The Watchman and Southron.

THE SUMTER WATCHMAN, Established April, 1850. "Be Just and Fear not--Let all the Ends thou Aims't at, be thy Country's, thy God's, and Truth's." THE TRUE SOUTHRON, Established June, 1866.

Consolidated Aug. 2, 1881.] SUMTER, S. C., TUESDAY, JANUARY 31, 1882. New Series—Vol. I. No. 27.

The Watchman and Southron.

Published every Tuesday,

—BY THE—

Watchman and Southron Publishing Company,

SUMTER, S. C.

TERMS:

Two Dollars per annum—in advance.

ADVERTISEMENTS.

One Square, first insertion.....$1 00
Every subsequent insertion..... 50

Contracts for three months, or longer will be made at reduced rates.

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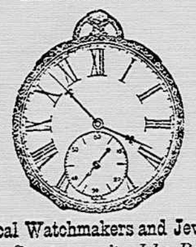
F. H. FOLSOM & BRO.

Native-born Sumtonians.

ESTABLISHED  IN 1868.

Practical Watchmakers and Jewelers,

Main-Street, opposite John Reid's,

DEALERS IN

Watches, Clocks,

GOLD AND PLATED JEWELRY,

Spectacles, Silver and Plated Ware,

FISHING TACKLE,

Sewing Machine Needles, Oils, Etc.

General Repairing done at Conscientious Prices.

Give us a call and be convinced.

Oct 25 3m

GRAHAM'S STABLES,

REPUBLICAN-STREET,

JUST ARRIVED

One Car Load of

CELEBRATED

Old Hickory Wagons,

Manufactured by the Kentucky Wagon Manufacturing Company, of Louisville, Ky.

They are made of the best material, by skilled workmen. Every Wagon sold guaranteed for 12 months. They run lighter, and are in every respect as good as any Wagon made, while at the same time their price is as low as Wagons of inferior grade.

Also, on hand, a fine assortment of

BUGGIES,

OF ALL STYLES AND GRADES,

At prices to suit the times.

JUST ARRIVED ONE CAR LOAD OF

Fine Kentucky Horses,

some of them extra good drivers—selected with care for this market.

Oct 25 W. M. GRAHAM.

CHERAW AND DARLINGTON AND CHERAW AND SALISBURY RAILROADS.

PRESIDENT'S OFFICE,

SOCIETY HILL, S. C., May 23, 1881.

ON AND AFTER THIS DATE, TRAINS on these Roads will run as follows,—every except Sunday.

Leave Wadesboro	8 40 a m
Leave Bennett's	9 00 a m
Leave Morren	9 15 a m
Leave McFarlan	9 25 a m
Leave Cheraw	10 15 a m
Leave Society Hill	10 50 a m
Leave Darlington	11 35 a m
Arrive at Florence	12 10 p m
UP.	
Leave Florence	12 50 p m
Leave Darlington	1 20 p m
Leave Society Hill	2 10 p m
Arrive at Cheraw	2 50 p m
Arrive at Wadesboro	4 15 p m

The freight train will leave Florence at 6 20 A M every day except Sunday; making the round trip to Cheraw every day, and to Wadesboro as often as may be necessary—keeping out of the way of passenger train.

B D TOWNSEND, President.

GERMAN KAINIT,

Direct Importation.

PERUVIAN GUANO,

Direct from the Agent of the Peruvian Government.

FISH GUANO,

6@8 per cent. Ammonia.

NOVA SCOTIA LAND PLASTER.

South Carolina Ground Phosphate,

Fine Ground and High Grade.

For sale by

HERMAN BULWINKLE,

KERR'S WHARF,

CHARLESTON, S. C.

Jan 17 3m

PAVILION HOTEL,

CHARLESTON, S. C.

THIS POPULAR AND CENTRALLY located HOTEL having been entirely renovated during the past Summer is now ready for the reception of the traveling public.

Popular prices $2 and 2.50 per day.

Special rates for Commercial Travelers.

E. T. GAILLARD,

Oct 25 Proprietor.

THE GRAND CENTRAL HOTEL.

COLUMBIA, S. C.

HAVING renewed my Lease of "The Grand Central Hotel" for a term of years, I beg leave to inform the Public that the House has been thoroughly re-painted, and is now furnished with new and improved Black Walnut Furniture, Wire Spring Beds with best Hair Mattresses, Velvet and Brussels Carpets. Electric Annunciators connect with every room, and the Hotel is connected through the Columbia Telephonic Exchange with every prominent place of business throughout the City. These advantages, with competent attendants, warrant me in assuring the traveling Public as good accommodations as the South can afford.

JOHN T. WILLEY, Proprietor.

Sept 20 3m

COLUMBIA HOTEL

R. N. LOWRANCE, Proprietor

COLUMBIA, S. C.

Table, Rooms and Servants First-class.

RATES REASONABLE.

Sept 20—3m

RUBBER STAMPS.

NAME STAMPS FOR MARKING CLOTHING with indelible ink, or for printing visiting cards, and

STAMPS OF ANY KIND

Call on C. P. OSTEEN,

At the Watchman and Southron Office.

WILMINGTON, COLUMBIA AND AUGUSTA R. R.

ON and after Jan. 1st, 1882, the following schedule will be run on this Road:

NIGHT EXPRESS AND MAIL TRAIN, (Daily) (Nos. 47 West and 48 East.)

Leave Wilmington	10 15 p m
Arrive at Florence	2 20 a m
Leave Florence	2 50 a m
Leave Sumter	4 20 a m
Arrive at Columbia	6 10 a m
Leave Columbia	10 00 p m
Leave Sumter	12 08 a m
Arrive at Florence	1 34 a m
Leave Florence	1 52 a m
Arrive at Wilmington	6 20 a m

This Train stops only at Brinkley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, Timmonsville, Mayesville, Sumter, Camden Junction and Eastover.

THROUGH FREIGHT TRAIN. Daily, except Sundays.

Leave Florence	11 40 p m
Leave Sumter	2 28 a m
Arrive at Columbia	5 30 a m
Leave Columbia	5 00 p m
Leave Sumter	8 20 p m
Arrive at Florence	11 10 p m

LOCAL FREIGHT—(Daily except Sunday.)

Leave Florence	6 00 a m
Arrive at Sumter	10 55 a m
Leave Sumter	11 40 a m
Arrive at Columbia	4 00 p m
Leave Columbia	7 00 a m
Arrive at Sumter	11 15 a m
Leave Sumter	12 15 p m
Arrive at Florence	5 10 p m

A. POPE, G. P. A.

JOHN F. DIVINE, General Sup't.

Columbia and Greenville Rail Road.

PASSENGER DEPARTMENT,

COLUMBIA, S. C., August 31, 1881.

ON AND AFTER THURSDAY, September 1st, 1881, Passenger Trains will run as herewith indicated, upon this road and its branches—Daily except Sundays:

No. 42 Up Passenger.

Leave Columbia (A)	11 20 a m
Leave Alston	12 26 p m
Leave Newberry	1 21 p m
Leave Hodges	3 52 p m
Leave Belton	5 05 p m
Arrive at Greenville	6 27 p m

No. 43 Down Passenger.

Leave Greenville at	10 33 a m
Leave Belton	11 57 a m
Leave Hodges	1 12 p m
Leave Newberry	3 47 p m
Leave Alston	4 46 p m
Arrive at Columbia (F)	5 50 p m

SPARTANBURG, UNION & COLUMBIA R. R.

No. 42 Up Passenger.

Leave Alston	12 40 p m
Leave Spartanburg, S U & C Depot (B)	4 03 p m
Arrive Spartanburg R & D Depot (E)	4 12 p m

No. 43 Down Passenger.

Leave Spartanburg R & D Depot (H)	12 48 p m
Leave Spartanburg S U & C Depot (G)	1 07 p m
Leave Union	2 36 p m
Arrive at Alston	4 36 p m

LAURENS RAIL ROAD.

Leave Newberry	3 55 p m
Arrive at Laurens C. H	6 45 p m
Leave Laurens C. H	8 30 a m
Arrive at Newberry	11 30 a m

ABBEVILLE BRANCH.

Leave Hodges	3 36 p m
Arrive at Abbeville	4 46 p m
Leave Abbeville	12 15 p m
Arrive at Hodges	1 05 p m

BLUE RIDGE R. R. & ANDERSON BRANCH.

Leave Belton	5 08 p m
Leave Anderson	5 41 p m
Leave Pendleton	6 20 p m
Leave Seneca (C)	7 20 p m
Arrive at Walhalla	7 45 p m
Leave Walhalla	9 23 a m
Leave Seneca (D)	9 54 a m
Leave Pendleton	10 30 a m
Leave Anderson	11 12 a m
Arrive at Belton	11 48 a m

On and after above date through cars will be run between Columbia and Hendersonville without change.

CONNECTIONS.

A—With South Carolina Rail Road from Charleston; with Wilmington Columbia & Augusta R R from Wilmington and all points north thereof; with Charlotte, Columbia & Augusta Rail Road from Charlotte and points north thereof.

B—With Asheville & Spartanburg Rail Road for points in Western N. C.

C—With A. & C. Div. R & D. R. R. for all points South and West.

D—With A. & C. Div. R. & D. R. R. from Atlanta and beyond.

E—With A & C. Div. R. & D. R. R. for all points South and West.

F—With South Carolina Rail Road for Charleston; with Wilmington, Columbia & Augusta Rail Road for Wilmington and the North; with Charlotte, Columbia & Augusta Rail Road for Charlotte and the North.

G—With Asheville & Spartanburg Rail Road from Hendersonville.

H—With A. & C. Div. R. & D. R. R. from Charlotte & beyond.

Standard time used is Washington, D. C., which is fifteen minutes faster than Columbia.

J. W. FRY, Sup't.

A. POPE, General Passenger Agent.

August 30, 1881. tf.

South Carolina Railway Co.

COMMENCING JANUARY 8th, 1882, Passenger Trains on Camden Branch will run as follows, until further notice:

EAST TO COLUMBIA.

Leave Camden	7 40 a m
Leave Camden Junction	8 45 a m
Arrive at Columbia	10 52 a m

WEST FROM COLUMBIA—DAILY EXCEPT SUNDAYS.

Leave Columbia	5 15 a m	6 00 p m
Arrive Camden Junction	11 00 a m	7 40 p m
Arrive at Camden	1 00 p m	8 45 p m

EAST TO CHARLESTON AND AUGUSTA.

Leave Camden	3 50 p m
Leave Camden Junc'	5 37 p m
Arrive at Charleston	10 30 p m
Arrive at Augusta	7 35 a m

WEST FROM CHARLESTON AND AUGUSTA.

Leave Charleston	6 15 a m
Leave Augusta	4 45 p m
Arrive Camden Junc'	11 00 a m
Arrive at Camden	1 00 p m

CONNECTIONS.

Columbia and Greenville Railroad both ways, for all points on that Road and on the Spartanburg, Union and Columbia and Spartanburg and Ashville Railroads, also with the Charlotte, Columbia and Augusta Railroad to and from all points North by trains leaving Camden at 7 40 a m, and arriving at 8 45 p m.

Connections made at Augusta to all points West and South; also at Charleston with Steamers for New York and Florida—on Wednesdays and Saturdays.

Trains on Camden Branch run daily except Sunday. On main line, Columbia and Augusta Divisions, trains run daily. Pullman Cars are run between Charleston and Washington, on trains arriving at Columbia 10:52 and departing at 6:00 P. M. Local Sleepers between Charleston, Columbia and Augusta.

On Saturdays ROUND TRIP TICKETS are sold to and from all Stations at one first class fare for the round trip—tickets being good till Monday noon, to return. Excursion tickets good for 10 days are regularly on sale to and from all stations at 6 cents per mile for round trip.

THROUGH TICKETS to all points, can be purchased by applying to James Jones, Agent at Camden. D. C. ALLEN,

General Passenger and Ticket Agent.

JOHN B. PECK, General Manager.

Charleston, S. C

NORTH-EASTERN R. R. CO.

SUPERINTENDENT'S OFFICE, NORTHEASTERN RAILROAD CO.

CHARLESTON, S. C., Jan. 23, 1882.

On and after this date the following Schedule will be run, Sundays included:

Leave Charleston.	Arrive Florence.
8 00 A. M.	12 55 P. M.
4 40 P. M.	2 00 A. M.
8 15 P. M.	1 30 A. M.

Leave Florence.	Arrive Charleston.
2 40 A. M.	6 50 A. M.
11 35 A. M.	4 35 P. M.
12 10 A. M.	9 20 A. M.

Train leaving Florence at 2 40 A. M. will stop for way passengers.

J. F. DIVINE, Gen'l Supt.

P. L. CLEAPOR, Gen'l. Ticket Agent.

ROBERT HOUGH & SONS,

IMPORTERS AND DEALERS IN

Brandies, Wines and Whiskies,

44 South-Street, Baltimore, Md.

December 9

[For the Watchman and Southron.]

THE DRUMMER.

Like a ship upon the ocean,
We meet, we speak, we part;
Laden with goods of every kind,
From every clime and mart.

All kinds of customers we meet,
The shy, the tough, the free;
He that buys heavy and fleet
Is the man we like to see.

Drummers large and drummers small,
Drummers both lean and fat,
Drummers short and drummers tall,
But some with a very bad hat.

There are hotels, too, of every grade,
Some dirty, some neat and clean.
There the drummer lies down to sleep
And of turkey and oyters dream.

In the morning to the table he goes
With appetite sharp and keen,
When alas! to his sorrow he finds
It is nothing but a dream.

In Sumter town the boys do stop
With Jervey so jolly and kind,
With plenty of turkey and oysters hot,
Just suited to our mind.

Then on the ocean of time we speed
And never forget our trunk.
Of care and sorrow we take no heed
But are always on the jump.

Here we meet, and shake, and part
To meet again no more;
But we hope all to meet again
On the Everlasting Shore.

[From the Sentry.]

MARS.

BY P. A. TOWNE.

The planet Mars is now one of the most conspicous objects in the heavens. It is east of the great planet Jupiter, near the two stars, Castor and Pollux in the constellation Gemini. Next to the earth, Mars is the most interesting planet in the solar system, in several respects. When nearest to the earth it is less than forty million of miles from us, and it happens that it is then at the most favorable point for telescopic examination. Venus comes several million miles nearer the earth than Mars, but it then presents a narrow crescent, like that of the new moon to our vision; whereas Mars when nearest the earth presents his full disk to the observer. But the point of greatest interest to us, so far as Mars is concerned, is the fact that its physical characteristics greatly resemble those of the earth. The torrid zone of Mars is about fifty-four degrees wide; that of the earth being forty-seven. Its poles are twenty-seven and a quarter degrees from the polar circles, making each temperate zone thirty-five and a half degrees wide. The day in Mars is only forty minutes longer than our own, and its year contains six hundred and eighty-five of our days, or a little over six hundred and sixty-six of its own days. Its diameter is about 5,000 miles and its mean distance from the sun 144,000,000 miles.

Powerful telescopes and patient observation have demonstrated the fact that Mars is composed of land and water, but that the preponderance of land surface is very great. Astronomers have, in fact, been enabled to construct a map of Mars, which can be studied as we study the map of our own earth. Its two largest bodies of water are called Dawes Ocean and Delarue Sea; in the latter of which is a conspicuous island. Dawes Ocean, in outline, much resembles the continent of North America. Mars contains four continents named Hershel, Dawes, Madler and Secchi. These continents lie along its equator, at about equal distances from the poles. The mass of land around the north pole is called Laplace Land and that around the South pole Lockyer Land. A close study of the outlines of the land and water reveals the fact that a traveller on Mars can pass from almost any point on its surface to any other point, without going to sea. A railroad might also be constructed along the line of the equator of Mars around the entire planet, which would require only four important bridges. Both poles of Mars are usually covered with ice, as we should naturally expect from the analogies that have been stated. It has a dense atmosphere which is often loaded with clouds, showing that rivers and lakes are probable, though too small to be detected. Its seasons are identical with our own; though nearly twice as long.

These physical analogies between Mars and the earth compel the conclusion that the same vegetable and animal life has existed on both planets during corresponding periods of their cosmical history. Mars is considerably smaller than the earth, and it is, as a consequence, relatively much more advanced in its planetary career. Mars is now what the earth will be in from ten to twenty thousand years. We may, therefore, give full play to our imagination without danger of overestimating the grandeur of its physical characteristics or the comparative superiority of its inhabitants in their intellectual endowments. Every conceivable evidence of civilization ought to be found on the little planet. Its railroads, bridges, tunnels, steamboats, water works, etc., are models of the engineering skill of its scientific men. Its cities and towns are marvels of architectural beauty. Its four principal nations are all republics. To make room for its dense population, buildings have been carried to a height of twenty stories. Electric lights take the place of sunlight whenever the latter is not available. Observatories, one thousand feet high, are scattered all over the planet, and their telescopes have long since revealed to astronomers the great facts connected with our solar system. Possibly their astronomers have even seen, under some favorable circumstances, the singular creatures called men on our earth. Telegraphic lines are available to every family on Mars. In the most important streets, elevated railroads are as many as five in number, the highest being parallel to the eighteenth story of the dwellings. There is not a square foot of unoccupied land on the planet and even the roofs of every building are utilized in the production of the most essential vegetable food. Public parks are numerous, but every tree or vegetable they contain is cultivated because of esculent rather than ornamental properties. Mars is the intensely red planet of our system, and why may not its color be ascribed to the artificial expedients that have accompanied its advancing steps in civilization? The number of inhabitants on Mars cannot be less than ten trillions, and it is therefore impossible that the color of the planet can be ascribed to its natural vegetation.

Astronomical works now have new matter to add to former accounts of Mars. In the month of August, 1877, Mr. Asaph Hall, of Washington, by the aid of the most powerful refracting telescope which has yet been constructed, made the discovery of two small satellites of Mars. At that time Mars was nearest the sun in its orbit around that luminary, and the earth most remote, while the three bodies were in a straight line. Hence Mars and the earth were at their least possible distance from each other. A systematic observation of the planet was begun, and resulted in the discovery of the two smallest planetary bodies connected with the solar system. The satellite Deimus moves around Mars in thirty hours, eighteen minutes, at a distance of 12,570 miles from the surface of the planet. Its diameter is only six miles. The satellite Phobus moves around Mars in seven hours thirty-nine minutes, at a distance of 3,783 miles from the surface of the planet. Its diameter is seven miles. Deimus is then the smallest celestial planet whose diameter has been measured, and Phobus moves around its primary planet in less than one-third of the time it takes that body to turn upon its axis. This last fact is at variance with the ideas we have hitherto been able to entertain of the law of the formation of celestial bodies. Whilst the sun appears to move over the sky of Mars in a slow day of more than twenty-four hours, the satellite Phobus makes its complete revolution in less than one-third of a day. From this it must be a fact that Phobus rises in setting and sets in rising, that is, it appears to rise in the west when really it should be setting, and to set in the east when it is really rising! It passes under Deimus and eclipses it from time to time, goes through all its phases in eleven hours, each quarter not lasting even three hours. What a singular "world!" It has two kinds of months, one a little shorter than the day of Mars, the other one-quarter of that day.

It has been suggested that the two satellites, Deimus and Phobus, are two asteroids that have been attracted to Mars quite recently and have become moons by accident rather than by laws established on the nebular hypothesis of Laplace. Though this supposition is not necessary to account for their recent discovery it is by no means unreasonable. More than two hundred asteroids are now named. Their diameters range from eighty to two hundred miles and it is likely that thousands exist whose diameters are too small to be measured by our best telescopes. Hundreds too minute to be detected by our instruments may be floating around Jupiter, Mars, the earth, and even our moon. When they fall upon the earth we call them meteoric stones, and there are specimens in our museums weighing from a thousand pounds to a few ounces. But whatever be the origin of Deimus and Phobus they are now no doubt very useful to the inhabitants of Mars in lighting up its nights.

The great telescope in Washington has this winter verified the accuracy of the measurements announced in 1877, but the two satellites will not again be seen till 1892, when Mars will again be at its closest proximity to the earth.

Judah P. Benjamin on Confederate Bonds.

Mr. S. L. M. Barlow, of New York, wrote recently to Mr. J. P. Benjamin, of London, for information concerning Confederate bonds, which speculators had made the subject of inquiry on the rumor that there are vast sums deposited in the Bank of England and elsewhere in Europe. Mr. Benjamin in reply states that the Confederate Government never had but two means of raising money in Europe. One was by the export of cotton, all of which was consigned to the house of Fraser, Trenholm & Co., of Liverpool: the other was by the loan effected through Messrs. Erlanger & Co, and Schroder & Co., the proceeds of which were all received by Colin J. McRae, the financial agent of the government. At the close of the war, the United States government, claiming the right to receive the entire assests of the Confederate government, instituted suits against Fraser, Trenholmn & Co., and against McRae, and ultimately recovered a few thousand dollars, the firms alluded to being ruined by the litigation. In conclusion, Mr. Benjamin says: 'The last payment of coupons on the Confederate loan was only effected after great effort by means of cotton sold through Fraser, Trenholm & Co., as all the proceeds of the loan had long previously been exhausted. The United States Government also received some supplies, machinery, and several vessels; in fact, everything that remained from the wreck, and I don't believe one penny is to be found anywhere in Europe of the assets of the defunct Confederacy. If anything can ever be recovered by the bondholders, it can only be by government action in the United States, and you can judge better than I if there is the remotest hope of any such action.'

Who is this Creature with Long Hair and a Wild Eye? He is a poet. He writes Poems on Spring and Women's Eyes and Strange, unreal Things of that Kind. He is always Wishing he was Dead, but he wouldn't Let anybody Kill him if he could get away. A mighty good Sausage-Stuffer was spoiled when the Man became a Poet. He would Look well Standing under a descending Pile-Driver.—*Brooklyn Argus.*

SILK CULTURE IN THE SOUTH.

A New Industry that Promises to Develop Important Results.

To the editor of the New York Tribune.—Sir: The judges in the silk manufacturing department of the Atlanta Exposition took especial pains to examine closely the goods and the products of silk on exhibition, especially for this reason: They desire to show to what extent silk goods are being manufactured in this country and to report on the quality of the goods now produced, and they desire especially to call the attention of the people in the Southern as well as other portions of the country to the fact that while silk goods are being largely and successfully manufactured, the raw material is, almost all of it, imported. This, they think, should not be. The sucessful growth of silk has been proven in nearly every state in the union, and long before one pound of American provision was exported to Europe, exports, large for that period, of American silk were made from the southern and middle states to the mother country. The popular error that silk culture was once tried in this country and proved a failure should be expelled, as it is not true so far as any of the experiments in testing the natural elements were concerned. The growth of the very best of silk is possible, and can be made profitable, as has been proven by those who have tried it. It is a branch of American industry that commends itself to all who desire to see the wealth that grows from it retained in their own country. This production is one that especially recommends itself to American women as a means of gaining wealth. The exhibit made by them in this department does them great credit, and goes to show what can be done, as the report of their exhibit will show.

From the early settlement of the colonies to the present time the cultivation of silk here has been more or less successful; much more so than in France or Italy when the first attempts were made to introduce it in those countries. As early as 1623 the cultivation commenced in the colony of Virginia. In 1759 the colony of Georgia exported 10,000 pounds of raw silk, which sold for two or three shilllings higher per pound than that of any other country. In 1771 the cultivation was begun in Pennsylvania and in New Jersey under the auspices of Franklin and other enterprising men. In Connecticut the cultivation commenced about the year 1790, and the value of raw material and sewing-silk made in three counties in that state in 1810 amounted to $28,503. In Texas and California much has been done within the past few years to establish its success in those States. These facts are but a few of the many which go to show that in nearly every part of this country silk has been produced. The subject received the most attention between the years 1828 and 1837. It was at this period the government became so much interested in it. The committee of agriculture in the house of representatives took the matter under special notice. Commissioners were appointed, information collected, and a manual was ordered to be published, giving general information as to the mode of cultivating and manufacturing. Acts were passed giving all necessary protection, and under the auspices of the government, the press and a general popular feeling on the subject, American silk culture was going on prosperously.

At this period a raging speculation was going on in the country affecting nearly every branch of business. The great number of persons embarking at once in the silk business naturally made a great demand for mulberry trees, for on this tree the silk worm feeds. The demand for the trees and the advancing price soon attracted the speculators, and so wild did the people become on the subject that a mania prevailed in the country, well known as the "morus multicaulis speculation." Many of the silk growers lost sight of their legitimate business, and, like others, were involved in the ruin that soon followed. It is here proper to remark that this tree speculation had nothing whatever to do with the legitimate business of silk culture, but so connected have they become, even in the minds of the intelligent, that the disasters of both are considered one and the same thing; but it is now time that an error so injurious in its consequences should be disposed of.

The silk business, when it most needed the fostering hand of government, received a finishing blow by an act of Congress taking off all protection. This act is said to have been passed to appease France when the demand for the money known as the French indemnity was made. The evidence on record up to this date proves, beyond a doubt that under a fair protective tariff the silk culture in this country is both practicable and profitable. I know of no branch of agricultural industry whereby so much was produced to profit with the same amount of labor and capital. I would at this time call the especial attention of my countrymen to the fact that some suitable branch of labor must be provided for the respectable class of women. Since the war there is a preponderating female population, and some suitable employment must be provided for it, and in no business can women more profitably and respectably be employed than in the production of silk. The draft upon our national resources for imported silk has been one of great magnitude. If patriotism and the love of independence are the offspring of America, let us unite our efforts and by the aid of our legislatures, our representatives and an intelligent agricultural people, at once encourage, protect and foster the production of American silk.

EDWIN HENRY.

Greenville, Tenn., Jan. 7, 1882.

Says a cute observer: 'The man who stops his paper to economize is like a man who goes barefoot to save his shoes.'

THE LEGISLATURE.

In the Senate on Monday a communication was received from the State House Keeper stating that the portraits presented to the State by Mr. Albert Guerry, had been placed in their proper positions in accordance with the resolution on the subject.

At 12 o'clock the Columbia Canal bill came up on its second reading as the special order for that hour. Messrs. Callison, Smythe and Crayton made speeches against it, while it was ably defended by Messrs. Henderson, Harllee and Wylie. Several other short speeches were made for and against the bill, and an important amendment proposed by Mr. Callison was agreed to by a large vote. This amendment is in substance that the Directors of the Penitentiary shall not expend upon the dam more than $10,000 a year. Several other amendments were suggested but voted down. The bill was then passed to a third reading by a very large vote.

The bill to repeal the general stock law then came up as the special order, and was voted down without debate.

At the night session the Code was taken up and read till the hour of adjournment.

In the House a bill to provide for the assessment of property was taken up. On motion of Mr. Simonton, the rule was suspended and the bill was read the third time by its title and sent to the Senate.

The election bill was next taken up and the rule suspended as to the original portion of the bill. The amendment was read and the bill ordered to be sent to the Senate.

The Committee on Railroads reported favorably on a bill to prohibit steam engines, or cars propelled by steam, from running along the public highways. This bill seeks to prevent the use of steam on the tramway roads in the State, many of which have been chartered at the present session.

TUESDAY, January 24.—The only discussion in the Senate to-day was on the bill to incorporate the Southern Land Loan Association.

Mr. Harllee moved to amend the second section of the bill by making the rate of interest seven per cent. instead of ten per cent.

Mr. Gaillard said that the bill was unexceptionable except in the rate of interest proposed to be charged. Not one dollar of the capital fund of the association was owned by any one in the State or in the North. The association is composed entirely of English capitalists who, having found that the South offered a profitable field for investment, are desirous of placing their money here. They are organizing an association in Florida and in other States. One of the great drawbacks the South has had to labor under has been the inability of the planters to secure loans upon real estate. Under the charters of the banking institutions they are not allowed to lend money upon real estate security. On this account the famers have been unable to secure any assistance and have been forced to depend upon the help they have been able to get from the merchants and other sources at ruinous rates of interest. These capitalists propose to come here and lend their money upon real estate security for a term of years. It would really be no more of a discrimination against our own money lenders to grant the provisions named in the bill than was the Act exempting manufacturers from taxation, a discrimination against the private property holders of the State. There was a wide field open to these capitalists. The West and other Southern States were anxious to get their money, and unless the bill should be passed they would not place their capital in this State.

Mr. Gaillard said, also, that it was an open secret that although the State had a usury law fixing the rate of interest at 7 per cent., its provisions were continually violated, so that the law was in reality a dead letter.

Mr. Harllee said in reply that whatever might be said about the usury law it was true that it was a law that could be enforced. He would gladly see the English capitalists come here and had no doubt that they would benefit the planters of the State, but he objected to the passage of a bill allowing this corporation a larger rate of interest than the law allowed to the people of our own State. The Act exempting manufacturing from taxation does not come in conflict with the provisions of the usury law.

Mr. Callison moved to indefinitely postpone the motion of Mr. Harllee and upon this the yeas and nays were taken; Yeas 14; Nays 17.

On motion of Mr. McQueen the further consideration of the measure was postponed and made the special order for half-past 12 o'clock on Friday.

In the House the judiciary committee reported unfavorably a bill to limit the time for bringing actions for the resale of property partitioned by the Probate Court and it was placed on the calendar.

The committee on railroads reported unfavorably a bill to require the establishment of a union passenger depot in the City of Columbia for the reason that the railroads leading into the city are now prepairing to build depots for their respective use.

The committee on corporations reported favorably all bills recently introduced for the incorporation of new railroads. Among these are the Newberry and Atlantic Railroad Company, the Florence Railroad Company, the Aiken and Atlantic Seacoast Railroad Company, the Spartanburg, Anderson and Atlanta Railroad Company and the Seaboard and Western Railroad Company.

The Seaboard and Western Railroad, which was reported on favorably in the House, is to run from Beaufort through Aiken, Laurens and Greenville to a point on the North Carolina line. Messrs. Gary, of Augusta, Gray, of Greenville, and others are the corporators.

A report from the secretary of State announcing that he had hung the portraits of Gordon and Calhoun in the House and Senate, respectively, was received as information.

Mr. Blake made some remarks highly complimentary to the artist, Mr. Guerry, after which Col. Simonton's resolution providing that the Speaker of the House and the President of the Senate be requested and authorized to procure from some eminent artist portraits of John Belton O'Neall and George McDuffie, to be hung in the Senate Chamber and Hall of Representatives, was taken up, and Mr. Chandler moved to amend by adding the names of Robert Y. Hayne and Wm. C. Preston.

The resolution provoked some debate, in which much difference of opinion was expressed as to the expediency of the proposed action. Finally, on motion of Mr. Simpson, the whole matter was indefinitely postponed—yeas 61, nays 44.

The general orders were then taken up and a number of bills were disposed of. The bill to define the duties of county commissioners, school commissioners and county treasurers called forth considerable debate, and the bill was finally passed to a third reading after the adoption of an amendment requiring county commissioners to pay county claims pro rata

WEDNESDAY, January 25.—In the Senate the following were passed and ordered to be enrolled for ratification:

Joint resolution to pay certain claims of members of the State Constabulary Force for the years 1876 and 1877; bill for revising and consolidating the General Statutes.

The bill to further regulate the sale of intoxicating liquors was killed.

The following were passed to their third reading: Bill to amend an Act entitled 'An Act to incorporate the Georgetown and North Carolina Narrow Gauge Railroad Company,' so as to authorize said company to construct either broad or narrow gauge over any portion of the road; bill to incorporate the South Carolina Pacific Railway Company; bill to provide for the preparation of rolls of troops furnished by the State of South Carolina to the army of the Confederate States, and of the militia of the State in active service during the war between the Confederate and United States.

In the House reports of committees were submitted:

Charleston Delegation—Favorable on a concurrent resolution asking our representatives in Congress to urge the appropriation of the amount asked for by the engineer to complete the jetties in Charleston harbor.

Agriculture—Unfavorable on bills to encourage the cultivation of grasses, and the production of wine and beer in the State; to amend the stock law as to Colleton County. Adopted.

A bill to provide for a convention of the people, to revise and amend the Constitution of this State was taken up.

Mr. Parker moved the indefinite postponement and called for the ayes and nays, which resulted in ayes 63, nays 44, which settles adversely the fate of the convention.

The House then proceedeed to the consideration of the several joint resolutions reported by the Commission, embodying proposed amendments to the several articles of the Constitution.

The first was a joint resolution to amend Section 2, Article X, of the Constitution of this State, so as to provide for a State Board of Education, and the appointment of County School Commissioners.

This provoked considerable discussion, participated in by Messrs. J. M. Johnson, Simonton and Murray, in favor, and Rice, Haskell and Parker in opposition.

Mr. Murray favored the resolution. The Legislature at its last session, had constituted this commission for the purpose of suggesting amendments, thereby indicating their own belief that the existing Constitution was a bad one and needed radical changes to adapt it to the requirements of the people of the State. With respect to the amendment under consideration, he was sure that the efficiency of the school system would be greatly promoted by its adoption.

Mr Parker dissented from the statement of his friend from Anderson that the last Legislature had stamped the Constitution as a bad instrument and that the commission had been constituted upon any such basis. He agreed in the estimate which the gentleman from Aiken, in his speech before the recess, had placed on the Constitution so far as he claimed that it did not emanate from the people of South Carolina. The claim that it was such was the grossest political lie upon the record of history. Instead of 'We, the people of South Carolina, do ordain,' that instrument should have set out with 'We, the manumitted slaves, aided by a few imported carpet-baggers and renegade South Carolinians, upheld by Federal bayonets, do ordain this Constitution.' It was not however, wholly bad, as it embodied much that commended it to the judgement of the people. He was opposed to the amendment under consideration and thought all those proposed by the commission unwise save that relating to the formation of new Counties.

The question of indefinite postponement was then carried by ayes 57, nays 41.

A joint resolution to amend Section 8, Article VIII, of the Constitution of this State respecting the disqualification of electors.

Mr. Aldrich made a ringing speech in favor of this amendment, in which he showed that the present section of the eighth article was framed for the very purpose of enfranchising a class of criminals who were disfranchised by the law of every other State in the Union, and that it was due to the honor of the State that this blot upon the fundamental law should now be expunged.

The joint resolution was adopted by a vote of 101 to 9.

A joint resolution proposing to amend the Constitution of this State by adding thereto an article to be known as Article XVII: Of the term of office of members of the General Assembly and other State officers.

Mr. Devereaux moved to amend Section 1 so as to provide for the election every third year, with the view to separate the State from the national election.

Mr. White moved to lay on the table, which was carried.

Mr. Parker moved to substitute every two years, and said that his amendment proposed to return to the law as it existed from the formation of the first Constitution of this State until 1878.

Mr. Simonton explained that the proposition of the commission was on the line of what was proposed by Mr. Parker. It was to take out of the Constitution the fixed day of election and leave it with the Legislature so as to separate the Federal and State elections as to time.

The debate was continued by Mr. Simpson in favor and Messrs. Dargan and Hemphill against the amendment, when on motion of Mr Haskell it was laid on the table.

Mr. Hutson offered an amendment as Section 3 as follows: 'All County officers shall hold their County offices for four years and until their successors are elected and qualified,' which was adopted.

Mr. Dendy moved an amendment providing for biennial sessions of the Legislature, which was lost.

Mr. Parker moved to make the term of State officers two years instead of four years, which was lost by ayes 83, nays 23.

Joint resolution as amended was ordered to a third reading.

The amendment is as follows:

Section 1. The terms of the Senators and Representatives chosen at a general election shall begin on the Monday following such election and continue for four years.

Sec. 2. The Governor, Lieutenant Governor, Comptroller General, Secretary of State, Treasurer, Attorney General, Adjutant and Inspector General and Superintendant of Education shall hold their respective offices for the term of four years and until their successors shall be elected and qualified.

Sec. 3. All County officers shall hold their respective offices for the term of four years and until their successors are elected and qualified.

Sec. 4. The general election for members of the General Assembly and all State Officers shall be held in every fourth year, at such time, in such manner and in such place as the General Assembly may provide.

Sec. 5. Any provision of this Constitution in conflict with the foregoing amendment is annulled. That the question of adopting this amendment shall be submitted to the electors as follows: Those in favor of the amendment shall deposit a ballot with the following words printed or written thereon: "Constitutional amendment relating to the term of office of members of the General Assembly and of State officers —Yes." Those opposed to said amendment shall cast a ballot with the following words printed or written thereon: "Constitutional amendment relating to the term of office of members of the General Assembly and of State officers —No."

A joint resolution proposing an alteration and amendment to Section 3, Article II, of the Constitution of the State of South Carolina, relating to the forming of new Counties, was laid on the table—ayes 51, nays 41.

Small-Pox.

We again call the attention of our readers to the importance of early vaccination, in order that they may thereby secure the measurable protection it gives against small-pox, and because the degree of protection it gives may now be had without the danger of being innocul