. Here are the extracts from the of the C., C. G. & C. R. R. was read and

service reform would be violated by de- Press und Bunner: "Will they take our property to build cling to re-appoint Mr. Pearson, and we do see how we would receive and merit their road? The stockholders of a railroad ask the scorn of Republicans by a boot-lickyou to give them the right to sell your ing policy which would confess the ina-

bed to raise money for their road. hility of our party to supply capable Lay your hand on your heart and say men and a simpering hypocritical toadyif you would extort money from the ism to a very strained construction of widow and orphan, merely to build a civil service reform. Mr. Pearson was road to Aiken or Montmorencie on the South Carolina Railroad. appointed for four years, his term will

Ask contributions of money to send soon expire, then the United States will have performed its part of the contract, missionaries to convert the heathen to Christianty. Sell out your Christain and Mr. Pearson in his application for neighbor to raise money to build a railre-appointment should stand upon a road to Aiken. footing with the democratic aspirants,

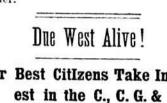
Shall a majority of our sitizens lynch equal in all respects save in sympathy the property of the minority, and a with the powers that be. propriate it to the building of their rail-]

resolution : road ?

question? Why was the knowledge of this movement withheld from us, though we sought the information? Let us all the talk. Our contemporaries are have fair play .- Press and Banner. busy sending out extras. We kee

Exactly so: The Medium is always 1st, The projectors of this movecool." "Cool" in its assumption of alment did not wait till after the issue ways being right. '-Cool" in its characof your papers to agitate this quester of "The Great Objector" to everytion. Your paper is published but once thing it did not originate. "Cool" in always saying, after the event, "I told you so." Decidedly the Medium is 'cool." It is nothing if not "cool.,'

> Tur President has appointed Gen. Joeph E. Johnston Rail Road Commissioner.



C. R. R.

A RESOLUTION ADOPTED DI

RECTING THE PETITION TO

BE PRESENTED ASKING

FOR A VOTE ON SUB-

SCRIPTION.

Endorsing the Messenger-Due West

will Vote the 5 per cent .- Hurrah

for Brave, Enlightened and Pro-

gressive Due West.

-30 o'clock : Prof. J. N.

unanimously corried :

since the campaign of 1876. Railroad is been developed. Let these energies be exerted, and these resources properly applied, and we form the basis for gathring together the elements that will create a whirlwind of power.

### The Township Petitions

Capt. Lewis Jones, Director for the Carolina, Cumberland Gap and Chicago Railroad, informs us that he has sent out petitions for signatures by the owners of real estate in the Townships of Shaw, Wise, Pickens, Moss, Blocker and Hibler. If a majority of the ownrs of real estate in these Townships sign the petition for an election, the same will be ordered by the County Commis sioners. The amounts that are asked for in said Townships are as follows :

Township, Shaw \$ 9.0KX) Pickens 15,000 Wise 12,5(x) Muss 4.500 Blocker 4.(88) Hibler 8.000 Tetal, \$53,000

It is extremely desirable that these petitions shall be acted upon by the Board of County Commissioners at their meeting on the first Tuesday in April. Let the friends of the Railroad therefore. who have these petitions in charge, attend to them at once, and spare no forts to get the requisite majority of signatures by real estate owners, and then return them here before the first Tuesday in April, so that an election can be endered to be held in all these

Townships on the same day. Remember that not a dollar of the DUE WEST, March 28th 1885. subscription of any Township is to be used until the Road is completed and One of the largest and most encourrunning to that Township. And remem-that only one-twentieth of these subaging railroad meetings occurred in Erskine Chappel, last Thursday night, scriptions is payable each year.

that we have ever had. It was most Do not neglect these petitions. De not refuse to sign them. Do not oppose harmonious and satisfactory in every the subscription. Let us make a

pull, and a strong pull, and a pull together, and victory will be ours.

### Will it Pay?

a firm basis. The towns and counties along the line will shortly be asked to subscribe to the proposed road, and should they fail to re-spond, then Charleston will have nothing to do with it. So the whole matter now rests The universal testimony is that rail roads do pay the community through which they run. Follow the Atlanta and Charlotte A. L. R. R. What wonderful development we see there. Flourishing towns now dot that section of our State, which was formerly giv-en up mainly to unprofitable forests, the habi-tation of wild animals. The how how of in Thursday, March 26th .-- A meeting of the friends of the C., C. G. & C. R. R was held here this evening, convening at with the people along the line of road and the question is, "What are they going to do about it?-Journal and Review. Young occupied the Chair, and R. S. Galloway acted as Secretary. The Chairman called tation of wild animals. The busy hum of in on the delegates to the Charleston meeting for a report of what transpired there.

dustry and its rapidly developing resources mark it as a section soon to earn the title of the "garden spot" of the State. Laurens, but lately in the depths of de-spond is raising its head amongst the most progressive and live towns in the up-country, it has rail road amongets trom two and soon Messrs. H. E. Bonner, R. W. Haddon, H. P. McGee and Dr. J. W. Wideman, each made remarks in order named, as to their visit and what might be expectit has rail road approaches from two, and soon will have from four directions. Our neighed of Charleston. Mr. R. W. Haddon, a Director of this Road was put through bor, enterprising little Greenwood, formerly a course of catechism *ad libitum*, as long as a member could think of a quest Director of this Road was put through long as a member could think of a quesbecome an important commercial centre, and warus us in no indistinct terms that unless we wake up, we will be aroused at no distant day what is the amount of present debt on the Road ? Mr. Haddon replied, that, to the consciousness that our glory has d-par ted and that we must take a back seat. The "Rail Road World" is thoroughly aroused and it requires no prophet nor the son of the C., C. G. & C. R. R. was read and also the form of petition asking the County Commissioners to order an elec-tion. Prof. Hood, Dr. Grier, Dr. Wide-man, President Kennedy, Rev. W. F oan, President Kennedy, Rev. W. F. Pearson, Rev. W. L. Pressley, Dr. Ed-The town selected must of necessity reap inestimable advantage from the enterprise. The great North West will pour of its wealth produce and emigrants into the fortunate town wards and others made earnest speeches in behalf of this great enterprise. When the following resolution offered by President Kennedy, with an **amend-**ment by Prof. Hood was heartily and unanimously carried : When the following resolution offered by President Kennedy, with an amendroute, and it seems that our only hope is a prompt and decided action upon the proposi-tion submitted by the  $C^*$ , C, G and C, compa-Resolved, That a committee of five be appointed to carry around the petibe appointed to carry around the peti-tion just read and secure a majority of the property holders of Due West Township. praying that a vote levying 5 per cent. apon the taxable property of said tox aship be ordered by the Coun-by Colambian for the taxable property of resolution : Prof. Hood : I move to amend the resolution : • 1st. By erasing the words in the peti-

\*WE PAUSE FOR A REPLY. "At the meeting on the 13th Mr. Ben-in withdrawing his resolutions end - 1st. By erasing the words in the petitheir property is a little over \$1.000.000.

"Abbeville has not been so stirred up | and reserved resources that have not yet | that, if we ever build the Cumberland Gap, we we must grade it ourselves and raise the mou-ey to do it by local subscriptions. The sec-tion through which the road runs must and should take the lead. Will the towns and

townships along the route vote the subscrip-tion ? We believe they should and will. This will be a good test of their interest in the road. Individuals in the towns and country along the proposed line can well afford to suf along the proposed line can well afford to sub-scribe liberally, and it will be a guarantee that the road would be built, the voters and prop-erty owners of Easley and Pickens townships, would vote solidly for subscription. If all the counties through which the road is to run will vote the subscription, this itself will be a guarantee. When we grade it, any construc-ty n company will do the rest, for they will have no risk to run. Corporations or individ-mals will then put their money into it, know-ing the investment is safe. Edgefield is for local subscription, and we believe all the oth-er counties and give these most interested a chance to prove what they want and how much submitted and give those most interested a chance to prove what they want and how much they want it. If we get the Cumberland Gap, we must build it ourselv s. Piping unto Charleston, the North, or anywhere else, will not construct it. Let us have the vote on the subscription and grade the road ourselves. We can, we ought, and will do it. Field, y We can, we ought, and will do it .- Easley Messenger.

Just at this time McCormick, and surround

## Graz.d Railroad Scheme.

ing community are all agog. Our enterpris-ing felow-townsman James Cothran, Jr., del Some of the Senators are very angry be-cause the new wenbers of the Cabinet do not give them precedence over everybody else. They say that the new Cabinet people do not understand the relative importance of the Sen-ators. They make them stand in line to be received. There have been occasions even when a plain American citizen who has busi-ness with a scentary and who has busiegats to the great Railroad project, recently held in Charleston, S. C., bids us hope on, and when we say hope on, we mean it, in its full-est and bro dest sense. The Savannah Val-ley Road, already approaching completion, offers the necessary facilities so much needed to extend this road to Aiken, S. C., which will when a plain American citizen who has busi-ness with a secretary and who has reached his room first has been given a hearing in ad-vance of a Senat w who has arrived after him. The S-mators are used to walking straight up to the secretaries, crowding back every hedy place us in direct communication with our principal sea port. Our citizens, are fully alive to this very important Railroad connection, and are willing to become responsible for all they can afford to further this scheme. We The S-maters are used to walking straight up to the secretaries, crowding back every hedy else and giving way to no one except assoc-ate Senators. They have done this upon the theory that their time was of more importance than that of any one else, and that the sub-jects presented to them were more worthy of their callers, Senators included, harp upon the one string of office-begging. It is no wonder, then, that they put all of their callers upon nearly an equal footing. The turn of the Senators will come next winter. One stalwart Senators wore a day or two ago with clenched fist that when the ides of next De-cember came he would sum ano before his trust our Railroad Magnates, will fully appre-ciate the great advartages offered by the Sa-yannah Valley R. R. Co., and, will allow nothshort rail line, from this common sense short rail line, from the great west, to our Southern sea board.—Advance The whole matter in a nutshell, is thithe towns and counties along the line will do their part in subscribing a sufficient amount to grade the road, Charleston will take enough of the bonds to buy the iron and lay it down. centered has that when the nices of next De-cember came he would summon before his contaities of the Senate the prondest and the stiffest-necked of the new Cabinet and teach them that a Senator is too powerful and haughty a person to be trided with with imand the South Carolina Railway will transport the materials free of charge and furnish the rolling stock necessary until the read gets on

punity.

The Acting Superintendent of the Bennett School.

Mr. Wm. H. Parker, Jr., the acting princi-pal of the Bennett School, was born in Abbe-ville, S. C., the 24th December, 1861, and is a

ville, S. C., the 24th December, 1851, and is a son of Wm. H. Parker, Esq., a member of the Legislature from Abbeville County. Mr. Par-ker received his education as a boy in the school of the Rev. O. T. Porcher and Mr. D. C. Webb, in Abbeville, and studied afterwards

under Prof. Sachtleben of the College of Charleston. He entered that College in tho spring of 1878, and was graduated with first

his work at the commencement vesterday Mr. Parker received publicly the thanks of the supervising commissioner for the way in which he had conducted the school while un-

Unrivaled Display of Millinery,

Was witnessed on yesterday

at the Mammoth Dry Goods

House, of R. M. Haddon & Co.

most beautifully decorated,

grandly displaying many beau-

Their store was artistically and

In Millinery and Notions, we do

not think the display could be excelled anywhere. This was

undeniably proven by the almost innumerable throng of

ladies who crowded their store

Their sales were fine, and alto-

gether it was the grandest dis-

play in this line, ever seen in, old Abbeville.

57

derhis control .- News and Courier.

tiful and costly goods.

all day\_

April 1-tf

How the Tax Would Stand,

Rail road tax, annual payment on prin-2.50 Town tax, 1 50. State and Courty tax 10 mills, 12.00.

First year, amount on \$50 \$2.50.

their part

On \$1,000 worth of property \$19.50

spring of 1878, and was graduated with first bonor in the class of 1882. Soon after his graduation Mr. Parker was elected vice-prin-cipal of the Bennett School, under circum-stances most flattering to the value of our home institutions, and this position he has held until his promotion to fill the temporary vacancy at the Bennett School caused by the election of Mr. Archer as sub-rintendent of the city schools. In exhibiting the results of this work at the commensumer vacance Mr. The Press and Banner charges the rail road taxes double. "Annual payment on principal" and same amount as "rail road tax." Besides it must be borne in mind that as each annual payment of principal is made, the interest on the remainder de-

creases at the rate of 17 cents less each year, so that when the last payment is made it would only be \$2.67 instead of \$8.50 as stated by the Press and Banner Extra March 23, 1885.

Furthermore, the above statement assumes that the State and County tax will remain 12 mills, whereas, this is an an nual tax, greater than for the year past.

Are we able to stand a rail road tax? The town of Abbeville has an assesse valuation of property in round numbers \$575.000, and is asked to vote 5 per cent of that amount to the C., C. G. & C. R. R. i. bonds. payable in twenty years The town of Anderson has already voted \$62.000 to the S. V. R. R. with a popu-lation about one-third larger than ours And an assessed valuation of property about \$750 (00).

The four townships in Abheville County on the line of the S. V. R. R. have taxed themselves \$40,000, of which 4-5 has been paid the assessed value of

# MORE HONORS AWARDED.

### Three Foreign Ministers and all from the South.

Special Dispatch to the News and Courier.] WASHINGTON, March 30 .- The President to-day gave three important foreign missions to the South. In making the distribution is remembered Virginia by selecting Anthony M. Keily, of that State, for the Italian mission. Going arther down the coast he stopped at North Carolina and designated Ex-Gov-Thomas Jefferson Jarvis to represent this country in Brazil. He then passed through South Carolina without stopping, and crossed oves into Georgia and twarded the Bussian mission to Gen. Alexander R. Lawton: Notwithstanding the fact that the latter State had now recieved two important foriegn missions, the President could not leave it without exhibiting some further evidence that he considered Geogia the Empire State of the South, and there upon he appointed Evan. P. Howell consul at Manchester, England.

The Senators on their Dignity.

There are to be graded between Abbe ville and Troy about 8 miles. between Troy and Edgefield, 26 " " Egdefield and Aiken, 4 .,,

38 miles Total Now it will be conceded that \$2,000 a mile is a fair estimate of what it will cost to grade and cross-tie the "We must wait. It may be a slow it will cost to grade and cross-tie the Road.

Then we have as subscriptions, -38 miles to grade at \$2,000 a mile, Margin on bonds.

Abbeville it will never go further. the work. See the figures : Due West subscription, Williamston, Belton, Honea Path, Pickens,

Total, With 211/2 miles to grade at \$2,000 a mile,

Margin,

The Road is bound to go on. If it reaches Abbeville its course can't be stopped." Due West herself will grade the whole distance between Abbeville and Due West. Oh ! that we had some of her spirit. Surely then it is practicable for us to grade the Road. And if it is who doubts that we can get it ironed throw away what she has put into the and equipped ? If we adopt any other line we shall have identically these same difficulties. Let us cling to our enterprise and not waste or throw away the money we have put into it. The Road can be built if Abbeville stands by it, and does not desert the post she first took,

-----"WHAT WILL HE DO WITH IT?"

Mr. Pearson of New York City, backed by an immense and highly respecta- is in it.

et in withdrawing his resolutions said upon our property, and appropriating it we must wait but not too long. He wish- to the building of your road, in which March ed us to move together. Messrs. Robertwe are not interested. son, Lyon, L. W. Perrin the editor of the Medium and we believe the whole meeting were of the same opinion. Endorsing the action of the meeting policy, but it is safe and prudent. We have made a proposition to Charleston and she is endeavoring to meet it. If she does the road will be built. We rate organization." will know in a few weeks it is said. No, sir. We had no such "sinister Why then recede from our own proposition and possibly lose our last chance of motives." We were discussing a public securing a place on a grand trunk line of railway, that will unite us on the one Now it is said if the Road is built to hand with the deep water, and on the other with the West. Moreover, we Why the upper end is the easiest part of lose nothing by waiting to learn the repersonal interest. He says not. That is sult of Charleston's efforts." So it seems others agreed with us in lish his denial. What he says of his our view as to the result of the meeting. 12,000 What then does this effort to have an so far as it relates to the MESSENGER 10,000 immediate election mean? Has anything definite been heard from Charles And he will admit that we have not been ton ? We pause for a reply."-Medi-

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This is not the question involved. And Charleston has been heard from, and as all the questions of the MESSENGER the Medium has published the words were answered by the Press and Banof Major Brawley, which make it eviner in its last issue we do not underdent that it was not Charleston's intenstand the motives with which this one tion to build this road, but to help us do is deferred to this late day. We trust he it. Moreover, every place along the had no "sinister motives." line that has a newspaper has been heard from, and all of them are urging on their needle the necessity of doing URE.

something themselves toward the work. It therefore becomes encumbent on Abbeville to decide whether she will road by abandoning the enterprise, or whether she will put her shoulder to the wheel and carry it on to completion. The way to decide that question is by the election. If the people adopt the first course they will vote against the subscription, and kill the enterprise, as the Medium desires. If they intend to take hold of this matter them-

selves, and thereby secure the aid nec essary to complete the road, they will vote for subscription. This is all there

2d. That this petition is to by signed, The widow and orphan, the struggling and the election ordered in accordance poor, and all who may be involved in thereto on the condition to be expressed this great debt, certainly deserve your on the bonds to be issued by the authorconsideration, and we hope that no conity of the vote taken, that such bonds ey may be extorted from any distressed eitizen to gratify your pride in the proshall be null and void, unless said railroad shall pass through the corporate notion of your enterprise which is at limits of Due West, thenee along the least of questionable benefit to the comgeneral route of the survey through the munity, and which cannot exist as a sepatownship. The Chair asked time until the fol-

lowing day to announce the five members of this committee.

The following motion was put and question and wanted to know if the zeal unanimously carried by the house : which marked Mr. Wilsons advocacy Resolved. We the citizens of Duc was induced in any way by motives of West, do heartily endorse the Appr-VILLE MESSENGER in its spirited and manly defence of the interests of the quite sufficient. We are glad to pub-C., C. G. & C. R. R.

### conduct as a competitor is quite true in The Carolina Cumberland Gap and Chicago Railroad.

Maj. W. H. Brawley, of Charleston. less fair and honorable toward him. in an interview with a reporter of the News and Courier, which interview we republish, explains very fully the attitude of Charleston toward our Railroad enterprise. This interview plainly and unflatteringly truthful, confirms what we said to our readers last week-in that it shows that everything hinges on the efforts now being made for local subscriptions all along the line. The long stretch of our Railroad across Edgefield county is the backbone of the enterprise in South Carolina. It runs through the

centre of the county-through a fertile It seems to be the policy of President country, and through a section remote Cleveland to appoint no man to from Railroads, and for the most of the office who is strongly endorsed therefor way unaccustomed to the sound of a railroad whistle or the snort of the iron or who has done the party any service. His latest exploit is to appoint a Mr.

We endeavored last week to give some Coleman of St. Louis, Commissioner of idea of the value of this great internal Agriculture. Col. Aiken did more to improvement: But the half has scarcesecure the creation of the office in the ly been told. Indeed it is impossible to interests of Agriculture than any other estimate all the advantages that we will derive from the building of this great man. He was supported for the office central highway. Not can we expect to by the representatives of twenty-eight obtain all this increase of property, and States, and by the National Grange and all the thousand and one advantages that this Railroad will bring, without any yet the President appoints one whose recost to us. Charleston is undoubtedly commendation so far as we know is that very much interested in our Road, and he once edited an agriculture paper; Col. will in the long run, do more for its suc-

The rail road tax is 10 mills, making March inst., to wit, through the township: will girdle us us on every side, and every one of which will draw from our present trade. For trade will go to the most favored locations Our most enterprising business men will fol-low the trade and our property must depreciate to an unlimited extent. It will then be fruit-less for us to appeal to the Georgia Central or any other system for relief, with our dimin

ished trade (scarcely enough now to support one branch road) we will then be too poor an object to command their respect or attention; we must have another rail road to sustain our commercial superiority. We may find that the issue now is the C., C. G. and C. rail road We are asked to take the initiative in a vote

of 5 per cent. of the assessed value of ou property in bonds payable in 20 years, not in one year as some seem to have been led to suppose. By a tax annually of five mills or

one year as some seem to have been led to suppose. By a tax annually of five mills on the dollar that is of five dollars on the one thousand dollars, with the license tax and the street tax, we can pay the necessary expenses of our town government and extinguish the bonded debt with accrued interest in fifteen years and have a surplus in the treasury. This can easily be verified by calculation. We can certainly afford to pay the the half of one per cent, or 5 cents on the hundred dollars worth of property every year for fifteen years, rather than submit to the loss of trade and

rather than submit to the loss of trade and the unlimited decline in the value of our property, which must be our lot if we do not get an-other out-let. The saving on the freight alone in a few necessaries of life by each individual would more than pay his tax, but our benefits do not stophere. The completion of the road will naturally be followed by building of houses and other improvements which will add t the taxable property of the town, and every dollar so added will lossen the burden of taxa-tion. The rail road property alone will exceed in value \$50,000, within the town limits, from which we will realize a town tax of \$250, s hat we can readily see that the improvements will help largely to shorten the time in which

we are to be taxed. Our bonds too will not be a total loss to us. One half of them are to be returned to us in stock and the other half in second mortgage or income bonds, from which we may reason-ably expect an income after five years, which will be applied to the sinking fund, and thus pay off the bonds orobably within 12 years from the time they were issued. If we fail to get the road the bonds will be returned to us for they cannot otherwise be used under the conditions on which they are voted. The we are to be taxed. conditions on which they are voted. The amount proposed to be voted along the line of road will be a margin for the protection of capitalists in Charleston who are expected to put their money in the enterprise. Unless this margin is provided capitalists cannot in reason be expected to take hold of the matter. We are not in a position to delay nor dictate terms. The road to us is a

"NEEDCRSSITT. The Railroad Again.

d by an immense and highly respecta-ble following of the business men of New York, Democrats and Republicana, sakes of President Clevcland the re-ap-pointment to the office of Postmaster of that city. In connection with this crisis of political history the question so full of gravity confronts the solid man of Buffalo, "what will he do with it?" It was doubless easy for the President for the size to have forecast what lo do with it?" It was doubless easy for the President for the size to remove inefficient servants of the public. The question as to how vacanize a press convention of its own if its five editors could ever possibly agree on any one point.—Greenville News. We very respectfully call the attention of our County Commissioners, to the miserable condition of our Wagon, or Post Roads, in the 'Dark Corner," some of them are almost impassable, and are sadly in want of elbow grease to put them in codition for travel. Our farming friends are full of complaints.—Adance.

a total tax of 22 mills. In 1880 thit tax was voted by a bare majority and then only by the help of colored voters, it 1883 the second assessment was voted without oppotion and paid.

The people were determined to have the road and, as the result of their unanimity and resolution, they have a road al most graded and by the end of the year portion of it will be in operation. annot I boeville stand a tax as well as

our citizens on the S. V. Rail road. The length of the proposed road Pickens is 125 miles of which about 50 miles is near graded, nearly as much as the whole length of the S. V. rail road.

It is seriously proposed to throw away the money already expended rather than vote an additional sum necessary to complete the work already done.

If each town will vote the amount agreed upon at Charleston, there can be no difficulty about completing the grading and have a surplus for trestles and cross-ties.

Ask who are the active opponents of this road and inquire how much, they, with the exception of one member of a firm, have hitherto paid?

Railroad Matters.

The citizens of Abbeville held a railroad meeting last week. Mr. Parker as Chairman of the delegation to the Charleston conference, submitted a report which was freeeved as in-formation. Mr. Benet submitted resolutions favoring a subscription of 5 per cent. of the value of taxable property in Abbeville to the Carolina, Cumberland Gap and Chicago Rail-road, and a ten thousand dallar subscription to the proposed connection with the Georgia

road, and a ten thousand dallar subscription to the proposed connection with the Georgia Central system at Verdery on the Augusta and Knoxville Road. This drew out a very animated discussion, in which a very strong opposition'to the Carolina, Cumberland Gap and Chicago Road was developed. This too in the face of the fact that the subscription was not to be made available until the whistle of the cars on the road was sounded inside their corporate limits. Why this opposition we do not understand. Abbeville says she wants another railroad

we do not understand. Abbeville says she wants another railroad connect. a with the outside world, and wants it bad, but when an opportunity is offered which, to us, seems entirely unobjectionable to any one who favors a railroad, an opposition springs up which seems likely to defeat the chances of securing the best and most de-sirable connection she could possibly have. From the tone of the speeches delivered and the action of the meeting, we are more than the action of the meeting, we are more than ever uonvinced that the true policy of the Carolina, Cumberland Gap and Chicago Rail-road Company is to at once consolidate with the Savamah Valley Road. If this should be accomplished, the road in our opinion would be a certainty.-Pickens Sentinel.

By the way, Abbeville is now ahead of every other county in the State with five weekly newspapers-three at Abbeville, one at Due Vest and one at McCormick. The last new enterprise-the Advance-and its first asue promises well. Abbeyille could organ-

Gilder's pills are the best.

phin's.

40 cents per yard, at Bell & Galphin.

If you want a stylish hat or bonnet, get Miss Eugenia McCartey to fix it up for you at Bell & Galphin's.

at W. S. Cothran & Co.

Refreshments at the Palmetto.

Thomas McGettigan, of the old reliable Palmetto Saloon, invites his many friends to give him a call during Conrt week. The Palmetto Saloon is well stocked with first-class refreshments.

A. E. Rogers,

Wholesale dealer in Corn, Flour, Meal, Mea., Hams, Lard, Bran, Salt, Molasses, Sugar, Coffee, Rice, Soap, &c., will deliver goods at any point on railroad at Abheville prices. Before buying always ask for prices, as we have advantages that few up-country mor-chants have. A. E. Rogens.

Watches, Clocks and Jewelry.

MR. H. D. REBSE, of Abbeville, is prepared to do all manner of repairing of Watches, Clocks and Jewelry, and will pay all express charges on work sent to him from stations on the C. and G road. He always keeps in stock a handsome line of Jewelry and Plated Waro at moderate prices. Send in your orders, Address, H. D. REESE, Abbeville, S. C. Address.

DROCLAMATION.

PROGRESS.

STATE OF SOUTH CAROLINA, EXECUTIVE DEPARTMENT.

Whereas information has been received at this Department that an atrocious murder was committed in the County of Abbeville, on or about the 15th day of March, A. D. 1885, upon the body of Pres Murchison by Isiah Wright, and that the said Isiah Wright has fled from instice :

Now, therefore, I, Hugh S. Thompson, Governor of te stathe of South Carolina, in order that justice may be done and the majesty of the law vindictated, do hereby offer a reward of One Hundred Dollars for the apprehension and delivery to the Sheriff of Abbeville County, of the said Isiah Wright. Said Isiah Wright is a dark mulatto, about 5 feet 10 inches in height and weighing 160 pounds. He is about 25 years of age, and is quick in his movements. In testimony whereof, I have hereunto set my hand and caused the Great Seal of the State to be affixed, at Columbia, this 23d day of March, A. D. 1885, and in the one h undred and ninth year of the Indepenence the United States of America.

HUGH S. THOMPSON.

By the Governor :

JAS. N. LIPSCOMB, Secretary of State. 11

March 25, 1385-1f

Fashionable Millinery at Bell & Gal-

Look at that all wool Cashmere for

Satchet Powders, the most delightful,

White Lawn, 40 inches wide, for 10 cents per yard, at Bell & Galphin.

Aiken ought to have had the appointcess than we can do. But Charleston is