



Tied to Cotton

A DOCUMENT RESOURCE PACKET



A Teaching American History in
South Carolina Publication

Tied to Cotton **Teacher Resource Guide**

This Teacher Resource Guide for *Tied to Cotton* contains information that will help provide historical context for each of the replica documents included in this packet. These replica documents represent only a small fraction of the primary sources available to history teachers and other researchers. We hope this packet will inspire teachers to continue integrating local primary sources into the classroom. Teaching with primary sources effectively is inherently challenging; and sometimes, primary sources can lead to more questions than answers. With students investigating the raw materials of history, as historians do, we are convinced that they will become inspired to learn more about events of the past, providing multiple “teachable moments” for teachers at all grade levels.

The Teacher Resource Guide should supply all the information you need to incorporate these replica documents into your curriculum. In order to make this guide easy to use, it has been divided into two sections. The first section, which is on cotton, corresponds to the replica documents in the left hand pocket of the folder. The second section, which covers the railroad, relates to the replica documents in the right hand pocket folder. In both sections you will find Academic Standards, Historical Background, Document Information, and a list of Additional Resources. Each of these headings is described below to help you know what resources you will find inside!

Academic Standards

The histories of both cotton and the railroad can be directly connected to the 2005 South Carolina Social Studies Academic Standards. In order to make these documents easy to incorporate into the teaching curriculum, the relevant standards have been compiled into a list for each section of this guide.

Historical Background

The Historical Background sections provide general overviews of the histories of cotton and the railroad in South Carolina. They are designed to introduce the concepts behind the topics. The background sections can be used with the document descriptions to place individual events in a broader context.

Document Information

Each replica document in this collection tells an important story about cotton or the railroad in South Carolina. In order to fully explain their significance, additional information on each primary source has been included. In this section you can find citations, descriptions, and transcriptions for the documents.

Citations

The replica documents in this packet have full citations that explain important information about each source. They tell the reader who created the source, when it was created, and where the source can be located. By looking at the citations included here, the reader may become familiar with excellent organizations to contact for primary sources on these and other topics.

Descriptions

A short summary of the document, and its historical significance, has been included as a description in this guide for each replica document. Each description builds off the information in the Historical Background, but these sections tell more specific stories relevant to each replica document. The detailed information will help the user to better understand the document.

Transcriptions

While we hope that your students will actually hold the replicas documents from this packet in their hands and work with them to uncover history, we recognize that some primary sources are not easy to read. As such, we have transcribed the replica documents that are difficult to read for ease of use in the classroom. Some of the words remain illegible; you can challenge your students to see if they can figure out the words we missed!

Additional Resources

The documents included in Tied to Cotton are only a small sample of the primary resources available for teaching the histories of cotton and the railroad in South Carolina. In the additional resources section you will find more information on other primary sources and secondary sources that could help you in the classroom.

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Academic Standards for Cotton

3rd Grade

3-4.1 Compare the conditions of daily life for various classes of people in South Carolina, including the elite, the middle class, the lower class, the independent farmers, and the free and enslaved African Americans. (H, E)

3-4.2 Summarize state leaders' defense of the institution of slavery prior to the Civil War, including reference to conditions in South Carolina, the invention of the cotton gin, subsequent expansion of slavery, and economic dependence on slavery. (H, E, P)

Sample Classroom Activity for 3-4.2 -- Using teacher-prepared graphs showing the growth of cotton production after the invention of the cotton gin, hypothesize how this invention affected the institution of slavery.

3-4.7 Summarize the effects of Reconstruction in South Carolina, including the development of public education, racial advancements and tensions, and economic changes. (H, E, P)

4th Grade

4-6.1 Compare characteristics of the regions of the North and South prior to the Civil War, including agrarian versus industrialist economies, geographic differences and boundaries, and ways of life. (G, E, H)

7th Grade

7-3.5 Explain the impact of the new technology that emerged during the Industrial Revolution, including changes that promoted the industrialization of textile production in England and the impact of interchangeable parts and mass production. (E, H)

8th Grade

8-2.5 Explain the economic and political tensions between the people of the Upcountry and Lowcountry, including economic struggles of both groups following the American Revolution, their disagreement over representation in the General Assembly and the location of the new capital city, and the transformation of the state's economy that was caused by the production of cotton and convinced Lowcountry men to share power with Upcountry men. (H, G, P, E)

Sample Classroom Activity for 8-2.4 -- Compare the lives of the people of the South Carolina Upcountry and the Lowcountry.

8-3.1 Explain the importance of agriculture in antebellum South Carolina including plantation life, slavery, and the impact of the cotton gin. (H, G, E)

- 8-4.2 Summarize Reconstruction in South Carolina and its effects on daily life in South Carolina, including the experiences of plantation owners, small farmers, freedmen, women, and northern immigrants. (H, P, E)

Sample Classroom Activity for 8-4.2 – Compare the lives of two different people, such as a former slave and a plantation owner, living in the South during Reconstruction.

United States History and the Constitution

- USHC-3.3 Compare economic development in different regions of the country during the early 19th century, including agriculture in the South, industry and finance in the North, and the development of new resources in the West. (E, H)

- USHC-4.1 Compare the social and cultural characteristics of the North, the South, and the West during the antebellum period, including the lives of African Americans and social reform movements such as abolition and women's rights. (H, P, G)

Sample Classroom Activity for USHC-4.5 – Use a Venn Diagram to compare the lives of African Americans before and after the American Civil War.

Historical Background - Cotton in South Carolina

“A Matter of National Joy”

The story of Eli Whitney and the cotton gin has long served as a benchmark in American history, an economic turning point from which white southerners extended plantation agriculture (via short staple cotton and enslaved African labor) to the southern backcountry. Almost every American history textbook states that Whitney was the inventor of the cotton gin in 1793. Few textbooks, however, adequately explain the controversies that accompanied Whitney’s new design for a cotton gin. Whether or not Eli Whitney really “invented” the cotton gin has been challenged since he received his federal patent in 1794. Other questions arise when considering Whitney and the cotton gin. How did cotton, as opposed to some other crop, emerge as the dominant commercial staple for South Carolina and most of the antebellum American South? In what ways did cotton affect the land and settlement patterns within the southern states? The following essay and corresponding primary documents will shed light on these matters, with a particular emphasis on the rise of cotton in South Carolina during the nineteenth century.

In the years following the Revolutionary War, regional tensions in South Carolina remained high, and the backcountry remained a frontier society far different from that of Charleston and the lowcountry. Backcountry planters sought to create a plantation society very similar to the one enjoyed by their lowcountry counterparts. They purchased land and slaves, planted tobacco, indigo, and wheat, and hoped to find an export crop for the backcountry that would drive the economy as rice did for lowcountry planters since the early 1700s (Edgar 1998, 263-264).

Because of the expanding British textile industry, many observers were confident that cotton was the most logical choice for a backcountry staple crop. The difficulty in ginning short staple cotton, however, prevented cotton production from rising above domestic use. Roller gins, which had been used for centuries to separate the seeds from long staple cotton, did not work adequately for short staple cotton (Lakwete 2003, 47-48).

The late 1780s saw many attempts by South Carolinians to improve upon the small hand gins that were used to separate seeds from the cotton fiber. Newspaper ads during this time revealed a number of plans for improvement of gin technology. A 1788 article in the *City Gazette and Daily Advertiser* stated that backcountry farmers were

“very anxious to get the machines for ginning, carding and spinning cotton.” Feeling confident about the economic promise of cotton, the writer even urged planters to drain lowcountry swamps and grow cotton instead of rice (Klein 1990, 246-247).

Eli Whitney’s new design for the cotton gin, which was distinct from the older roller gins, sparked an immediate interest among backcountry planters anxious to meet the demands of the British textile industry. Hundreds of frontier entrepreneurs sought to make their fortunes on cotton, borrowing heavily in the venture and using any profits to purchase additional land and slaves. As a result, cotton production soared in the 1790s. In 1790, South Carolina produced over sixty-nine thousand pounds of cotton; in 1800, that number increased to twenty million and then fifty million in 1810. The first cotton boom, which lasted until about 1815, was in full force (Chaplin 1993, 297, 306; Lakwete 2003, 47-48).

Reflecting upon the impact of cotton, the governor of South Carolina, John Drayton, observed in 1800: “[It is a] matter of National Joy to find that so valuable a staple as cotton is now added to the produce of this State.” Drayton added that indigo and tobacco production was falling and that “the planting of cotton increases annually both in the lower and upper country” (Klein 1990, 247 quote; Edgar 1998, 263, 271).

The cotton boom helped to ease regional tensions within the state, by facilitating the backcountry’s success in its long fight for more equitable apportionment in the South Carolina legislature, as signified by the Compromise of 1808. Cotton prices fell dramatically in 1819, resulting in economic ruin for many planters, but prices would rise and then fall again before the second cotton boom of the 1850s. By 1820, the “planter ideal” of obtaining wealth and status via plantation agriculture had effectively united South Carolina, as well as the evolving plantation societies throughout the Lower South (Edgar 1998, 261).

“A Curse Rather than a Blessing”

The success of cotton carried with it the tragedies of perpetuating a system of forced labor. The production of cotton may have helped stabilize a frenetic frontier society, but it did so at the cost of enslaving untold numbers of African men, women, and children. The developing plantation society of the upcountry (as the region was now commonly called) demanded more slave labor. The reopening of the foreign slave trade

between 1803 and 1808, along with a brisk trade with the Chesapeake, brought an estimated twenty thousand enslaved Africans and African Americans to South Carolina between 1790 and 1810 (Chaplin 1993, 320-321).

The promise of big profits convinced planters to grow cotton largely to the exclusion of sustenance crops. The success of cotton quickly led to overproduction, causing cotton prices to fluctuate and sometimes fall dramatically. For a planter, falling cotton prices often meant economic ruin, and the slaves of that planter faced the threat of being uprooted and sold away from family members and home (Edgar 1998, 275-277).

Furthermore, repeated plantings of cotton in the same fields without rotation depleted the soil; instead of alternating crops or letting fields lie fallow, South Carolina farmers moved on further into the state's interior, and often beyond to Alabama, Mississippi, and Georgia. Because enslaved Africans cost more than land, planters rationalized that it was more economical to move to new land than to expend time rejuvenating the soil. (Kovacik and Winberry 1987, 91-92, 123-124).

After the Civil War, a new agricultural labor system evolved from the abolition of slavery and a depressed economy. The scarcities of resources and labor during the war left families desperate, as the arable land deteriorated and former large landowners were unable to cultivate their holdings without a large labor force. Thus, the cotton economy continued through tenant farming, which dominated agriculture until the second half of the twentieth century. Small farmers, both black and white, borrowed land, equipment, and animals from larger landowners for the period of a year, usually at the cost of a majority of the share of the cotton they grew. At the end of the year, providing that they were not indebted to the owner, the family could pick up and move on. This pattern of living established a poorer class of farmers, or sharecroppers, who rarely cleared enough profit each year to allow them the opportunity to purchase land or tools. Others chose to leave the state for farms in Texas, Arkansas, Tennessee and Florida (Kovacik and Winberry 1987, 105-112, 123-124).

For those who stayed and grew cotton, after a few years the soil's condition would force them to move on, creating a pattern of transiency that made community formation difficult. This was a change from the former plantation arrangement, where slaves lived in close communities, usually near the landowner. The resulting spatial segregation by race and class created a landscape of isolated and scattered houses

amongst a large property, the tenant houses usually fronting roads that cut through the fields (Kovacik and Winberry 1987, 105-112, 121).

“Since the discovery that cotton would mature in South Carolina,” wrote William Gregg in 1845, “she has reaped a golden harvest; but it is feared it has proved a curse rather than a blessing.” An outspoken proponent of the textile mill industry, Gregg supported industrialization as an alternative to the ideal of planting cotton. Gregg, as founder of the Graniteville Mill near Aiken, was a forerunner to the burgeoning textile industry that would blanket much of the state during the late nineteenth and early twentieth centuries, providing yet another way for South Carolinians to be “tied to cotton” (Edgar 1998, 265, 280-281).

Works Cited

- Chaplin, Joyce E. *An Anxious Pursuit: Agricultural Innovation & Modernity in the Lower South, 1730-1815*. Chapel Hill and London: University of North Carolina Press, 1993.
- Edgar, Walter B. *South Carolina: A History*. Columbia: University of South Carolina Press, 1998.
- Klein, Rachel. *Unification of a Slave State: The Rise of the Planter Class in the South Carolina Backcountry, 1760-1808*. Chapel Hill: University of North Carolina Press, 1990.
- Kovacik, Charles F. and John J. Winberry. *South Carolina: The Making of a Landscape*. Columbia: University of South Carolina Press, 1987.
- Lakwete, Angela. *Inventing the Cotton Gin: Machine and Myth in Antebellum America*. Baltimore and London: The Johns Hopkins University Press, 2003.

Document Information - Cotton

1. Letter from Eli Whitney, Jr. to his Father, 11 September 1793

Citation

Eli Whitney, Jr. to his Father, 11 September 1793. Eli Whitney Papers, Manuscripts and Archives, Yale University Library.

Description

The story of Eli Whitney and the cotton gin has long served as a benchmark in American history, an economic turning point from which white southerners extended plantation agriculture (via short staple cotton and enslaved African labor) to the southern backcountry. White settlers in the South Carolina backcountry searched for a viable commercial crop as early as the 1730s, experimenting with tobacco, wheat, and cotton. The following primary sources help to tell the story of Eli Whitney and the cotton gin, with a particular emphasis on the rise of cotton in South Carolina during the nineteenth century.

This letter from Eli Whitney to his father gives a brief summary of his seven-month “southern expedition” to Georgia. It was here at Mulberry Grove Plantation that Whitney learned of “the extreme difficulty in ginning Cotton, that is, separating it from its seeds.” He wrote to his father that he “struck out a plan of a Machine...which required the labor of one man to turn it and with which one man will clean ten times as much cotton as he can in any other way before known and also cleanse it much better than in the usual mode.” Whitney began a partnership with Phineas Miller, who offered to cover all initial expenses for producing the machine for a share in the profit. Whitney was sure he would “make a Fortune from it.”

Whitney was confident that his gin (short for “engine”) was an improvement to ginning cotton by hand or the roller gins that had been used for centuries, and he asked his father to keep this news a “profound secret.” At the time of this letter, Eli Whitney had returned to New Haven, where he was setting up shop to begin making his cotton gins. Whitney worried that “something...may frustrate my expectations” as he sought to secure a patent for his machine. With his patent application filed on June 20, Whitney retraced every detail of his design that summer. By October 15, he submitted specifications and drawings to the Secretary of State to support his claim.

Transcription For Eli Whitney, Jr. to his Father, 11 September 1793

Eli Whitney to Eli Whitney, Sen^r
New Haven, Sept. 11th, 1793.

Dear Parent,

I received your letter of the 16th of August with peculiar satisfaction and delight. It gave me no small pleasure to hear of your health and was very happy to be informed that your health and that of the family has been so good since I saw you. I have fortunately just heard from you by Mr. Robbinson who says you were well when he left Westboro sooner than I now fear will be in my power. I presume, sir, you are desirous to hear how I have spent my time since I left College. This I conceive you have a right to know and that it is my duty to inform you and should have done it before this time; but I thought I could do it better by verbal communication than by writing, and expecting to see you soon, I omitted it. As I now have a safe and direct opportunity to send by Mr. Robbinson, I will give you a summary account of my southern expedition.

I went from N. York with the family of the late Major General Greene to Georgia. I went immediately with the family to their Plantation about twelve miles from Savannah with an expectation of spending four or five days and then proceed into Carolina to take the school as I have mentioned in former letters. During this time I heard much said of the extreme difficulty in ginning Cotton, that is, separating it from its seeds. There were a number of very respectable Gentlemen at Mrs. Greene's who all agreed that if a machine could be invented which would clean the cotton with expedition, it would be a great thing both to the Country and to the inventor. I involuntarily happened to be thinking on the subject and struck out a plan of a Machine in my mind, which I communicated to Miller, (who is agent to the Executors of Genl. Greene and resides in the family, a man of respectability and property) he was pleased with the Plan and said if I would pursue it and try an experiment to see if it would answer, he would be at the whole expense, I should loose nothing but my time, and if I succeeded we would share the profits. Previous to this I found I was like[ly] to be disappointed in my school, that is, instead of a hundred, I found I could get only fifty Guineas a year. I however held the refusal of the school untill I tried some experiments. In about ten Days I made a little model, for which I was offered, if I would give up all right and title to it, a Hundred Guineas. I concluded to relinquish my school and turn my attention to perfecting the Machine. I made one before I came away which required the labor of one man to turn it and with which one man will clean ten times as much cotton as he can in any other way before known and also cleanse it much better than in the usual mode. This machine may be turned by water or with a horse, with the greatest ease, and one may and a horse will do more than fifty men with the old machine. It makes the labor fifty times less, without throwing any class of People out of business.

I returned to the Northward for the purpose of having a machine made on a large scale and obtaining a patent for the invention. I went to Philadelphia soon after I arrived, made myself acquainted with the steps necessary to obtain a Patent, took several of the steps with Secretary of State Mr. Jefferson agreed to send the Patent to me as soon as it could be made out—so that I apprehended no difficulty in obtaining the Patent—Since I have been here I have employed several workmen in making machines and as soon as my business is such that I can leave it a few days, I shall come to Westboro'. I think it is probable I shall go to Philadelphia again before I come to Westboro', and when I do come I shall be able to stay but few days. I am certain I can obtain a patent in England. As soon as I have got a Patent in America, I shall go with the machine which I am not making, to Georgia, where I shall stay a few weeks to see it at work. From thence I expect to go to England, where I shall probably

continue two or three years. How advantageous this business will eventually prove to me, I cannot say. It is generally said by those who know anything about it, that I shall make a Fortune by it. I have not expectation that I shall make an independent fortune by it, but think I had better pursue it than any other business into which I can enter. Something which cannot be foreseen may frustrate my expectations and defeat my Plan; but I am now so sure of success that ten thousand dollars, if I saw the money counted out to me, would not tempt me to give up my right and relinquish the object. I wish you, sir, not to show this letter not communicate anything of its contents to any body except My Brothers and Sister, *enjoining* it on them to keep the whole a *profound secret*.

Mr. Robinson came into town yesterday and goes out tomorrow, this has been such a bustling time that I have not had opportunity to say six words to him. I have told him nothing of my business—perhaps he will hear something about it from some body else in town. But only two or three of my friends know what I am about tho' there are many surmises in town—if Mr. Robinson says anything about it, you can tell him I wrote you concerning it, but wished not to have it mentioned. I have been considerably out of health since I wrote you last; but now feel tolerably well. I should write to my Brothers and Sister but fear I shall not have time—hope they will accept my good wishes for their happiness and excuse me.

With respects to Mama I am,
kind Parent, your most obt. Son

Eli Whitney, Junr.

Mr. Eli Whitney.

2. Letter from Thomas Jefferson to Eli Whitney, Jr., 16 November 1793

Citation

Thomas Jefferson to Eli Whitney, Jr., 16 November 1793. Eli Whitney Papers, Manuscripts and Archives, Yale University Library.

Description

The following letter is Thomas Jefferson's response to Whitney's patent application for his gin. Whitney wrote Jefferson on October 15, 1793: "It has been my endeavor to give a precise idea of every part of the machine, and if I have failed in elegance, I hope I have not been deficient in point of accuracy." Jefferson, who was Secretary of State at this time, replied on November 16 that he received Whitney's "drawing" of the cotton gin, and that he need only send a model of his machine to secure the patent. Jefferson's letter also revealed his own personal interest in Whitney's machine, since "one of our great embarrassments is cleaning the cotton of the seed." Jefferson asked for more information about the gin and then added the following postscript, asking "is this the machine advertised the last year by Pearce" of New Jersey? The New Jersey gin was apparently a variant of the older, more common roller gin. Whitney's gin proposed a new design altogether, which contained these three distinct features: 1) wire teeth on one cylinder to tear seeds from the lint; 2) turning brushes on the other cylinder to sweep the cotton out of the teeth; and 3) a slotted guard above the cylinders to sift out loosened seeds.

Jefferson believed that science and technology were important to the new republic, and he viewed the new Patent Office, established in 1790, as a symbol of American creativity and national pride. Jefferson did, however, question the validity of certain patents, such as Oliver Evans' automated flour mill, which, he complained, borrowed too much from established ideas. Whitney and his contemporaries, such as Evans, Benjamin Latrobe and Robert Fulton, strived to obtain exclusive rights (and compensation) for their inventions, yet they all faced lawsuits from other inventors claiming the same patents. Whitney's patent was no exception, as it stirred a controversy that fueled numerous petitions, court cases, and other challenges that questioned his claim to these exclusive rights.

Transcription for Thomas Jefferson to Eli Whitney, Jr., 16 November 1793

Germantown Nov. 16, 1793

Sir

Your favor of October 15, inclosing a drawing of your cotton gin, was received on the 6th inst. The only requisite of the law now uncomplied with is the forwarding a model which being received your patent may be made out I delivered to your order immediately.

As to the State of Virginia, of which I am, carries on household manufactures of cotton to a great extent, as I also do myself, and one of our great embarrassments is the cleaning the cotton of the seed. I feel considerable interest in the success of your invention for family use. Permit me therefore to ask information from you on these points, has the machine been thoroughly tried to the ginning of cotton, or is it as yet but a machine of theory? What quantity of cotton has it cleaned on an average of several days & worked by hand & by how many hands? What will be the cost of one of them made to be worked by hand? Favorable answers to these questions would induce me to engage one of them to be forwarded to Richmond for me. Wishing to hear from you on the subject, I am Sir

P.S. is this the machine advertised the last year by Pearce at the Patterson Manufactory?

You most obedt servt

Thomas Jefferson

Mr. Eli Whitney.

Connecticut. New Haven.

3. Cotton Gin Patent, 14 March 1794

Citation

Eli Whitney's Patent for the Cotton Gin, 14 March 1794; Records of the Patent and Trademark Office; Record Group 241, National Archives.

Description

The following document serves as part of the official patent drawings for Eli Whitney's cotton gin. As noted in the earlier letter from Thomas Jefferson, Whitney's patent would become official after he submitted a working model for approval. Whitney completed his model in February 1794 and traveled to Philadelphia to meet the new Secretary of State, Edmund Randolph. On March 14, Randolph granted Whitney a patent, which established "the full and exclusive right" for his machine for fourteen years. Whitney was quite proud of this accomplishment, and he wrote his father at the end of March, stating that "the first men in America" declared his gin "the most perfect and most valuable invention that has ever appeared in this country." Whitney added, "I shall probably gain some honour as well as profit by the Invention." After delivering six large gins to Georgia, Whitney's next plans were to travel to England to secure a patent there.

A fire at the U.S. Patent Office destroyed Whitney's original patent along with other original records in 1836. In 1841, a transcript of Whitney's official patent record was restored to the Patent Office through certified copies found in court records dating to 1804. The Cotton Gin Patent can also be found online as one of the 100 Milestone Documents of American History, at <http://www.ourdocuments.gov>.

Transcription for Cotton Gin Patent, 16 May 1794

THE UNITED STATES OF AMERICA

To all to whom these Letters Patent shall come:

Whereas Eli Whitney, a Citizen of the State of Massachusetts, in the United States, hath alleged that he has invented a new and useful improvement in the mode of Ginning Cotton, which improvement has not been known or used before his application, has made oath, that he does verily believe, that he is the true inventor or discoverer of the said Improvement, has paid into the Treasury of the United States, the sum of thirty dollars, delivered a receipt for the same, and presented a petition to the Secretary of State, signifying a desire of obtaining an exclusive property in the said improvement, and praying that a Patent my be granted for that purpose: These are therefore, to grant according to law to the said Eli Whitney, his heirs, administrators or assigns, for the term of fourteen years from the sixth day of November last, the full and exclusive rights and liberty of making, constructing, using and vending to others to be used the said improvement, a Description, whereof is given in the words of the said Eli Whitney himself in the Schedule hereto annexed, and is made a part of these presents.

In testimony whereof, I have caused these letters to be made Patent, and the Seal of the United States to behereunto Affixed.

[Seal of the
United States]

Given under my hand, at the City of Philadelphia, this fourteenth day of March, in the year of our Lord, one thousand seven hundred and ninety four, and of the Independence of the United States of America, the Eighteenth.

Geo: Washington

By the President

Edm: Randolph

City of Philadelphia to wit:

I do hereby certify, that the foregoing Letters Patent were delivered to me on the fourteenth day of March in the year of our Lord one thousand seven hundred and ninety four to be examined; that I have examined the same and find them conformable to law. And I do hereby return the same to the Secretary of State, within fifteen days from the date aforesaid; to wit, on this same fourteenth day of March in the year aforesaid.

Wm. Bradford, *Atty Gen. U.S.*

4. Georgia Gazette Ads relating to the Cotton Gin, 1794-1795

Citations

Miller, Phineas. "Cotton Ginning." *Georgia Gazette*. 6 March 1794. Newspapers on Microfilm, Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Miller & Whitney. "A Caution." *Georgia Gazette*. 7 May 1795. Newspapers on Microfilm, Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

The advertisement titled "Cotton Ginning" is the first public notice of Miller & Whitney's cotton gin. Miller, like Whitney, expected to make a lot of money from their endeavor, and they decided to charge a toll to anyone using their machine. The ad states that Miller will gin cotton for planters, in exchange for one pound clean cotton for every five pounds brought to the gin. Many planters resented paying a 20% toll to gin cotton, and it became apparent that anyone with blacksmith's tools could construct their own copy of the gin.

The next advertisement titled "A Caution" reminded planters that Eli Whitney held the patent for the cotton gin. Miller & Whitney made it clear that they would use the laws protecting patents against those who made gins without permission, unless they immediately turned in the illegal machines. More and more planters claimed to improve upon Whitney's design for the gin, the most common improvement was to use saw blades instead of wire teeth. Miller and Whitney asserted that using metal to tear seeds from the lint was their idea, adding that a saw blade was only "a more expeditious mode of attaching the tooth to the cylinder." In a letter to Whitney, Miller wrote, "it seems to be a general opinion among our best friends that the machines which are made by the Country blacksmiths clean the cotton at least as well, and clean it in much larger quantity than ours." Miller & Whitney faced their biggest legal challenge in 1796 when Hogden Holmes received a patent for his saw gin. A long and bitter lawsuit followed which ultimately ruled in Whitney's favor. The experience, however, was a nightmare for Miller & Whitney. Whitney's patent was not renewed in 1808, and both men actually lost money on the venture.

Transcription for *Georgia Gazette* Ads relating to the Cotton Gin, 1794-1795

Cotton Ginning.

The subscriber will engage to gin, in a manner equal to picking by hand, any quantity of the green seed cotton, on the following terms; viz. for every five pounds delivered him in the seed he will return one pound of clean cotton fitted for market.

For the encouragement of cotton planters he will also mention, that ginning machines to clean the green seed cotton on the above terms will actually be erected in different parts of the country before the harvest of the ensuing crop.

Phineas Miller

Mulberry Grove, near Savannah, March 1, 1794

A Caution.

The subscribers having, by the industry and attention of Eli Whitney, and at a heavy expense on the part of Phineas Miller, invented, perfected, and brought into use, a new constructed machine for ginning cotton, had flattered themselves that the Planters would have been satisfied with the moderate terms proposed for cleaning out their crops, and that a property, acquired in a manner so advantageous to the general interest of the public, would have been protected from injury, without the intervention of the laws. But since this is not likely to be the case, the best information having been received that several attempts have been made, under the pretext of improvements on their machine, to trespass on their rights, and to wrest from them their hard earned privileges, they are induced to give the following public notice: That the said Eli Whitney did, on the 14th day of March, 1794, obtain a patent, executed in due form, under the great seal of the United States, granting to him the full and exclusive right and liberty of making, using, and vending the others to be used, his new and useful improvement in the mode of ginning cotton, for the term of 14 years, beginning from the 6th day of November, 1793, as will appear on record in the office of the Secretary of State to the United States: That, on the 21st day of June, 1794; the said Eli Whitney, by deed of transfer on record at said office, made conveyance of one half of his interest in said patent to the said Phineas Miller.

That the principle of the Improvement on which said patent is founded consists in picking the cotton from the seed with teeth, from which it is afterwards removed with a brush.

This improvement being perfectly different from any method heretofore practiced for ginning cotton is the more clearly and explicitly secured by the laws of the United States made for the encouragement of the arts.

And since the property acquired by the patentees in this invention is placed under the same protection as any real estate belonging to their fellow citizens, they will view in the same light every trespass or injury to which it may be exposed, and will certainly make use of the means which the laws of their country have placed in their hands to obtain ample redress.

As they will be forced, however, with great reluctance, to this necessity, they now offer to those who have hitherto been ignorant of their patent, and who have constructed the machines upon principles, the use of which is thereby exclusively secured to the patentees, that if they will immediately desist from all further trespasses, and deliver up the machines so constructed, they shall not be prosecuted for the heavy penalty they have forfeited by the laws, but meet with every reasonable indulgence from

Miller and Whitney.

Savannah, May 1, 1795

5. Committee Report on Eli Whitney Memorial, 1804

Citation

Report on joint committee meeting on Eli Whitney memorial. 20 December 1804.
Journal of the House of Representatives (engrossed manuscripts). 1804, 231-2.
S165085. South Carolina Department of Archives and History. Columbia, South Carolina.

Description

This 1804 report recounts the recommendations of the Joint Committee of the House and Senate of South Carolina. This report was in response to a request by Eli Whitney that the General Assembly honor the patent rights granted to Miller & Whitney in 1801 by the State of South Carolina. In 1801, the committee, led by delegates of Kershaw and Richland District, had agreed that the state should pay Miller & Whitney \$50,000 for the patent by 1803. The legislature had not paid Miller & Whitney at the time of this report in 1804, claiming that Miller & Whitney did not deliver the saws mentioned in the 1801 agreement. The state had even filed a suit against Miller & Whitney. Questions about who was the actual inventor of the cotton gin also affected the Legislature's willingness to honor the agreement. The report explains that Miller & Whitney have met all of the requirements of the 1801 agreement, so the State of South Carolina should give them the money they were promised and drop the lawsuit. The report also states that the committee believes that Eli Whitney was the original inventor of the "saw gin." In the end, South Carolina did hold true to the 1801 agreement, and the legislature authorized a final payment to Miller & Whitney that totaled \$50,000.

As the report shows, Miller & Whitney had some success convincing the legislature of South Carolina to pay for the rights to use their cotton gin. This report reveals that backcountry planters in the middle districts of Kershaw and Richland wanted to work with Whitney's gin. Wade Hampton was perhaps involved in submitting this request, since he was one of the most successful backcountry planters to use Whitney's gin. Hampton cleared \$75,000 on his first cotton crop in 1799, and he continued to build his fortune, based largely on cotton and slave labor.

Transcription for Committee Report on Eli Whitney Memorial, 1804

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The Senate also returned to this House the following Report and Resolution of this House on the memorial of Eli Whitney in which they had concurred

The Joint Committee of both branches of the Legislature to whom was referred the memorial of Eli Whitney Report that on the most mature deliberation they are of opinion that Miller and Whitney from whom the state of South Carolina

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purchased the patent right for using the saw gin within this state have used reasonable diligence to refund the money and notes received by them from divers Citizens, and as from several unforeseen occurrences the said Miller & Whitney have heretofore been prevented from refunding the same.

They therefore recommend that the money and notes aforesaid be now deposited with the Comptroller General to be paid over on demand to the several persons from whom the saw have been Received upon their delivering up the licences for which the said notes of hand were given & said monies paid to the Comptroller General & that he be directed to hold the said licences subject to the order of the said Whitney. That the Excellent and highly improved models now offered by the said Whitney be received in full satisfaction of the stipulations of the Contract between the State and Miller & Whitney, relative to the same; and that the suit commenced by the state against the said Miller & Whitney be discontinued. The Joint Committee taking every circumstance alledged in the Memorial into their serious consideration, further recommend that (as the good faith of this state is pledged for the payment of the purchase of the said patent right) the Contract be now fulfilled, as in their opinion it ought to be according to the most strict Justice & Equity. And altho from the Documents Exhibited by said Whitney to the Committee, they are of opinion that the said Whitney is the true original Inventor of the Saw Gin; yet in order to guard the Citizens from any injury hereafter, the Committee Recommend, that before the remaining balance is paid, the said Whitney be required to give bond & security to the Comptroller General, to indemnify each and every Citizen of South Carolina against the legal claims of all persons whatsoever, other than the said Miller & Whitney to any Patent or exclusive right to the invention or improvement of the machine for separating Cotton from its seeds, commonly called the Saw Gin, in the form and upon the principle which it is now, and has heretofore been used in this state.

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6. “Patent Cotton Press,” *Charleston Courier*, 19 October 1825

Citation

“Patent Cotton Press,” *Charleston Courier*, 19 October 1825. Newspapers on Microfilm, Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

The following advertisement for a new cotton press provides an example for another invention relating to cotton and the cotton trade. Cotton planters and their factors continuously tried to cultivate and harvest their crop as efficiently as possible. Pressing clean cotton into bales was the last step before transporting the crop to market. Planters pressed their cotton into bales as a way to pack the staple effectively for ease in transportation. Cotton planters in the late 18th century borrowed from their previous experiences with tobacco when pressing cotton. Some may have even tried to adapt tobacco presses to bale cotton. Planters pressed both round and square bales of cotton during the early years of the nineteenth century. By the time of this ad, square bales became the standard, mainly because they were cheaper than round bales and they were easier to weigh. As the ad for the cotton press shows, a cotton bale typically weighed between 400 and 500 pounds.

Transcription for “Patent Cotton Press”, *Charleston Courier*, 19 October 1825

Patent Cotton Press

The Subscriber respectfully informs his friends and the public in general, that he has invented a new and useful MACHINE, for the purpose of Packing Cotton into square bales, by the power of lever, acting on a fulcrum, which drives the follower that presses the Cotton into the Bale.

The power of this machine is such, that from 400 to 500 pounds of Cotton can be pressed into five yards of 42 inch bagging with considerable ease and in a very short time. The superior advantages of this machine are clearly manifest, that in addition to the small quantity of bagging required, (*which certainly is an object*), two hands can with great care, pack from eight to twelve bales in one day, if the cotton is convenient, by having some assistance in sewing, which is by far the most tedious part. The simplicity of this machine and its superior power are greatly admired by mechanical artists, and in fact all who have seen it. By a mechanical demonstration it is proven, that the power of the lever and its concomitants are equal if not superior to any, even to the wedge if properly applied.

From the high and frequent encomiums past on the invention, the subscriber is induced to offer it to the Public as something worthy of their immediate notice. Any person that may want, can apply to the Subscriber. The probably cost will be *fifty dollars*, when all materials are found, and *eighty*, if not found. Patent Letters having been obtained from the Department of State of the United States, all persons are prohibited from making or using the same without legal right. All infringements will meet with the rigor of the law, made and provided in such cases. Any mechanic that may wish to be benefited by the invention may by paying a very moderate sum secure individual county or state rights. The same is offered to farmers and all others.

The size of the Machine is sixteen feet long, three feet wide, and can be used in a house of sixteen feet pitch, or brought so near the outside that the cotton can be conveyed by a tube from the Gin to the Press.

LEWIS LAYSSARD

Halifax, N. C. Sept. 25, 1825

7. “Gin Making &c.” & “Improved Cotton Gins,” *Sumter Banner*, 13 December 1848

Citation

“Gin Making &c.” & “Improved Cotton Gins,” *Sumter Banner*, 13 December 1848. Newspapers on Microfilm, Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

Skilled artisans that made and repaired cotton gins and other agricultural equipment were a common feature in many communities of antebellum South Carolina. While some enslaved craftsmen and mechanics did this type of work, this was also a business for white laborers and even free persons of color. The 1860 census, however, listed only 21 fulltime gin makers in the state. The above newspaper advertisements shed light on the business of making and repairing cotton gins during the mid-nineteenth century. The first ad, “Gin Making &c.,” comes from Hudson & Brother, a shop apparently based in Sumterville. Hudson & Brother also offered their skills as cabinetmakers. The second ad, “Improved Cotton Gins,” comes from William Ellison of Stateburg, a successful cotton gin maker, planter, slaveholder, and free person of color.

Ellison’s remarkable story began in 1790, as a child born into slavery in Fairfield District. At the time of his birth, the South Carolina backcountry was still very much a frontier society. His father was likely a white man (either Robert or William Ellison), who was among those early cotton farmers that helped transform the backcountry into a plantation society. Around 1802, he became an apprentice to a nearby gin maker in Winnsboro, helping construct cotton gins for planters in the region. In 1816, at the age of 26, he purchased his freedom, and he legally changed his name from April to William in 1820. Changing his name was an important step, since “April” was considered a slave name. William Ellison, as a free person of color and entrepreneur, set up his own successful gin shop in Stateburg.

**Transcription for “Gin Making &c.” and “Improved Cotton Gins,” *Sumter Banner*,
13 December 1848**

GIN MAKING, &C

We are prepared to execute orders to any extent in the above line, both for new work and repairs. Our Gins are not surpassed by any made in the State, possessing all the advantages of the Falling Breast and Sliding Ribs, which saves a great deal in way of repairs. We also use the Steel Plate Saws, with teeth set in an angle that cannot possibly injure the finest staple, with an improvment to regulate the moting of the cotton, our brush is constructed on a plan, giving at once, the advantages of lightness, strength and force—all very material in the successful operation of a Gin. We would invite planters to call at our shop and examine for themselves, whilst we would assure the public generally, that they shall have no cause to complain either of our work or prices.

CABINET MAKING

We are also prepared to do work in the Cabinet line—such as Bedsteads, Wardrobes, Safes, Book cases, Stands, Tables, Cupboards, &c. &c. at short notice, on liberal terms.

HUDSON & BROTHER.

Opposite the Presbyterian church

Sumterville, April 22, 1847. 26 1y

IMPROVED COTTON GINS

Thankful for past favors, the subscriber wishes to inform the public, that he still *Manufactures Cotton Gins* at his establishment in *Stateburg* on the most improved and approved plan, of the most simple construction, of the finest finish, and of the best materials to wit: *Steel Saws and steel plated Ribs, case hardened*, in which he will sell for Two Dollars per Saw. He also repairs old Gins and puts them in complete order, at the shortest notice. All orders for Gins will be promptly and punctually attended to.

WILLIAM ELLISON

Stateburg, May 1, 1848

8. Letter from William Ellison to Henry Ellison, 26 March 1857

Citation

William Ellison to Henry Ellison, 26 March 1857. Ellison Family Papers, 1845-1870. Manuscripts Division, South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

William Ellison's cotton gin shop in Stateburg proved to a lucrative enterprise for him and his family. In this letter dated March 26, 1857, William Ellison wrote to his son Henry, who was clearly involved in handling the accounts of the ginning business. By the time of this letter, William Ellison and his family were very much a part of an elite group of free African Americans that was based largely in Charleston. Ellison maintained his wealth and financial security by purchasing land and slaves. By 1860, Ellison owned over 900 acres of land, as well as 63 slaves. According to the census of 1860, Ellison was one of 171 black slaveholders in South Carolina. His home in Stateburg, which had previously belonged to former governor, Stephen Miller, still stands today.

The above letter comes from the Ellison Family Papers, which consist of letters, notices, receipts, and accounts for William Ellison. These papers are unique, since they are perhaps the only sustained collection of papers between members of a family of free African Americans during the mid-nineteenth century (ranging in time from 1848 to 1864). Selected Ellison Family Papers have been published in Michael P. Johnson and James L. Roark, ed., *No Chariot Let Down: Charleston's Free People of Color on the Eve of the Civil War*. (Chapel Hill: University of North Carolina Press, 1984).

Transcription for Letter from William Ellison to Henry Ellison, 26 March 1857

Stateburg, March 26th 1857

Dear Henry,

Your letter of 23rd instant was duly received and I perceived by it that you had not received mine of the 22d. John went over the river yesterday. He saw Mr. Ledinham. He said that he had not sold but half of his crop of cotton and had not the money but when he got the money and was working on this side of the river that he would send his son with it and rake up his account. He also saw Mr. Van Buren and he was ready to pay but before he did so he wished his overseer to certify to it but John could not find him and as it became late he had to leave for home but left the account with Mrs. Mitchel, his wife. You will find enclosed Mrs. Mathew Singleton's account. She will be found at No. 4 Akins range. Mr. Turner said that it was his fault that the account was not paid before. He thinks that she will get another gin. There is one of the saws in the new gin that is worn half in two. He says that he will send the gin over to be repair[ed] and also another old gin providing Mrs. Singleton don't get a new gin. As you did not get my letter in due time and for fear that you may not [have] as yet received it, I will mention a few items of importance that I

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wish attended to at one if you have not done so. Leave three hundred dollars in Messrs. Adams and Frost hands subject to my order. And also the money that I have borrowed from William. Mr. Benbow wrote to me and I sent you a copy in the letter that I wrote you. Mr. E. Murray's account and order was presented to him last Friday and he was to send his note when he sent to the post office but he failed to do so. I want you to get me a half doz. weeding hoes. No. 2 get two hand saws from Mr. Adger for the shop. I want you to get me 8 bags of guano. The above articles and instruction was states in the other letter. I mention the same incase you should not have received my other letter. We are all well as usual. Give my respect to all my friends.

Your father,
William Ellison

9. Contract between C.K. Singleton and 32 Freedmen, 1867

Citation

Freedmen's Contract between C.K. Singleton and 32 Freedmen. 22 January 1867, Singleton Family Papers, Manuscripts Division, South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

This contract contains a list of 32 freedmen that agreed to work on a plantation belonging to C.K. Singleton in Richland District. The contract states that the freedmen agreed to "hire their time" from January 22, 1867 to January 1, 1868. Job Richardson, the first freedman listed in the contract, is assigned as foreman of the group. The remaining freedmen are designated as either a "full hand," "3/4 hand," or "1/2 hand." These designations refer to the amount of work and corresponding compensation for each freedman. The contract lists each freedman's first and last name. The distinction of a last name is a significant sign of their freedom since earlier inventories and other documents that listed slaves usually only provided a first name. Three of the freedmen listed here have Stroy as their last name, including the only "1/2 hand" on the list, Jonas Stroy. They were probably related to Jacob Stroyer, who moved to Massachusetts after the Civil War and wrote a book, *Sketches of My Life in the South*, about his life growing up as a slave in South Carolina. The Singleton family and the families of the freedmen listed in this contract have connections with Kensington Mansion, a site open to the public and school groups today.

Transcription for Contract between C.K. Singleton and 32 Freedmen, 1867

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Freedmen's Contract for 1867
State of S. Carolina

Richland District

Articles of agreement between C.K. Singleton & Freedmen whose names are herewith attached.

1st Said freedmen agree to hire their time as laborers on the plantations of said C.K. Singleton from the 22^d day of Jan. 1867 to first Jan 1868; to conduct themselves civilly, faithfully, honestly & diligently, to perform all labor on said plantations, or such as may be connected therewith, that may be required by said C.K. Singleton or his agent.

2^d Said freedmen agree to perform the daily tasks hereto usually allotted on said plantations, such as 125 to 150 rails, cutting hay one and half to two acres, ditching and banking 150 to 200 feet, hoeing cotton three quarters to one acre, corn one to one & a half acres. In all cases where tasks cannot be assigned they agree to labor diligently ten hours per day.

3^d All lost time from sickness shall be charged at the rate of 50 cents per day. For absence from the plantations on working days, the laborer shall be charged two dollars per day for a first offence. If the offence is repeated the laborer shall be dismissed from the plantation & forfeit his share of the crop, but the employer shall pay the party so dismissed at the rate of four dollars a month for full hand/ for the time he has been in his employment, deducting therefrom advances made.

4th Said freedmen agree to take good care of all plantation tools committed to their care, & to pay for the same if injured or destroyed. Also to be kind and gentle to all work animals under their charge, & to pay for any injury they may sustain while in their hands, thru carelessness or neglect. They agree to keep their hands, houses & lots in neat condition.

5th Said freedmen agree to furnish from their number a man to carry the barnyard keys, whose duty it shall be to feed the work animals. Said freedmen agree also to furnish from their number a foreman. The barnyard man & the foreman both to be selected by the employer.

6th Said freedmen agree to be directed in their work by the

[next page]

foreman, who shall report daily all absence, neglect, refusal to work or disorderly conduct to the employer or his agent.

7th Said freedmen agree that in case any of their number shall do the daily task badly, he shall work the same task the day following, & be charged 50 cents for every day so lost.

8th All fines and forfeitures shall [illegible] to the benefit of the employer and employe's in proportion to their relative shares.

9th In case the employer should deem it necessary for the good of the crop to procure extra hands during the months of May and June to keep the grass down, the laborers agree to pay

their share of the expense. They also agree to pay their share if it should be necessary to employ extra labor at the time of gathering the crops.

10th In case of depredations being committed when the crop is ripening, the laborers agree to furnish from their number, one or more as the employer may deem necessary, whose duty it shall be to guard the crop at night, & who shall be exempt from all other work at that time.

11th Said employer agrees to treat the laborers with justice and kindness, to furnish quarters on his plantation, to allot to each full hand four acres of land to be planted in grain & vegetables and the privilege of getting fire wood from some portion of the plantations, to be indicated by the employer. The destruction or burning any fencing or timber without the consent of the employer, shall be charged at their full valuation against the [illegible].

12th The employer agrees to divide the crop with the laborers on the following terms, namely, one third of the corn, potatoes and peas, after they are housed, and one third of the net proceeds of the ginned cotton.

13th The employer agrees to furnish each laborer one peck of grist or meal per week, gratis, from the day said laborers contract, to the first day of Jan: 1868. And three Lbs: of bacon per week at market value, freight included. Said advance of bacon to be deducted from each laborers' share of the crop at the

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end of the year.

14th The employer agrees to furnish work animals, & to feed them. Also wagons, carts, & plantation tools, such as cannot be made by the laborers themselves.

15th The employer agrees that the laborers shall keep stock & poultry, provided they are not allowed to injure the crops, and are kept on such part of the plantation as he shall direct. The owner of each animal which is found out of the bounds indicated by the employer, shall be fined two dollars for each offence.

16 The employer or his agent shall keep a book in which shall be entered all advances made by him, and fines and forfeitures for lost time or other causes, which book shall be received as evidence in the same manner as Merchants books are not received in Courts of Justice, & shall have a right to deduct from the share of each laborer al his fines and forfeitures & also advances made. All fines and forfeitures herein made will be subject to the decision of the authorities having Jurisdiction of the same.

17th No laborer shall sell any agricultural product to any person without the written consent of the employer, until after the division of the crops.

18th The laborers shall commence work at sunrise and be allowed from one and a half to two and a half hours each day for their meals according to the season of the year.

19th All violations of the terms of this contract, or of the rules and regulations of the employer as herein agreed to by the laborers shall be punished by dismissal from the plantation, and forfeiture of his share of the crop, but the employer shall pay parties so dismissed at the rate

of 4 dollars per month for full hands, deducting therefrom advances made, as specified in paragraph 3^d of this contract.

[next page]

	Jan 22 ^d
Job Richardson	Capacity
Job Richardson	Foreman
Edwin Rich	Full hand
Bristol Scott	“ “
Billy Brick	“ “
Footy Stroy	“ “
Handy Hall	“ “
And. Johnson	“ “
Ben Richardson	“ “
[illegible] Major	“ “
Sampson Green	“ “
January Morris	“ “
Renty Drayton	“ “
[illegible] Anderson	“ “
Jimmie Richardson	“ “
Henry Large	“ “
[illegible] Riley	“ “
Ellis Story	“ “
Moses Bates	“ “
Lander Jones	“ “
Tom Price	“ “
Prioleau Small	“ “
[illegible] Nedds	“ “
Thomas Brown	¾ hand
Dick Richardson	Full “
Jem Stephenson	¾ “
[illegible] Morris	Full “
Hector Moore	“ “
Jack Frost	“ “
Ezekiel Ellis	“ “
Sam Morris	“ “
Samuel Polk	“ “
Jonas Stroy	½ hand

Additional Resources for Cotton

Primary Source Documents

Ball, Charles. *Fifty Years in Chains: Or, The Life of an American Slave*. New York: H. Dayton, 1858, 280-2.

This mid-century edition of Charles Ball's slave narrative recounts his life as a slave in Maryland, South Carolina, and Georgia, including his years as a fugitive and his capture. In the chosen passage, Ball discusses the appearance of cotton plantations in Georgia and South Carolina, as he and his master transport cotton from the plantation to a gin.

“Case No. 17,583. Whitney V. Carter [Fess. Pat. 130].” In *Walker-Williams: Case No. 17,060-Case No. 17,746*. Book 29 of *The Federal Cases: Comprising Cases argued and Determined in the Circuit and District Courts of the United States*. 1897. Reprint, Washington, DC: Georgetown University Law Library and LBS Archival Product, 1988.

In this case, tried in the district court of Georgia, Eli Whitney argued that Isaiah Carter violated the patent for Whitney's cotton gin. Carter claimed that the saw gin was not originally invented by Whitney and that the specifications of the original patent did not include the improvements that both Whitney and Carter were currently including in their gins, and therefore, that the patent did not apply. The case was decided in favor of Whitney, protecting his patent for any improvements made upon the original patent. Of particular interest is the last paragraph, first column on page 1072, in which the author speaks to the impact of Whitney's cotton gin on the entire country.

Christy, David. *Cotton is King*. Cincinnati: Moore, Wiltstach, Keys & Co., 1855, 38-43, 202-7. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

David Christy, who published this version of *Cotton is King* under the name “An American,” wrote to expose the evils of cotton production's dependence on slavery. He specifically points out that both northern manufacturing and southern agriculture profit from the use of slavery (38-43). He includes a table of important dates and figures in the American and the British cotton trade from 1641-1853 (202-7). Published condemnations and defenses of slavery were popular in the 1850s, with opposing political views distributed throughout the North and South to create a public debate over slavery.

Copy of letter from Eli Whitney to Paul Hamilton, Comptroller for the State of South Carolina. 26 November 1804. Thomas Worth Glover Papers. Manuscripts Division. South Caroliniana Library, University of South Carolina.

Copy of Eli Whitney's letter to Comptroller Paul Hamilton confirming the delivery of two models of the Miller & Whitney cotton gin to the state of South

Carolina, per the 1801 agreement with the state. The delay in producing the models of cotton gins was listed as one of the reasons why the state refused to pay Miller & Whitney the promised amount. Soon after this letter, the state dropped the lawsuit against Miller & Whitney and paid them the money from the 1801 agreement.

Drayton, John. *A View of South Carolina, as Respects Her Natural and Civil Concerns*. Charleston: W.P. Young, 1802, 132-4. Facsimile copy created by Ann Arbor, MI: University Microfilms International, 1994.

Governor John Drayton's account of South Carolina, which contained a variety of details about life in South Carolina at the beginning of the nineteenth century, includes a description of the various kinds of gins in use in the early nineteenth century. The passage explains how foot gins, Eve's gins, barrel gins, and saw gins are operated, underlining the existence of other types of cotton gins prior to Whitney's invention.

Hammond, J.H. "Slavery in the Light of Political Science." In *Cotton is King, and Pro-Slavery Arguments*, edited by E.N. Elliot. Augusta, GA: Pritchard, Abbott & Loomis, 1860, 678-680. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Hammond, responding to Christy's *Cotton is King* argument and others who condemn the use of slavery, defends slavery as a paternalistic social system and as an economic necessity. Hammond's view articulates one of the most common defenses of slavery at the time.

Neilson, Peter. *Recollections of a Six Years' Residence in the United States of America*. Glasgow: David Robertson and William Tait, 1830, 322-4.

Peter Neilson, a native of Scotland, lived in and toured the United States in the 1820s. He recorded his impressions of various parts of the country in his *Recollections*. In this passage, Neilson discusses the process of growing, ginning, and package cotton in Carolina, including the role of slave labor in the process. Neilson also alludes to the importance of the cotton trade between Carolina and Great Britain, and how the British accused Carolinians of cheating them by adding extra weight to the bales of cotton.

Olmsted, Frederick Law. *The Cotton Kingdom: A Traveller's Observations on Cotton and Slavery in the American Slave States*. Edited by Arthur M. Schlesinger. New York: Alfred A. Knopf, 1953, 21-2.

Frederick Law Olmstead, a Yale graduate who owned a large farm in New York, toured the Southern states from 1852 to 1854. He published his accounts of these travels in the *New York Times*, and later in three volumes. *The Cotton Kingdom* is a compilation of these three volumes. The last paragraph on page 21, which extends onto page 22, outlines Olmsted's belief that slavery corrupted the South,

by requiring all profits from cotton to be reinvested in slaves, rather than spent on industrial and societal improvements.

South Carolina Gazette and Columbian Advertiser (Columbia). 20 Dec 1806, 7 Feb 1807, and 5 Aug 1817. Newspapers on Microfilm. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Three different advertisements for saw gins from the Columbia area.

Tompkins, D.A. *Cotton and Cotton Oil*. 1901, 44, 74-77, 83. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Tompkins's self-published text follows the history of cotton growth, production, and manufacture. He explains the working of a saw gin, with a diagram, highlighting the advancements that have been made since Whitney's original machines (74-77, 83). Tompkins also includes a discussion of the use of slavery in cotton production, indicating that the availability of slave labor halted any mechanical advances until after the abolition of slavery (44). This turn of the century publication demonstrates the continued debate over the role of slavery in cotton production, which is present in many post-Reconstruction discussions of the growth of the cotton industry in the South.

U.S. Department of the Treasury. *Cotton. Cultivation, Manufacture and Foreign Trade of*. 24th Cong., 1st sess. House. Doc. 146. Washington, D.C.: Blair & Rives, 1836, 13, 16. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

This report, given in 1836, describes the current state of cotton growth, manufacture, and trade. In the report, the Secretary of the Treasury gives two charts: one listing the amount of raw cotton grown in the southern states from 1789 to 1835 (13), and another giving the price per pound and value of crop for the United States and Great Britain from 1789 to 1835 (16). The report illustrates the value of the international trade of cotton and textiles.

Whitney, Eli, Petition Asking that his Contract with the State, Selling his Patent Rights to the Improved Saw-Gin, be Honored and Carried into Effect According to its Original Intent and Meaning. 6 December 1804. Item no. 55. S165015. Department of Archives and History. Columbia, South Carolina.

This petition to the South Carolina Senate, which precedes the Committee Report included in *Tied to Cotton* (Document 5), outlines Whitney's argument for the state of South Carolina to honor its 1801 contract to purchase cotton gins from Miller & Whitney. The document specifically answers questions of Whitney's lawful role as the owner of the patent for the saw cotton gin.

Suggested Secondary Readings

Chaplin, Joyce E. *An Anxious Pursuit: Agricultural Innovation & Modernity in the Lower South, 1730-1815*. Chapel Hill and London: University of North Carolina Press, 1993.

_____. "Creating a Cotton South in Georgia and South Carolina, 1760-1815." *The Journal of Southern History* 57, no. 2 (May 1991): 171-200.

Hammond, M.B., ed. "Correspondence of Eli Whitney Relative to the Invention of the Cotton Gin." *The American Historical Review* 3, no. 1 (Oct., 1897): 90-127.

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Academic Standards for Railroad

3rd Grade

- 3-1.2 Interpret thematic maps of South Carolina places and regions that show how and where people live, work, and use land and transportation. (G, P, E)
- 3-1.4 Explain the effects of human systems on the physical landscape of South Carolina over time, including the relationship of population distribution and patterns of migration to natural resources, climate, agriculture, and economic development. (G, E, H)
- 3-4.6 Explain how the Civil War affected South Carolina's economy, including destruction of plantations, towns, factories, and transportation systems. (E, H)
- 3-5.1 Summarize developments in industry and technology in South Carolina in the late nineteenth century and the twentieth century, including the rise of the textile industry, the expansion of the railroad, and the growth of the towns. (H, G, E)
- 3-5.2 Summarize the effects of the state and local laws that are commonly known as Jim Crow laws on African Americans in particular and on South Carolinians as a whole. (H, P, E, G)
- 3-5.4 Explain the impact and the causes of emigration from South Carolina and internal migration from the rural areas to the cities, including unemployment, poor sanitation and transportation services, and the lack of electricity and other modern conveniences in rural locations. (H, E, G)

4th Grade

- 4-5.2 Explain the motives for the exploration in the West and the push for westward expansion, including the concept of manifest destiny, economic opportunities in trade, and the availability of rich land. (G, E, H)
- 4-6.1 Compare the industrial North and the agricultural South prior to the Civil War, including the specific nature of the economy of each region, the geographic characteristics and boundaries of each region, and the basic way of life in each region. (G, E, H)
- 4-6.6 Explain the impact of the Civil War on the nation, including its effects on the physical environment and on the people—soldiers, women, African Americans, and the civilian population of the nation as a whole. (H, P, G, E)

5th Grade

- 5-1.5 Explain the purpose and motivations behind the rise of discriminatory laws and groups and their effect on the rights and opportunities of African Americans in different regions of the United States. (P, G, E, H)
- 5-2.1 Explain how aspects of the natural environment—including the principal mountain ranges and rivers, terrain, vegetation, and climate of the region—affected travel to the West and thus the settlement of that region. (G, H)
- 5-2.3 Summarize how railroads affected development of the West, including their ease and inexpensiveness for travelers and their impact on trade and the natural environment. (G, E, H)
- 5-3.3 Explain the effects of immigration and urbanization on the American economy during the Industrial Revolution, including the role of immigrants in the work force and the growth of cities, the shift from an agrarian to an industrial economy, and the rise of big business. (P, G, E, H)
- 5-6.2 Explain how humans change the physical environment of regions and the consequences of such changes, including use of natural resources and the expansion of transportation systems. (P, G, E)

8th Grade

- 8-3.1 Explain the importance of agriculture in antebellum South Carolina, including plantation life, slavery, and the impact of the cotton gin. (H, G, E)
- 8-4.1 Explain the purposes of Reconstruction with attention to the economic, social, political, and geographic problems facing the South, including reconstruction of towns, factories, farms, and transportation systems; the effects of emancipation; racial tension; tension between social classes; and disagreement over voting rights. (H, G, P, E)
- 8-5.1 Summarize the political, economic, and social conditions in South Carolina following the end of Reconstruction, including the leadership of Wade Hampton and the so-called Bourbons or Redeemers, agricultural depression and struggling industrial development, the impact of the temperance and suffrage movements, the development of the 1895 constitution, and the evolution of race relations and Jim Crow laws. (H, P, E)
- 8-5.4 Compare migration patterns within South Carolina and in the United States as a whole in the late nineteenth century, including the population shift from rural to urban areas, migration between regions of the United States, the westward expansion, and the motivations for migration and settlement. (H, G, E)

- 8-5.5 Summarize the human, agricultural, and economic costs of natural disasters and wars that occurred in South Carolina or involved South Carolinians in the late nineteenth century, including the Charleston earthquake of 1886, the hurricane of 1893, and the Spanish American War. (H, G, E)

United State History and the Constitution

- USHC-3.1 Explain the impact and challenges of westward movement, including the major land acquisitions, people’s motivations for moving west, railroad construction, the displacement of Native Americans, and the its impact on the developing American character. (H, G, E)
- USHC-3.3 Compare economic development in different regions of the country during the early nineteenth century, including agriculture in the South, industry and finance in the North, and the development of new resources in the West. (E, H, G)
- USHC-4.5 Summarize the progress made by African Americans during Reconstruction and the subsequent reversals brought by Reconstruction’s end, including the creation of the Freedmen’s Bureau, gains in educational and political opportunity, and the rise of anti–African American factions and legislation. (H, E, G, P)
- USHC-5.5 Explain the causes and effects of urbanization in late nineteenth-century America, including the movement from farm to city, the continuation of the women’s suffrage movement, and the migration of African Americans to the North and the Midwest. (H, G, E, P)

Historical Background - South Carolina and the Railroad

“March to Wealth”

From its earliest days, the railroad in South Carolina has been tied to the state’s economy, and, in no small part, directly to cotton. When the railroad first came to the state, citizens dreamed that by combining the transportation abilities of the railroad with the cash crop of cotton, it would clear the tracks for their “march to wealth” (“Extracts.” *Charleston Daily Courier*. 13 March 1828, p 2). The hope that the railroad would stimulate South Carolina’s economy has remained a constant theme in its long and significant past.

The railroad initially came to South Carolina due to the success of cotton in the upcountry. In the early 1800s, Charleston’s port was declining in prominence as the point of exit for raw materials, like cotton, out of South Carolina. Upcountry farmers found it easier to send their products by river to Savannah, rather than over land down to Charleston. Charlestonians realized they were missing out on the profits that could be made by funneling goods grown in the state through their own port. Early in the 1810s, the state began a campaign of internal improvements to roads and canals in an attempt to keep the transportation of cotton, and its profits, in South Carolina. By the 1820s, it was clear that these measures were not producing the desired results. First suggested early in the decade, the railroad became the city’s next great hope for economic revival (Davis 1985, 94-103; Derrick 1930, 1-19; Wallace, 1969, 376).

When the South Carolina Canal and Rail Road Company received its charter in 1827, it began the work of establishing a line from Hamburg (now North Augusta) to Charleston. The new line was designed to intercept goods on their way to Savannah and transport them to South Carolina’s port city. The first run of a locomotive on the track took place in 1830, although the company did not complete the line until 1833. At that time it was the longest line in the world at 136 miles (Davis 1985, 94-103; Derrick 1930, 20-98; Wallace, 1969, 377).

From the 1830s through the 1850s, more railroads were built across the state. They competed against each other as transporters of cotton, passengers, and the mail. This competition spurred more development; which, by 1860, led to virtually all areas of the state being interconnected by rail. Building railroads became a profitable business.

White workers and enslaved laborers, hired out by their masters, found jobs laying tracks and performing various tasks on the completed railroad. Many investors in the railroad had dreams of extending the South Carolina lines westward to draw trade from the expanding nation, but this dream would not be completed until after the Civil War (Derrick 1930, 99-219; Edgar 1998, 283; Kovacik and Winberry 1989, 96).

During the Civil War, railroads played a significant role in the success of military campaigns. The greater number of northern lines gave the Union an advantage in the transportation of necessary equipment, weapons, and food. The ability to move large numbers of troops rapidly over long distances affected the fighting style of both armies, and made the railroads a target of destruction as both sides attempted to stall the enemy troops. Following the war, the lines were in shambles, but South Carolina saw the potential to rebuild. Tracks were repaired and service began again, although riding the rails remained an unpleasant experience for a period after the war (Derrick 1930, 220-233; Wright 1986, 39; Fraser 1991, 282).

“The people of Charleston rejoice generally”

In the second half of the nineteenth century, the railroad continued to shape the state. Towns popped up at railroad crossings as people recognized the economic benefits of settling near an interchange of goods. Towns like Florence, which is named for the daughter of railroad president General William Wallace Harllee, developed as railroads connected to each other, making travel within the state and beyond easier. The population distribution of the state changed as towns and cities drew people out of rural and agricultural areas with jobs in factories, like textile mills, and the service industries (Edgar 1992, 18, 34; Edgar 1998, 427; Kovacik and Winberry 1989, 96, 142).

The increased dependence on the railroads not only affected where people lived but how they organized their time. The world had operated based on local time, with Columbia being a few minutes behind Charleston, and Greenville being slightly later than both. The differences in time became significant as the regular running of the railroads mandated that they adopt a uniform system. In 1883 the United States accepted the current time zones that we are familiar with today (Edgar 1998, 455).

As the nineteenth century came to a close, the people of South Carolina again found themselves looking to the railroad as an economic liberator. In 1899, the railroad

finally connected Charleston and the Mississippi River. With the completion of the line, it was said, that “the people of Charleston rejoice generally,” as Charleston businessmen and merchants hoped to profit by the transportation of goods from across the country to their port (“The Roads to Charleston are open!” *The Charleston News and Courier*. 30 April 1899. p 1). By this time the railroad was no longer a modern marvel, it was an economic necessity of everyday life (Derrick 1930, 234-281).

The railroad essentially drove the economy of South Carolina throughout the nineteenth century, as it facilitated the ongoing export of cotton (and rice) and expanded trade markets in the state and further west. Competing with southern ports, such as New Orleans and Mobile, Charleston maintained its viability as a commercial center, largely because of the new networks provided by expanding rail lines. While interstate highways and air travel have significantly altered trade and transportation networks, the railroad is still a defining feature in many South Carolina towns (Kovacik and Winberry 1989, 197-8; Coclans 1989, 118-120). We do not know when the history of the railroad will reach the end of its line, but it has certainly had a remarkable run!

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Document Information - Railroad

1. Map of the Railroad Between Charleston and Hamburg, 1828

Citation

Howard, William. *Report on the Charleston and Hamburg Rail Road*. Charleston, SC: 1829. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

The South Carolina Canal and Rail Road Company (SCC & RR Co.) received its charter in 1827. The SCC & RR was established to provide an easy way to transport goods, especially cotton, from the upstate to the port of Charleston for exportation. In the 1820s, South Carolinians in the backcountry began sending their crops to Savannah by river. It was faster and easy to send their goods by river than to travel over land to Charleston. As the goods bypassed Charleston, the city began to decline in importance as a port for trade. Before the city could reap the benefits of the new SCC & RR line, however, the company needed to select a route. The route would end in Hamburg (now North Augusta) because the town provided the best location to intercept goods on their way to Savannah. Since building a railroad was a new endeavor in the state of South Carolina, the SCC & RR Co. called upon the outside expertise of the United States Army Corps of Engineers to aid in the survey of the land between the two locations. Colonel William Howard, who led the team of engineers, produced a report for the company that included the above map of the suggested route. The final course covered 136 miles, which when completed in 1833, made the Charleston-Hamburg line the longest railroad in the world. In 1924, at the peak of the railroad in South Carolina, there were approximately 3350 miles of tracks, and it all began with the South Carolina Canal and Rail Road Company.

2. “The Public are respectfully informed...”

Citation

“The Public are respectfully informed....” *Charleston Mercury*. 24 December 1830. Newspapers on Microfilm. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

A great deal of excitement accompanied the coming of the railroad to Charleston. Suggestions for type of train that would travel along the lines varied greatly and included vehicles powered by horses and by sails used to harness the wind. The SCCR & R Co. opted instead for a steam engine locomotive designed by Ezra Miller and built by the West Point Foundry in New York. The above announcement let the public know that the first run of the railroad was set to take place on the morning of December 25th, 1830. As the railroad was still a relatively unknown technology for the people of Charleston, the advertisement also insured possible passengers about the safety of the engine, and bragged about what would have been extraordinary speeds for the time, listing a top speed of nearly twenty-one miles per hour! The first trip was a success taking 141 passengers for a six-mile ride. Although the first trip was short by modern standards it marks the historic beginning of the railroad in South Carolina.

Transcription for “The Public are respectfully informed...”

The Public are respectfully informed that the Rail Road Company have purchased from Mr. E.L. Miller his LOCOMOTIVE STEAM ENGINE, and that it will hereafter be constantly employed in the transportation of Passengers.

The times of leaving the stations in Line street will be 8 o'clock, at 10 A.M. at 1, and at half past 3 o'clock, P.M.

Parties may be accommodated in the intermediate hours by agreeing with the Engineer. Great punctuality will be observed in the time of starting.

The Board of Directors have taken all due precautions to ascertain that the Engine is well adapted to the purposes of the Rail Road, and Gentlemen of distinguished knowledge in machinery, have certified that “the manner in which it is executed – the various combinations and mechanism of the Engine, is not surpassed in skill and neatness of finish, by any high pressure Engine of American Manufacture known in this State.”

This Engine is of Six Horse Power, its weight 3 tons and exclusive of the wood and water for keeping it in continued action. It is said to have moved on some occasions at the rate of 30 miles per hour, but when drawing a train of loaded cars which weigh three times as much as itself, it moved with great ease from 10 to 15 ½ , being an average of 12 miles per hour.

When drawing two cars with 41 Passengers, it went at the average rate of nearly 16, and where the Road was strait, at the rate of 20 93-100 miles per hour.

The steam in this Engine is not worked as high as is usual in the Stationary high pressure Engines in this State.

By order of the Board,

JNO. T. Robertsgn,
Sec'ry S.C. C. and R. R. C.

3. “Rail Road Accident” and “Gentlemen”

Citation

“Rail Road Accident” and “Gentlemen.” *Charleston Mercury*. 18 June 1831.
Newspapers on Microfilm. Published Materials Division. South Caroliniana
Library, University of South Carolina, Columbia, South Carolina.

Description

The *Best Friend* made headlines again on June 18th, 1831, when it met with disaster. The fireman working on the locomotive closed the steam release valve, which caused the hot air needed to power the train to build up. Eventually, the increasing pressure caused the boiler to explode. The accident killed the fireman and injured the engineer. The incident frightened some potential passengers, but it did not stop the progress of the line westward. The railroad company salvaged parts from the *Best Friend* to build another train, appropriately named *The Phoenix*. The history of the *Best Friend* may be short, but it plays a central role in the story of the railroad in South Carolina. The original engine was destroyed, but models of the locomotive can be found at both the Charleston Museum and the South Carolina State Museum.

Transcription for “Rail Road Accident” and “Gentlemen”

Rail Road Accident – We regret to state that an accident occurred yesterday on our Rail Road, from the bursting of the boiler of the Locomotive Engine “Best Friend,” by which several persons were injured, though none, we hope, dangerously. The bursting of the boiler is ascribed to the negligence of the fireman, who, pressing on the safety valve, (when the Engine was stopped at the revolving platform,) prevented the surplus steam from escaping the consequence was that immediately on the starting of the Engine the boiler burst, and was thrown to the distance of upwards of twenty feet. Mr. N.W. Darrell, the Engineer, was scalded, from his shoulders, down his back. A Negro, belonging to Mrs. Surr, had his thigh broken; and another, belonging to Mr. Lesesne, received a sever cut on his face and a slight one on his breast. The attendant. Mr. Butler, received a slight cut on his head. A number of persons, working on Mr. Eason’s contract, were near the Car at the time, none of whom were injured. A more particular account of this disaster will probably be published by Mr. Dotterer (Steam Engineer,) who went to the Rail Road yesterday, we understand, for the purpose of examining and reporting on the subject. Since the above was in type, the following letter from Mr. Dotterer to the Directors of the Rail Road Company, has been handed us for publication: -

CHARLESTON, June 17th, 1831

Gentlemen – I have just returned from examining the situation of the Locomotive Engine “Best Friend,” since the accident of this morning, and have come to the conclusion that the bursting of the Boiler originated from an over-pressure of Steam, and believe it to have occurred from the Safety Valve being held down by one of the Negroes attached to the arranging of the Car, (while the Engineer was attending to the arranging of the Lumber Car) and thereby not permitting the necessary escape of Steam, above the pressure the Engine was allowed to carry, while delayed in altering the position of the Lumber Cars at the Revolving Platform.

Yours Respectfully,
THOMAS DOTTERER.

4. Slave Labor Contract Between Wm. Belser and Wm. Boyd

Citation

Labor agreement, 8 March 1849, between Wm. Belser and Wm. Boyd, for hire of 24 slaves. Isaac Nelson Papers. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

The Charleston- Hamburg line may have been the first railroad in the state but it did not survive as the only railroad for very long. From the 1830s on there was a movement to connect the state by rail, and building these railroads required a large amount of labor. White laborers, often immigrants, found employment on the railroads and worked with enslaved laborers. Life as a slave did not tie an individual to a plantation, and many masters hired out their slaves to increase their own income. This labor agreement between William Boyd and William Belser shows how arrangements were made when a slave was hired out to work. The two men agreed that Boyd would provide clothing for and lose payment for any day that his slaves could not work because they had run away, while Belser, on behalf of the South Carolina Rail Road, arranged to provide shoes and not to deduct payment for any days that the laborers were ill. As slaves, the twenty-four men whose labor was contracted out were not given the opportunity to consent to the agreement. They would work for eight months for the railroad at a rate of eighty dollars a month, which would be paid directly to their master, William Boyd. The total sum that William Boyd received would have been roughly equivalent to \$45,926.40 in 2003. The use of enslaved labor in the construction of the railroad illustrates how southern culture influenced the railroad and how in turn the railroad supported the slave economy.

Transcription for the Slave Labor Contract Between Wm. Belser and Wm. Boyd

State Of South Carolina
Richland District March 8th, 1849

This is to certify that we Dr. Wm Boyd of Williamsburgh District & Wm. S Belser Lawrence Belser & James Gad^sden known as contractors on the Charlotte - & SoCa Rail Road as the firm of W S Belser & Co have entered into ~~an agreement~~ this following agreement viz Dr. W. Boyd has hired to Wm Belser & C Twenty four slaves to work on said Road for Eight months from 1st January, last Dr Boyd agrees to lose all time by absconding Wm Belser & Co to lose the time of sickness Dr Boyd is to clothe his own slaves in the employ of Wm. Belser & Co, Wm. Belser is to furnish the necessary shoes at the expense of the company Dr Boyd agrees to receive as payment for the hire of said Negroes five hundred dollars on or about the 1st. of April next & five Hundred Dollars more (these two payments being in part) on or about the 1st. of July next & the remainder of the expiration of the time for which said negros were hired & ~~for~~ the rate of hire is eighty dollars for each slave for eight months making for the whole nineteen Hundred & Twenty dollars

W^m S Belser & Co.
W.S. Boyd
(signatures)

Exterior:

Argeement Laborers
W Belser & Co & W Boyd

5. Petition of the Blue Ridge Railroad

Citation

City Council of Charleston, Petition for State Aid for the Blue Ridge Rail Road Co. to Prevent the Abandonment of their Project to Connect Charleston with the West. Petitions to the General Assembly. n.d. Item no. 03468. S165015. South Carolina Department of Archives and History, Columbia, South Carolina.

Description

When the Charleston and Hamburg line was established, Charleston wanted to connect its port with the upstate, but it did not take long for the city to dream of drawing trade from further west. By 1835, talk of a railroad connecting Charleston to Cincinnati began to surface, and the next year the Knoxville Convention was held in Tennessee to bring together the major interests in such a route. The Louisville, Cincinnati & Charleston Railroad was the first to pursue the connection of the western cities to the coast. As a railroad already existed connecting Charleston to western South Carolina, and Cincinnati and Louisville were also linked by rail, all that was needed was a connection through the mountains. The Blue Ridge Railroad was established to complete the route. Crossing, or rather tunneling, through the mountains proved more difficult than imagined and the project was nearly abandoned on a number of occasions. The uncompleted Stump House Tunnel in Walhalla, SC stands as a reminder of the failed efforts to create a passageway through the mountains. The above petition from 1855 asks the South Carolina state legislature to continue funding for the Blue Ridge Railroad, specifically noting the importance of a western connection to increase trade in the state. The funding was granted but despite continued efforts to complete the line, the goal was not reached until 1899.

Transcription for the Petition of the Blue Ridge Railroad

To the Honorable The Senate
And House of Representatives

The

Memorial of the City Council of Charleston respectfully showeth.

That they have just learned with regret and alarm through the President and Directors of the Blue Ridge Rail Road Company, that the memorial presented by that company, asking aid of your honorable body, is likely to be refused, the result of which will be, a total abandonment of the enterprize, and an entire loss of the large amount of money which has been invested therein; that they have continued to pay the installments of their subscription to the said road, in the reasonable hope, that your honorable body, would aid the said road to its completion and they now respectfully urge for the consideration of your honorable body the disastrous loss that would accrue to the state and city from the abandonment of this enterprise, both in the capital invested, and in the defeat of all hopes on the part of the State and City, of making an independent connection with the West, and of participating in their share of the trade to be derived from said connection.

They therefore respectfully and unanimously pray your honorable body, to grant to the Blue Ridge Rail Road Company, the aid which they, in their memorial have requested, and your Memorialists as in duty bound, will ever pray &c.

For and in behalf of, and by the authority of
the City Council of Charleston.

Charles [illegible]
Mayor

By the Mayor
John R Horsey
Clerk of Council

Exterior:

Memorial of the City of Charleston, praying that the aid asked for by the Blue Ridge Rail Road Company be granted.

Copy for the House of Representatives.

Spe. Order

6. “A Trip on the South Carolina Railroad”

Citation

“A Trip on the South Carolina Rail Road.” *Charleston Daily Courier*. 28 July 1862. Newspapers on Microfilm. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

By the time of the Civil War, railroads had become a part of everyday life for citizens of South Carolina. The war, however, turned daily life in the state upside down. During the war, railroads continued operations as passenger and trade lines, but were also used to transport troops and munitions. The ability to move a large number of people and supplies quickly changed warfare dramatically from previous conflicts. It also made the railroad lines a valuable target of destruction. The above accounts describe experiences riding on the wartime railroad. The two authors describe their own encounters and observe the treatment of the soldiers with whom they were traveling. According to these accounts, service along the rails significantly decreased as a result of the war. The articles can help students to understand how the Civil War affected all aspects of life, even for those who were not fighting.

Transcription for “A Trip on the South Carolina Railroad”

A Trip on the South Carolina Rail Road.

Messrs. Editors: - As it is the duty of every good citizen to try and correct abuses in public conveyances, I will give you an account of a trip to Columbia in a night train. We left at the usual hour, but when we got to the first wood station, about ten miles from town, there was not a stick of wood. We had to stop for at least an hour for the hands to go into the woods and collect what they could. We then proceeded for some distance and stopped for water, but there was none in the tack. So, after an hour 's delay we managed to get enough to proceed with. We then progressed as far as Branchville, and there heard the intelligence that there was neither water or wood between there and Columbia. Our engineer had to detach his engine and run to the Edisto River for water. This detained us about two hours, and we left Branchville after daylight and arrived in Columbia about eleven o'clock. Being all that time penned up in a crowded car, with no water to drink except in a barrel at the extreme end of the Conductor's car. There your found a barrel with a tin cup, but you have to stumble over a dozen sleeping negros to get water. You have to walk through six or seven cars, and among them the hospital, with sick soldiers, who, poor fellows, could get no rest from constant passing through the cars. Now, Messrs. Editors, does this look right – does it look proper on a road that the President boasts that he has paid his July dividend, has made his January dividend, and has a large surplus – should not our military authorities take hold of the road?

A STOCKHOLDER.

Editors Courier:-Will you allow me, through your columns, to make a suggestion to our people on the lines of the Rail roads, which might be of infinite service to our poor, suffering wounded soldiers on their way home? And in order to do so I will relate, in a few words, what I saw some days since on a journey from Charleston to Aiken. At Branchville we waited an hour for the train from Kingville, None I am certain would have objected waiting until night, if necessary, rather than let the sufferers miss connection. The train came at last, with its load of human misery, Crowds of mutilated men landed, a rush was made for the seats – the well men of course getting the best. The whistle blew and the cars moved off while three or four lame soldiers, on crutches, were still trying to get on, some friends pulled them on; while the cars were in motion!! Well, all got in, I believe, and not a glass of water or fruit did I see offered to one of the poor fellows in that train! The next place was Midway, a wounded man begged some men standing by to get him a glass of water. A negro ran to a store for it, but returned without. There was not a drop of water in Midway for the wounded soldier!! At Lowry's a crowd of thirsty soldiers made a rush to the well to drink or fill canteens. A man, young and strong enough to be himself a soldier, was close by with a jug, filled with a muddy stuff he honored with by the name of cider, which he sold at five cents per glass. A crowd gathered around him, but the money must be paid before the glass is filled. Many handed him blls, more than he filled glasses; the whistle blew, the disappointed soldiers ran to the cars, and the man pocketed all the bills. That man had no feeling of humanity or sympathy about him. Wonder if he is not a Yankee in disguise. At Graham's, two negros had buckets of water which they gave to the men – here was charity in embrio. Peaches were there but the cry was money! money! At Blackville

nothing was brought out. At Williston fine peaches were offered at twenty-five cents per dozen, and two water melons at forty cents, and the cars moved off before the white seller could make change, he was therefore compelled to pocket fifty cents a mello instead of forty. What mattered it; it was only from a soldier, and soldiers are made to be gouged! At White Pond nothing was offered. At Johnson's, formerly Polecat, to the honor of the place, be it said baskets of peaches, apples, and nectarines were freely handed round to poorer soldiers, while several beautiful ladies, beautiful in the eyes of God and man, were busy with pitchers and buckets of cool water, distributing to the grateful soldiers, who no doubt heaped blessings upon their heads. I am told the same was done at Orangeburg. Now, why could not this be done at every station? We are everywhere blessed with fine fruit and cool water, and any one along the road could spare a few minutes to distribute them. A water melon, a fine ripe peach or apple, or luscious bunch of grapes are very grateful to the dusty weary traveler, wounded or maimed for life in defending us from the cruel invader. Even a glass of water is acceptable to them, for that on the cars is not sufficient, and is seldom cool – Why could not also, a few biscuits be baked by those who can afford it, or a few chickens fried, eggs boiled or milk or buttermilk offered to them; often some would be thus nourished, who perhaps have not a cent to purchase a meal. I not long since traveled with a poor sickly youth a mere boy, who was returning home, a distance of several hundred miles with fifty cents in his pocket!! Fifty cents! how far would that go among the vanpyres along the road? for there are vanpyres and leeches on the country as well as in our stores or in our Cotton Factories! Confusion to them all!

7. Petition for Free Rail Travel

Citation

Officers of Volunteer Companies in Confederate Service, Petition Asking for Free Railroad Travel While Visiting Their Families and Returning to Camp. Petitions to the General Assembly. n.d. Item no. 05800. S165015. South Carolina Department of Archives and History, Columbia, South Carolina.

Description

Imagine a soldier fighting for his country and having the time to go home and visit with his family, but not having the money to pay for the trip. The petition for free rail travel is fighting against this situation. The request was made by Officers of Volunteer companies in Confederate service and it asked the South Carolina Legislature to provide free railway passes to soldiers traveling home and then returning to camp. They stated that, as a result of the war, many soldiers had found themselves too poor to purchase a ticket. The request sounds like a reasonable reward for service, but the commission on railroads refused to grant the free travel since southern railroads had already agreed to reduce fares for transporting troops and munitions.

Transcription for the Petition for Free Rail Travel

The humble petition of the undersigned officers of volunteer companies now in service, showeth, that many of the members of said Companies are in indigent circumstances, and can ill afford to pay the usual fare charged by the Rail Road Companies. We therefore pray that an Act be passed allowing volunteers to travel free of charge over said Rail Road while visiting their families and returning to camp.

F. Scaife capt.
R. Macbeth Fst. Lieutenant
C.J. Elford colonel
W^m Goldsmith capt.
J. R. Culp capt F. C. G
Geo C. Gill 1st Liet
John Waties 2nd liet
W. B. Wilson capt. C. R
D. J Sagan Lieut Col
R. N, Wisenand Sint C. R.
J. W. Avery 1st Liet C. Rifles
Randell Croft Capt "C.M. Rangers"
John A, [illegible] Capt of [illegible] Rangers
James O'Connell Capt Walhalla State Guard
Robert A. Keys
J.B. Coble
W. G. Rice Capt
A.T. Wilson Capt
W. D. Beecham 1 liut
Lieut W.C. Cleveland
Lieut G. P. Green
P. B. Burnheimer
C.A. Parkins capt
TG Croft Lieut
W.B. Green 1st Lieut B [illegible] Riflemen
G. W. Martin 2nd Lieut
Wylie W. Ross 3rd Lieut
James M. Roberst 2nd Lieut
J. H. Humphrys 2nd Lieut
F. H. Harrison 3 Lieut
W H Harrison 1 "
R J Lamar 1 Lieut
S.C. A. Shaw 3 Lieut
C. E Kirk 2 Lieut
R. U. Allison 3 Lieut
Silas Walker
Levi Slawson
C. D. Sherman

8. “Scenes in the Track of Sherman’s Army”

Citation

Andrews, Sidney. *The South Since the War, as shown by fourteen weeks of travel and observation in Georgia and the Carolinas*. Boston: Ticknor and Fields, 1866, p 28-31. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

Shortly after the close of the Civil War journalist Sidney Andrews traveled south to see for himself the reconstruction of the southern states. His account covers travels in North Carolina, South Carolina, and Georgia. While in South Carolina, he wrote briefly about his observations and experiences of the railroad in the state. The destruction of tracks and the desolation caused by the war supply the bulk of Andrews’ material. He does mention the presence of African Americans working in the railroad cars, one of the service opportunities available to freedmen following the war. The piece provides an outsider’s impression of the consequences of war for the state.

9. Earthquake Reports, 1886

Citation

“The Earthquake Out of the City” and “Killed at Langley.” *Charleston News and Courier*. 3 September 1886. Newspapers on Microfilm. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

In September 1886, an earthquake rocked South Carolina. As with any natural disaster, news of the quake and the aftermath filled the newspaper the following day. Experiences on the railroad were among the accounts. There are detailed discussions about what it felt like to be on a train during the tremors, how the passengers reacted as they felt the train “left the track and was suddenly going up, up, up into the air,” and what the tracks looked like following the earthquake. Students can relate the damage caused by this natural disaster to more recent headlines and can discuss how an incident like this affects human lives, the landscape, and the economy.

Transcription for Earthquake Reports, 1886

The Earthquake Out of the City

Scenes on the Outskirts of the Town – Queer Eruptive Evidences – The Quake in Summerville – A Railroad Train in an Earthquake.

On Wednesday morning a reporter for THE NEWS AND COURIER, owing to the very highly colored accounts that were current of a great loss of life in the section of the country between Charleston and Summerville, set out at 10 o'clock to investigate the rumors. The first real indications of the earthquake beyond the city were found at Disher's farm, not far from the carriage road. There the appearances were that there had been an eruption all over the farm.

These indications were in the nature of extensive mounds of clay which had evidently been thrown up by some violent subterranean convulsion. The hillocks of sand were in most cases in the shape of inverted cones, the hollow part of which had evidently been formed by the action of the water returning into the depths from which it had been raised. These indications were not, however, entirely of the shape just mentioned.

In many, in fact in a majority of cases, the erupted matter had streamed away from the breaks in the surface of the earth to a distance of from twenty to fifty feet. In other places there were fissures almost invariably extending from north to south. These cracks were not wide and extended downward always in a slanting direction. It was, therefore, impossible to see to the bottom of any one of them. The matter that was thrown up was of a dull, dark, slaty color and was mixed with gravel. There was also a little shale, and in general the mud resembled that which is thrown up from the bottom of the phosphate pits along the rivers.

The water in some cases had the taste of our Artesian water, but in many instances it was just as clear and limpid as from a mountain spring. These evidences of the great convulsions were not sporadic. They extended far and near in every direction from the city limits of Charleston to Summerville, and at the latter place it was found, from trustworthy information, that the cracks and fissures were everywhere visible for miles, and miles around. Strangely enough, some of these were in active operation and the constant shocks that were felt at Summerville sent the water out of there fissures in jets to the height of fifteen or twenty feet.

This was evidently the result of the cracks being filled with water and then the sides opening and collapsing by each seceding shock. These appearances were, of course, suggestive of still more violent eruptions, and there was a constant dread everywhere that there would be a general inundation caused by some extraordinary force of the earthquake. Not only was the water emitted in the low places where it might be expected to exist all the time, but on the tops of the highest elevations the mud could be seen. This latter fact indicated that the force was being exerted at rather more than the depth that was at first thought to be the limit of the force.

Just below the Ten-Mile Hill, the first indication of the many railway disasters, of the fatal night was visited. The engine, tender, and cab of the train that left Charleston on Tuesday at 9:35 o'clock were in the ditch. The engineer Burns, and his fireman Arnold, colored, had been badly injured by the tremendous leap which the train took in the dark under the unseen influence of the shock that dismantled Charleston.

It is said that the earth suddenly gave way, and that the engine first plunged down the temporary declivity. It was then raised on top of the succeeding terrestrial undulation, and having reached the top of the wave a sudden swerving of the force to the right and left hurled the ill-fated train down the embankment. How it was done was plainly indicated in many places along the track of the South Carolina and Northeastern Railways. For spaces of several hundred yards the dreadful energy of the earthquake was exhibited in two particular ways.

First there were intervals of a hundred yards and more in which the track had the appearance of having been alternately raised and depressed like a line of waves frozen in their last position. The second indication was where the force had oscillated from east to west, bending the rails into reverse curves, most of them taking the shape of a single, and others of a double, letter "S" placed longitudinally. These latter accidents occurred almost invariably at trestles and culverts. There were no less than five of them between the Seven-Mile Junction and Jedburg. In other places the track had the appearance of being kinked for miles and miles, but always in these cases in the direction of the rails.

At Summerville

the first correct information was received about the delayed section of the Columbia train that was due in Charleston at 9 o'clock on Tuesday night. Owing to an ordinary accident above Summerville the train did not reach Jedburg until about 9:45 o'clock. The train at the time of the earthquake was running along at the usual speed, and when about a mile south of Jedburg it encountered a terrible experience. It was freighted with hundreds of excursionists returning from the mountains. They were all gay and happy, laughing and talking, when all of a sudden, in the language of one of the excursionists, the train appears to have "left the track and was going up, up, up into the air.

This was the rising wave. Suddenly it descended, and as it rapidly fell it was flung first violently over to the east, the side of the car apparently leaning over at less than an angle of forty-five degrees. Then there was a reflex action, and the train righted and was hurled with a roar as of a discharge of artillery over to the west, and finally subsided on the track and took a plunge downward evidently the descending wave. The engineer, Mr. Keyes, put down the brakes tight, but so great was the original and added momentum that the train kept right ahead. It is sad on trustworthy authority that the train actually galloped along the track, the front and rear trucks of the coaches rising and falling alternately.

The utmost confusion prevailed. Women and children shrieked with dismay and the bravest heart quailed in momentary expectation of a more terrible catastrophe. The Rev. Ellison Capers chanced to be on board, and he lost not time in conveying as best could in the agony of the moments the best advice and consolation he could offer. The train was then taken back in the direction of Jedburg, and on the way back the work of the

earthquake was terribly patent. The train had actually passed over one of those serpentine curves already described, and it is the simply truth to state that every soul on board was saved solely through the interposition of a Divine Providence,

The train then proceeded towards Summerville, and when within a mile of it was warned of impending danger by the explosion of torpedoes that had been placed by Col. Averill. At this latter place the track had been fearfully wrenched and twisted into reverse curves, and a similar accident occurred simultaneously at the trestle just south of Lincolnville. The passengers all requested to be taken back up the track, and the train was again run up to Jedburg, where it remained until Wednesday evening, when it was brought to Summerville. It stayed there until 7 30 P.M. when it started for Charleston, all the passenger arriving safely in the city about half past nine o'clock, after some terrible experiences.

At Summerville the scenes were such as it is impossible to adequately describe. All the stores were closed and the few people who were on the streets wandered about in an aimless way not knowing what next to expect. All the inhabitants had abandoned their houses after the stroke on Tuesday night, and but a few of them had the temerity to return. On Tuesday night the shock is said to have been much more violent than in Charleston. But the general characteristics were of course, the same.

In Summerville, however, the people rushed out affrighted into an inky black darkness and in the general gloom and despair the wailing of the women, the shrieks of the children and the frightened voices of the men made up a scene and sounds that were equally distressing and appalling. As in Charleston, all through the night there was nothing but sickness and sorrow and suffering, and the constant dread of final dissolution and utter annihilation.

When the morning dawned the ruin and devastation were found to be complete. There was not a home that had not been made desolate in greater or less degree. All the chimneys had disappeared. Walls were rent in twain, ceilings had fallen, and in numerous cases the houses that rested on wooden blocks or masonry were leveled to the ground. Other houses were split from top to bottom and left yawning chasms in the building. Among those which were hurled from their foundations were those of Gen. John C. Minott, Mrs. B. F. Tighe, L. DeTreveville, E. J. Limehouse, Percy Guerard, Ben Perry, the "Nettles house," and that of Mr. Ed. Fishburne.

At the Nettles house two colored people, Thomas Ellis and John Allen, were killed by the falling ruins. These were the only casualties reported in Summerville up to last night.

The horror of the situation in Summerville on Wednesday was much intensified by certain manifestations that were not observed in Charleston to any great extent.

All during the day there was a constant series of detonations, now west, and from all possible directions. It resembled the discharge of heavy guns at intervals of about ten minutes, and was like the sounds of a bombardment at a great distance. All of these explosions were not accompanied by tremors of the earth, as it was only occasionally that the earth would quake from the subterranean discharges.

A remarkable fact was noted in Summerville in respect to the bilging of the water from the interior of the earth. Nearly all of the wells had been at low water. There was a sudden rise in these wells, and the additional water was pure. Looking down into one of these wells, the observer could, on the eve of any of the land detonations, see the water rise up the walls of the well, and after the shock again subside.

The consternation and dismay were so great in Summerville that the people clamored loudly to be taken away from the scene of what was to be, as they thought, their certain destruction. Accordingly about half past 2 o'clock Mr. Averill placed at the disposal of the citizens a train composed of five coaches and three box cars, which carried away to Columbia about three hundred people. The news received in Summerville, however, to the effect that the shocks were prevalent in nearly every place will possibly prevent any further exodus from the town.

10. 1898 Railroad Segregation Law

Citation

No. 483 in *Acts and Joint Resolutions of the General Assembly of the State of South Carolina passed at the regular session of 1898*. Columbia, SC: The Columbia Register, printed for the State Printer, 1898, p 777-8. S 165004. South Carolina Department of Archives and History, Columbia, SC.

Description

In 1898 the South Carolina Legislature passed the above legislation, which would segregate railroad cars based on race. One of numerous racially motivated acts passed in the state, No. 483 exemplifies the type of legislation known as Jim Crow laws. Following the Civil War, southern states passed laws to prevent African Americans from being able to take full advantage of their newly found freedom. Often, these laws forced freedmen to accept social positions similar to the ones they held under slavery. Legislators worded the new laws carefully so on the surface they appeared to be fair, if not by our modern standards, then at least to the eyes of their contemporaries. In this case, the discrimination is thinly veiled behind a statement that reads, “equal accommodation shall be supplied to all persons, without distinctions of race, color or previous condition...”

11. “Trifles Before Evils”

Citation

“Trifles before Evils.” *Charleston News and Courier*. 17 February 1898. Newspapers on Microfilm. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

The above editorial provides an opportunity to discuss how the laws of a governing body do not necessarily reflect the views of all the people. In 1899 the *Charleston Courier* spoke out against the state legislature’s choice to pass a law that would separate travelers on the railroad by race. This Jim Crow law was passed at the same time the legislature postponed a decision on a law to ban concealed weapons. The editors of the paper express the opinion that placing priority on a racially motivated law that does nothing for “the general welfare for the state” over one aimed to protect citizens represents a misguided choice by the legislature. The argument is not a clear or forceful criticism of segregation, but it does illustrate that the separation of the races did not go entirely unquestioned in South Carolina’s history.

Transcription for “Trifles Before Evils”

“Trifles Before Evils”

After a long discussion at the night session on Tuesday the Senate rejected the motion to “indefinitely postpone” the Jim Crow car bill by a vote of 22 to 11, and passed the measure with some amendments designed to meet special contingencies.

At the same session Mr Aldrich’s bill “to prohibit the carrying of any pistol, “dirk, dagger, slingshot, razor, metal knuckles or other such deadly weapon, except openly on one’s premises or on the highway, and to prescribe a penalty,” came up for consideration, and on motion was “indefinitely postponed” by a vote which is not reported.

We think that most of the thoughtful people of the State will agree that the Senate did not choose judiciously between these two measures; that it would have acted more wisely, and with more promise for the good name and general welfare of the State, if it had indefinitely postponed the Jim Crow car bill and passed Mr Aldrich’s bill against concealed deadly weapons.

We have never had a Jim Crow car service on the railroads in the State, not even when the race prejudice was most violent – about twenty years ago – and there is no evidence anywhere that anybody has suffered material annoyance or inconvenience because the lack of such service. We have had a concealed deadly weapon service in force for thirty-three years, or more, and the public records and grave yards are full of evidences of the evils it has wrought. It has led to a number of murders and murderous assaults – perhaps not less than a score, as they are reported almost daily – while the Legislature has been in session. It will certainly lead to hundreds more during the few months interval between this session and the next.

In the view of the homicidal conditions that have so long existed in the state, and are still in force, all of which are notoriously mainly due to the general habit of carrying of deadly weapons, and in further view of the comparatively trifling consequence of not providing separate accommodations for persons of different race traveling on the same train. It must be said that the Senate did not choose wisely between the two bills. It should have rejected the one it passed, and should have passed the one it rejected. And the Senators themselves will adopt that view, we think, on reflection.

12. “The Roads to Charleston are Open!”

Citation

“The Roads to Charleston are open!” *The Charleston News and Courier*. 30 April 1899. Newspapers on Microfilm. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

Description

In 1899 the Southern Railway, a nationally competitive railroad, leased the South Carolina and Georgia Railroad. The merger not only made the headlines of the Sunday *Charleston News and Courier*, but filled the entire front page. With the new addition, the company’s total track mileage increased to 5,613 miles, and made “Charleston a port of exit and entrance for all points this side of the Mississippi and Ohio Rivers.” Over sixty years had passed since the first proposition of using the railroad to connect Charleston to Cincinnati, and therefore the to the west. By linking these two cities, the Southern achieved what the Blue Ridge Railroad, among others, had failed to accomplish in the 1850s. Although later than once hoped for, Charlestonians still reveled in the prospect of trade, both from within the state and beyond, that this connection promised. The newspaper claims, “... the Southern is heralded as the harbinger of better times...” in its front-page account of the merger. The article includes details about the exportable goods, including cotton, that Charleston would have access to; concerns about the corporate takeover; the distances between major cities connected to the railroad; and a map of the Southern rail system. Additionally, the article places the city in the larger context of railroad transportation in the South in comparison to the rest of the country and the wider world.

Transcription for “The Roads to Charleston are Open!”

THE ROADS TO CHARLESTON ARE OPEN!

THE BARS AT COLUMBIA LET DOWN.

THE SOUTHERN HAS LEASED THE OLD RELIABLE.

WE GET BACK OUR JOBBING TRADE.

WE GET A SHARE OF THE ALABAMA COAL AND IRON TRADE.

WE GET A SHARE OF THE GREAT WEST’S GRAIN TRADE.

WE HAVE A BETTER SHOW AT THE COTTON TRADE.

The South Carolina and Georgia Railroad, as an individual line, is now a matter of history, and in its place is the arm of a giant, the Charleston division of the Southern Railway. This transformation was effected yesterday and the people of Charleston rejoice generally that the change has been accomplished. The Change means much in a commercial way for this city. The advantages that both Charleston and the Southern Railway will gain by the deal are mutual and, therefore, are certain, for the railroad company must work to secure profits and the merchants of the city must co-operate to extend trade and grow great. With such conditions existing, good must surely result for both.

For years Charleston’s trade has been very circumscribed for the reason that there were no railway connections further than Columbia or Augusta that were devoted to the interests of this city. The merchants of this city had been driven from the Piedmont section of South Carolina, by a natural tributary, which was being fed by other cities. It is hoped and confidently expected that the ownership or control of the South Carolina and Georgia by the Southern will remove this great obstacle to Charleston’s commerce. The Southern, of which the South Carolina and Georgia is now a part has control over nearly six thousand miles of track and is thorough master of the situation as far as this city is concerned.

The Southern has been master of this situation for several years, and having no interests in Charleston everyone is aware of the damage done to the city. Now that the Southern has invested largely in Charleston, many millions being at stake, it can readily be seen that the influence which had been withdrawn, to the city’s great detriment, can now be wielded for good in the same measure.

In a nut shell, the deal of yesterday makes Charleston a port of exit and entrance for all points this side of the Mississippi and Ohio Rivers, through the coal fields and iron mines of Tennessee and Alabama, giving a field for commercial operations that had, heretofore, not been dreamed of by even the most sanguine Charlestonians. The deal meets with the general approbation of the public. The situation had become very bad, and the Southern is heralded as the harbinger of better times, and a warm welcome is in store for its

officers and owners. Not only a welcome can be promised, but hearty co-operation is offered sincerely and honestly by the merchants and commercial men generally.

STOCKHOLDERS MEET.

The stockholders of the South Carolina and Georgia Railroad met yesterday at 11 o'clock, at the offices of the company, corner of Ann and King streets, in pursuance of the following notice, which was published in the News and Courier:

“Notice is hereby given that a meeting of the stockholders of the South Carolina and Georgia Railroad Company will be held at the principal office of the company in Charleston, S.C., on the 29th day of April, at 11 o'clock in the forenoon. It is proposed that the company should guarantee the payment of the principal and in interest of the first mortgage gold bonds of the par value of one million, eight hundred thousand dollars (\$1,800,000) of the South Carolina and Georgia Extension Railroad Company, said bonds to bear four and a half per centum (4 1-2 per cent) interest; payable semi-annually, and it is also proposed that the company should guarantee the payment of the principal and interest of the first mortgage gold bonds of the par value of one hundred thousand dollars (\$100,000) of the Sumter and Wateree River Railroad Company, said bonds to bear five per centum (5 per cent) interest, payable semi-annually. The purpose of the meeting is that the stockholders may assent or refuse to assent to the making of such guarantees.

“Henry Parsons, Secretary.”

The stockholders, who were represented by proxies, refused to guarantee the bonds of the Georgia and Carolina Extension Railroad Company, and also refused to ratify the contract heretofore made with the Southern, thus divorcing it from the South Carolina and Georgia completely, and then the stockholders of the South Carolina and Georgia leased the South Carolina and Georgia Road to the Southern for thirty years. The lease took effect immediately.

The meeting at which this business was transacted lasted almost the entire day. The stockholders of the South Carolina and Georgia were represented by attorneys, Mr. A. B. Potter, of New York, and Mr. Joseph Barnwell, of this city, and Auditor F. A. Healy. The interests of the Southern Railway were looked after by Col. A.B. Andrews, first vice president, and Mr. B. A. Abney, of Columbia, the division attorney of the Southern. There were several disagreements between the parties over minor details of the lease. Which necessitated delays, occasioned by the sending and waiting for answers from the headquarters of both companies in New York. There was never any trouble about the principal features of the trade, and never a fear that the negotiations would fall through. The main features of the contract were settled some time before and yesterday was merely the legal and formal signing and sealing of the contract.

THE LEASE SIGNED.

The task was finally accomplished at 5:30 o'clock yesterday afternoon, and the South Carolina and Georgia and all of its branches and other properties were turned over to Col.

Andrews, representative of the Southern Railway, and it immediately became the Charleston Division of the Southern Railway.

The following order was promulgated immediately after the papers were signed:

Southern Railway Company

80 Broadway,

New York, April 29, 1899

Executive Order No. 26: The Southern Railway Company has this day leases the property and franchise of the South Carolina and Georgia Railroad Company, and having assumed possession thereof, that the property will from date be operated as the Charleston division. The jurisdiction of the president and vice presidents of the Southern Railway Company is hereby extended over said property. All officers and employees now engaged in the operation of said property will be governed accordingly. The South Carolina and Georgia Railroad Company no longer being in possession of the property of the South Carolina and Georgia Extension Railroad Company, the above order does not apply to the property of the last named company,

Samuel Spencer,
President.

ORDERS TO OFFICIALS.

It will be seen that the order of President Spencer does not recognize the Ohio River and Charleston as a part of the Southern system, and when Co Andrews was asked what would be done about the proposed extension of the Ohio River and Charleston to Spartanburg he simply remarked that the Southern had nothing to do with the Ohio River and Charleston, and he could not speak for the people who owned that property. The Spartanburg extension is not now considered necessary, as the Southern's present lines will answer all needs in this connection. It is then quite positive that the extension of the Ohio River and Charleston will not be heard of again at an early date.

As is usual in the case of a railroad transfer there is much agitation as to the dismissal or retention of employees in the road that is absorbed. Col Andrews, when asked about this matter, said that for the present there would be no change in nay of the forces. President Spencer issued the following order on this subject:

Southern Railway Company,

Office of the President

80 Broadway, N. Y., April 29, 1899

Executive Order No 27: In pursuance of announcement made in executive order No 26, this further order, effective this date, that L.A. Emerson, traffic manager, Charleston division, shall report to w. W. Finlay, second vice president at Washington, D.C., and Joseph H. Sands, general manager, Charleston division, shall report to Frank S. Gannon, third vice president and general manager, at Washington. Henry Parsons, treasurer, and F. A. Healy, auditor, will report to Samuel Spencer as president of the South Carolina and Georgia Railroad, in respect to all business accruing to May 1. In respect to business accruing on and after May 1 these officers will be governed by instructions to be hereafter issued by A. H. Plant, auditor of the Southern Railway, 1,300 Penn. Avenue, Washington, D.C.,

Samuel Spencer, President.

THE TERMS NOT STATED

The terms of the lease have not been made public as yet, but will be in a short while, as the instrument is a simple operation lease, and will be duly recorded, when the public can satisfy its curiosity as to the exact stipulations of the contract. While at present the trade is merely a lease there are wise people who think that it virtually amounts to a sale, and that the near future will demonstrate the fact to the satisfaction of everyone. Be this as it may the Southern is I control of the South Carolina and Georgia, and a much brighter future is in prospect for Charleston – and the folks hereabouts are glad of it.

WHAT COL ANDREWS SAID.

Col Andrews, he who came here to look for quarter during the Reunion and incidentally leased a big railroad and several branches, was seen in his room in the Charleston Hotel last night. The Colonel appeared very much pleased with his days work, but expresses some regrets that he did not secure the quarters he wanted, and would be compelled to live in his private car while here in attendance on the Reunion. There was a sly twinkle in the genial gentleman's merry eyes when his attention was called to his former expressions of admiration of the harbor and the great efforts the people were making for the success of the Reunion. He laughed outright when the Reporter suggestion that from a very ignorant man in railroad matters two weeks ago he had developed wonderfully in wisdom concerning common carriers, Col. Andrews, when asked what effect, he thought, the deal would have on Charleston, said:

“I think it will be exceedingly beneficial to Charleston in many ways. It will first restore Western South Carolina to Charleston, besides bringing a great deal of other business here. We will now feel a great interest in Charleston and will do everything possible for the upbuilding of this city, which will be out pleasure and our interest. Our interest, heretofore, has always been in different directions. We will be anxious and will do all we can to build up Charleston in the future. In addition to reclaiming the jobbing trade of Western South Carolina, Charleston will also share of the Western grain business and the shipment of pig iron from Alabama. Our intention is to throw commerce towards Charleston and not to divert it in any way.

“Our relations with all the railroads in this vicinity are cordial and if the Atlantic Coast Line, Plant system, Louisville and Nashville, or Georgia Railroad, want to do any business through Charleston, they will find the Southern Railway willing to work on good, fair terms with them. What we want is business, and we will take it legitimately from any person or road that want to give it.”

THE JOHNSTON STEAMSHIP LINE.

The reporter next asked Col. Andrews if there was anything in the report that the Johnston Steamship Company would establish a regular line of steamers from this port. The Colonel replied very naively:

“Our coming here will not drive the Johnston people from this port.”

On being pressed closer for information on this particular point Col Andrews admitted:

“The Johnston Company and the Southern are on very friendly terms, but I cannot say what their intentions in this matter are, but if the trade develops the steamers will come here in numbers sufficient to met all demands that may be made for them. Yes, I believe it is a fact that the Johnston people handle nearly all of the Southern’s foreign business, but I cannot say just now what they will do in this particular instance.”

BETTERMENTS FOR THE ROAD.

“How about betterments on the South Carolina and Georgia Road, Colonel?”

“Why, certainly, we will go right to work to improve the property. New 70-pound steel rails will be laid as soon as possible, and rock-ballast will be put on. The road bed is capable of being made one of the finest in the country, for it is old settled. With the rails and rock we hope to have it in first –class shape, able to stand fast passenger schedules and bear heavy freight trains.”

“Tell the people something about the train service Colonel?”

“Oh, I can’t do that just now. That’s a matter for the traffic department to look after. But the people of this city can rest assured that they will have the very best that business warrants. Such information as this will be given out later.”

“Colonel, don’t you think Charleston needs a new union depot?”

FAVORS A NEW DEPOT.

“Certainly, Charleston needs one, and a good one, too, and the Southern is in favor of giving the city one. Our people will cooperate in any reasonable way with the city and with the other roads to get one.”

The emphasis with which this last remark was made carried the conviction that Col Andrews is eligible to Charleston citizenship for his opinions on the depot question.

It is useless here to recount the many advantages that Charleston will derive from being in close contact with the 5,613 miles of track that the Southern now controls. A reference to the map on this page will show anyone the rich fields that are traversed by the lines of this system. Theses tracks make it possible for Charleston to become the port for foreign shipments of grain, iron, coal, cotton, lumber and a host of other commodities that find their way from this country to foreign lands.

The immediate results will be to the jobbing trade of this city. The Southern will make it possible, for Charleston merchants to reach the Piedmont section via the Columbia and Greenville, up towards Charlotte and down to Augusta, via the Charlotte, Columbia, and Augusta Road, and to Augusta and middle Georgia by the Charleston Division and the

Augusta Southern. It now remains but for the people of this city to bestir themselves and take advantage of the possibilities that have been opened by the new combination.

The business men of the city are so well pleased with the new order of things that a banquet will be given in honor of the event at the Charleston Hotel to-morrow night. Col. Andrews and such other officials of the Southern as can reach the city in time will be the guests of the occasion.

MR SPENCER MUCH PLEASED.

He Says Charleston's Long-Cherished Dream of a Through Line to the West has been Realized at Last.

New York, April 29 – J.C. Hemphill, Charleston: I have your telegram and greatly regret that other imperative engagements here prevent my being at Charleston Monday evening, as requested, and thus meeting you and other friends and influential citizens of Charleston.

I beg to convey to you and to them my thanks for your kind invitation and expressions of good will towards the Southern, which now, in fact, realizes your long-cherished purpose of a line from the Ohio and Mississippi rivers to Charleston through the coal fields of Tennessee.

It is with much satisfaction that the management of the Southern Railway Company views the accomplishment of this object, and I hope at an early date to have the pleasure of visiting Charleston and of assuring you in person of the interest which the company feels in at least reaching your city and port.

Samuel Spencer

THE SOUTHERN LINES.

A Vast Network of Rails which Can Now be Made to Bring Business to Charleston.

It will be interesting to the people of Charleston just at this time to know something about the individual line which go to make up the Southern system. The most important of them are as follows:

Atlanta and Charlotte Division, 876 miles. Atlanta to New York, via Suwanee, Gainesville, Greenville, Spartanburg, Blacksburg, Charlotte, Danville, Washington, Baltimore, and Philadelphia.

Charlotte, Danville, Lynchburg and Washington Division, 381 miles. Charlotte to Washington, via Salisbury, Greensboro, Danville, Lynchburg, Charlottesville, Galveston, Manassas and Alexandria.

Richmond and Danville Division, 140 miles. Danville to Richmond, via Keysville, Amelia Court House and Midlothian.

Richmond and West Point Division, 39 miles. Richmond to West Point, via Fair Oaks, White House and Sweet Hall.

Franklin Junction and Rocky Mount Division, 37 miles. Franklin Junction to Rocky Mount, via Sandy Level, Glade Hill and Redwood.

High Point and Asheboro Division, 28 miles. High Point to Asheboro, via Glenala and Randleman.

Chamblee and Roswell Division, 10 miles. Chambee to Roswell, via Dunwoody.

Tocca and Elberton Davison, 51 miles. Tocca to Elberton, via Lavonia, Bakersville and Bowman.

Charlotte, Columbia, and Augusta Division, 191 Miles. Charlotte to Augusta, via Rock Hill, Chester, Columbia, Batesburg, and Trenton.

Charlotte, Statesville and Taylorsville Division, 64 miles. Charlotte to Taylorsville, via Mount Monroe, Statesville and Sloan.

Aiken and Edgefield Division, 24 miles. Aiken to Edgefield, via Crafts, Seiglers and Trenton.

Columbia and Greenville Division, 144 miles. Columbia to Greenville, via Alston, Newberry, Greenwood and Belton.

Belton and Anderson Division, 12 miles. Belton to Anderson.

Hodges and Abbeville Division, 12 miles. Hodges to Abbeville.

Asheville, Spartanburg and Columbia Division, 162 miles. Asheville to Columbia via Alston, Carlisle, Spartanburg, Saluda, Hendersonville and Skyland.

Salisbury, Asheville and Morristown Division, 381 miles. Salisbury to Chattanooga, via Statesville, Newton, Hickory, Marion, Asheville, Hot Springs, Paint Rock, Morristown and Knoxville.

Greensboro, Raleigh and Goldsboro Division, 130 miles. Greensboro to Goldsboro, via Hillsboro, University, Raleigh and Selma.

Salisbury and Norwood Division, 41 miles. Salisbury to Norwood, via Gold Hill, Richfield and Albemarle.

Murphy Branch Division, 124 miles. Asheville to Murphy, via Sulphur Springs, Waynesville and Natabala.

Winston-Salem and Mocksville Division, 27 miles. Winston-Salem to Mocksville, via Clemmansville and Advance.

Richmond, Keysville, Durham and Raleigh division, 163 miles. Richmond to Durham, via Keysville, Jefferies, Oxford and Lyons.

Greensboro and Wilkesboro division, 103 miles. Greensboro to Wilkesboro, via Winston-Salem, Rural Hall and Elkin.

Atlanta, Birmingham and Columbus division, 291 miles. Atlanta to Columbus, via Austel, Bremen, Tallapoosa, Aniston, Birmingham and Cardiff.

Columbus and Greenville Division, 168 miles. Columbus to Greenville, via West Point Winona and Greenwood.

Greenville and Percy division, 24 miles. Greenville to Percy.

Ltta and Webb's division, 34 miles. Greenwood to Webb's.

Atlanta and Fort Valley, division, 104 miles. Atlanta to Fort Valley, via Kallulah Junction, Williamson and Topeka.

Bristol, Knoxville and Jellico division, 65 miles. Knoxville to Jellico, via Clinton.

Clinton and Harriman Junction division, 51 miles. Knoxville to Harriman, via Clinton and Oliver Springs.

Chattanooga, Atlanta and Brunswick division, 430 miles. Chattanooga to Brunswick, via Columbus, Dalton, Rome, Rockmart, Austell, Atlanta, McDonough, Forilla, Macon, Helena, Jesup and Everett.

Cochran and Hawkinsville division, 10 miles. Cochran to Hawkinsville.

Rome and Selma division, 194 miles. Rome to Selma, via Piedmont, Jacksonville, Anniston, Talladega and Birmingham.

Selma and Birmingham division, 48 miles. Selma to Birmingham via Gurnee.

Gurnee to Blonton, 32 miles.

Selma and Meridian division, 105 miles. Selma to Meridian, via Union Junction, Demopolis and York.

Selma and Akron division, 53 miles. Selma to Akron.

Louisville and Lexington division, 87 miles. Louisville to Lexington, via Shelbyville, Laurenceburg and Versailles.

Laurenceburg and Burgin division, 90 miles. Louisville to Burgin, via Laurenceville, Salvisa and McAfee.

Versailles and Georgetown division, 91 miles. Louisville to Georgetown, via Laurenceburg and Versailles.

Rome, Gadsden and Attalla division, 62 miles. Rome to Attalla, via Cedar Bluff, Round Mountain and Gadsden.

Calcutta and Cleveland division, 15 miles. Calcutta to Cleveland.

Alabama Great Southern division, 295 miles. Chattanooga to Meridian, via Attalla, Birmingham, Tuscaloosa and York.

Knoxville and Middlesboro division, 69 miles. Knoxville to Middlesboro, via Attalla, Birmingham, Tuscaloosa and York.

Knoxville and Marysville division, 16 miles. Knoxville to Maryville.

Memphis and Chattanooga division, 310 miles. Memphis to Chattanooga, via Moscow, Grand Junction, Middleton, Corinth, Tuscumbia, Decatur, and Huntsville.

Florence Branch, 6 miles. Tuscumbia to Florence.

Rogersville Junction and Rogersville, 16 miles.

Embreeville Junction and Embreeville, 12 miles.

Besides the foregoing roads owned or leased by the Southern the following trains are operated on the "through car arrangements" part of the routes being over other lines.

"Washington and Southwestern limited," New York to Atlanta, New York and New Orleans, Chattanooga to Nashville, New York to Memphis via Atlanta and Birmingham. "New York and Florida Limited," New York to Tampa. "Cincinnati and Jacksonville," via Asheville and Knoxville. "Cincinnati and Florida limited," Cincinnati to Jacksonville. "Louisville, Chattanooga, and Birmingham," "Jacksonville, Atlanta, Birmingham and Kansas City," "St Louis and Jacksonville, via Louisville and Atlanta. "Washington and Chattanooga limited," New Orleans to New York, etc.

EMPIRE OF THE SOUTH.

The Vast Resources of the Territory which is Tributary to the Lines of the Southern Railway Their Past, Present and Future,

Among the other things which the Southern Railway has done for the States Through which its vast network of rails run is the compilation of a handsome and interesting volume regarding their resources and recent developments. This book, which will soon appear, is called the "Empire of the South," and from advance sheets The Sunday News

is able to reproduce this morning a chapter from is entitles “The South – Yesterday, To-day and To-morrow.”

“The advance of the empire of the South,” says the author, Mr. Frank Presbrey, “has been one of the grandest and most noteworthy movements in the industrial and commercial history of the world. It has annulled the force of the adage, “Westward the course of empire takes its way and has destroyed for all time the theory of political economists that emigration follows isothermal lines.

“Considered in general, the development of the South in all avenues of human activity has been coincident and parallel to the growth of the country at large. When, however, this general region is considered by itself, or in connection with individual sections of the United States, a basis of comparison is presented which brings out with startling clearness and in incontrovertible figures the majesty and rapidity of its unparallel progress.

“Taken as a whole, the States included in this area form an empire of hale a million square miles. It is four times greater than England, Ireland and Scotland, and more than seven times larger than the combined area of the New England States. Within its borders could be places sixty-four States the size of Massachusetts and five hundred the size of Rhode Island. It has so generous a supply of natural and material wealth that if the balance of the world were swept out of existence it could prosper and support itself through the ages to come. Raw materials exist or are successfully grown in every part of the South in such prodigal abundance that transportation from mine and field to factory is a minor item. It has a system of intercommunication and connection with the outside world by water and rail which limits the boundaries of its trade and commerce only as civilization is limited. It has a genial climate and prolific soil, and in all avenues, industrial, commercial, agricultural and intellectual, offers its own citizens and those who may in the future become such every advantage and inducement to be found in any portion of the United States.

“The magnitude of the South’s growth can best be told in comparative figures. Between 1880 and 1890 the true valuation of real and personal property in the South increase from \$ 6,448,000,000 to \$9, 621,000,000, a gain of \$3,173,000,000, or 51 per cent, while the New England and Middle States combined gained only \$3,900,000,000, or an increase of but 22 per cent. The per capita wealth of the South increased during the same period 23 per cent, while the increase in New England for the same period was but 1.8 per cent, and in the Middle States but 3 per cent. The value of farm property in the South in 1880 was \$2,314,000,000; in 1890 \$3,182,000,000, a gain of 37 per cent. The increase in farm values in all other sections was about 30 per cent. The total value of farm products in the South in 1890 was \$666,000,000 against \$1,550,000,000 for the remainder of the country. In 1890 the South produced \$773,000,000, a gain of 16 per cent, while the gain of the rest of the country was only 9 per cent. A comparison of these figures discloses the fact that in the South there was a gross revenue of 24.1 per cent on the capital invested in farm interests, while in all other sections of the country the gross revenue was 13.1 per cent. In 1880 the South had \$257,244,000 invested in manufacturing. In 1890 she had \$657,288,000, a gain of 150 per cent, while the gain of the entire country was about 121 per cent. The value of the manufactured products of the South in 1880 was \$457,454,000. In 1890 it was \$917,589,000, a gain of 100 per cent. In 1880 the factory hands alone in the South received \$75,917,000 in wages. In 1890 they received

\$222,118,000. In 1880 the South had invested in cotton manufacturing \$21,076,000; in 1890 \$61,100,000, and now about \$125,000,000, in 1880 the South had \$3,500,000 invested in the cotton seed oil industry. It has now more than \$30,000,000 so invested. The railroad mileage of the South has been increased since 1880 more than twenty-five thousand miles, at a cost in building new roads and in the improvement of old ones of over \$1,600,000,000. In 1880 the South made 289,816 tons of pig iron; in 1897 it made 1,796,712 tons. In 1880 the value of the product was \$7,269,050; in 1897 its estimated value was \$26,592,719. In 1886 the South's output of coal was 3,576,144 tons; last year it was 32,862,630 tons, and has exceeded 25,000,000 each year since 1891. The resources of the national banks of the South increased from \$29,337,700 in 1880 to \$287,594,614 in 1897, and the amount of individual deposits from \$69,846,500 to \$150,875,309 in the same period. These figures are exclusive of savings banks, the deposits in which increased proportionately.

“No section is better adapted to the manufacturing industry than the South. It has all needed raw materials in the greatest abundance and of the best quality. Its iron ore fields are practically inexhaustible, and they embrace all varieties of ores, and many of them are of surpassing richness. It has coal enough to last for generations, even with the most prodigal use. It has limestone for reducing its ores, and every facility for making a first class quality of pig iron as cheaply as can be done in any part of the world. It has also been demonstrated that steel making is quite as easy and equally profitable as iron production. It has extensive forests of timber, with varieties suited to every kind of wood-working industry, and these forests in addition produce immense quantities of tar, pitch, turpentine and rosin.

“In building stones it has granite, marble and sand stone, all of excellent quality, and in unlimited quantities, as well as clays for pottery and earthenware, porcelain and brick clays, glass sand, and ocher for paint, etc.

“Besides its larger industries, many smaller ones are constantly being developed by cheap and rapid transportation. Fish and oysters from the South Atlantic and Gulf States reach every-increasing markets in the interior. Early fruits and vegetables are sent in enormous quantities as far north as Canada and the lakes, and tax the capacity of the railroads in their season, formerly the dullest of the year. Dried and canned fruits are shipped by the train load, and the Florida orange in crossing the ocean to England after running the Mediterranean fruit off this continent in its season.

“It is within bounds to say that, taking into consideration the extent and variety of material, the possible powers of production from the soil and their values, the mineral and forest wealth, the advantages from the climatic conditions—temperature, rainfall and length of growing season—the dynamic forces of coal and water power, and the advantages given by proximity of interdependent resources and by geographical position, the natural foundation of the South is four times as great as that of the North. Or, stated in another way, the Southern area, fully developed, is capable of sustaining, in equal prosperity and in greater comfort, four times as large a population as can be sustained in the Northern area under the same conditions.

“Much has already been achieved by the South in the creation and accumulation of wealth, and in the appliances for carrying on the work still further. In her own towns and cities, her railways and other means of transportation and the tonnage they carry; in the value of her farms; in mines in operation and their products; in furnaces, mills and factories, and their output; in active capital in the shape of money, credit and organization, in skill in the arts, and in ways and means generally, all considered together, the result of the South’s progress has been phenomenal.

“With twenty millions of people, and thirty odd thousand miles of railroad in operation, with cotton and other crops of great value, with mountains of coal and ore, with manufactures now large and rapidly growing, with an annual production of iron more than twice as great as that of the United States up to 1865, and over one-third the world’s production up to 1860, a good start has been made.

“Projected through the center of the half million square miles composing that section of the South east of the Mississippi River is a mountainous region of more than one hundred thousand square miles, extending southwestwardly seven hundred miles from the Pennsylvania line into Alabama and Georgia, and having an average width of one hundred and fifty miles. The northwestern side of this Appalachian region is a continuous, unbroken coal field, embracing forty thousand square miles, and containing forty times the quantity of coal, available to economical mining, which the coal fields of Great Britain held before a pick was struck into the ground. This region is cool and healthy, heavily timbered, and has a soil fairly productive, susceptible of easy improvement, and has the added advantage of a general elevation of two thousand feet above sea level.

“Along its southeastern side, from end to end, lies a valley strip of almost equal area, with a general elevation of one thousand feet above sea level, fertile, heavily timbered, the most abundantly and beautifully watered region in the world, rich in a broad and continuous belt of fossil ores along its northwestern rim near the coal fields. At the foot of the mountain ranges, which wall it on the southwestern side, is another bordering belt of brown ores, and between them the marbles, limestones, clays and other minerals.

“Southeast of the valley there is another strip of almost equal area of very high mountainous country, ranging from two thousand to sixty-five hundred feet above sea level, very heavily timbered, full of water power and rich in slates, fine clays, the crystalline marbles, magnetic and specular (Bessemer) ores, copper, talc, mica, corundum and other minerals. The wealth of iron matches the wealth of coal. Everywhere, from one end of this region to the other, its interdependent resources, lying in parallel strips, are connected by natural channels worn by innumerable interlacing streams. Upon this field has been made the remarkable development of the South in the past decade, but what has been done has been but the faint scratching on the outcrop. Around this great mound of wealth piled up in the center of the South, forming a natural workshop and a magazine of resource twenty times as great as Great Britain’s, lies more than half a million square miles of rich, fertile lands.

“This mountain region alone can furnish permanent employment, when fully developed, for a population twice as great as that of the United States to-day. Standing alone it has

combined wealth of soil, climate, minerals, forests and dynamic forces, to sustain and employ a dense population, incomparably greater than the resources of any other region of like area. Its own powers are increased by the varied resources of the Southern and Central Northern States surrounding it. With a population as dense as that of Massachusetts it would contain about twenty-eight millions of

[next page]

people. As dense as that of England and Wales, fifty millions. Compared with Belgium, fifty-three millions. With Saxony, fifty-five millions. The relative inferiority of natural foundation in the countries named will suggest itself to every mind. About it, on all sides, is a country needing the surplus wealth which such population could produce and able to give back products needed in exchange. The only limit to the growth of wealth, whether in its amount or the rapidity with which it can be created, is the profitable exchange of surplus products between people employed in different work. Distance is the friction—the lost power—of commerce. The nearer to each other that various resources can be worked up for exchange, the smaller the loss. Compact growth is concentrated work. With the proximity of inexhaustible interdependent resources which nature has given to the South, it has the greatest advantage over the Old World countries, hampered by the long haul of food products and raw materials. They will be less and less competitors as Southern foundations are perfected and industries established. Here, then, is a field for profitable work and investment governed only by the one plain and inflexible law of permanent growth—symmetry. Compared with it, in magnitude of advantages any other field in the world is small.”

Additional Resources for the Railroad

Primary Source Documents

Anonymous Railroad Freight Account Book. c. 1874. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

This volume has information on the day-to-day operations of the railroad. The author recorded employees, stations along various routes, inventories of supplies at railroad stations, and shipping rates of various items including oysters, fruit, safes, and corpses. The account book is a unique record for studying the past.

Committee on Roads, Bridges, and Ferries, Report on a Resolution to Tax Slave Owners Hiring Out Slaves as Boat and Railroad Hands. Committee Reports. c. 1841. Item no. 02596. S165005. South Carolina Department of Archives and History, Columbia, South Carolina.

The arrival of the railroad in South Carolina affected aspects of daily life beyond the transportation of people and goods. Slave owners found an opportunity to hire out their slaves to augment their income. In this report, the legislative committee must decide whether the owners should be taxed for act.

“Extracts” *Charleston Daily Courier*. 13 March 1828. Newspapers on Microfilm. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

The Charleston Chamber of Commerce appointed a committee to consider the possibility of building a railroad. The *Charleston Daily Courier* printed the report on the issue. Among the many facts and figures about railroads are nine specific advantages of having a railroad varying from increased tourism and greater access to South Carolina crops for exportation to a better ability to move troops in time of war and improved real estate values for the city.

Gadsden, James, in Behalf of Himself and Others, Petition for the Right to Connect the South Carolina Rail Road with Charleston Harbor. Petitions to the General Assembly. c. 1843. Item no. 03521. S165015. South Carolina Department of Archives and History, Columbia, South Carolina.

When the railroad was first conceived, the people of Charleston held high hopes for its ability to bring goods from the Upcountry to the Lowcountry port for exportation. The unwillingness of the city to allow the tracks to extend all the way to the harbor, however, prevented the railroad from achieving success. The restriction was meant to protect the jobs of draymen who hauled goods to and from the wharfs in the city, but it negatively affected the railroad. Many connected to the railroad realized that this was a problem and in this petition James Gadsden asks for the right to extend the line. He was denied in 1843, but in the 1850s the extension was completed and the railroad found success.

King, John. "South Carolina Rail Road." 26 July 1854. Records of South Carolina Railroad. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

The South Carolina Railroad produced this list of rules for sending goods over the railroad. The rules are strict and are designed to protect both the company and the shipper. The list of rules makes reference to drayage, or the hauling of goods by cart, which factored heavily into the history of railroads in South Carolina. Charleston refused to allow the railroad to extend within the city limits to the wharfs until the 1850s, in order to protect the jobs of draymen, or those who moved goods. The other rules give a glimpse of what goods were being shipped, where they were going, and what the concerns of shipping by rail could entail.

Labor agreement, 15 June 1864, between James Trumble, and T.J. Withers, for hire of Thomas, an African American slave. Records of South Carolina Railroad. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

In this contract, a 22-year-old slave named Thomas is hired out to work on the railroad. The contract itself is a standard typed form with the information particular to this individual handwritten in spaces that had been left blank. Some of the most fascinating information in this document includes that the owner was paid one dollar day paid for the slave working twenty six days a month, and that enslaved workers were hired to work for the railroad but were not suppose to work on the traveling trains, except in the case of an emergency.

"Louisville, Cincinnati, and Charleston Rail Road Company." *Charleston Daily Courier*. 21 March 1838. Newspapers on Microfilm. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

The Louisville, Cincinnati, and Charleston Railroad used this advertisement to call upon their stockholders to make payments to support the line. The loan from the state is mentioned as is the purchase of the Charleston and Hamburg line as the first stretch of track in a line aiming to cross the mountains and tie Charleston to the west. Although the dedication of the company to completing the railroad is clearly displayed in this message, they would never achieve their goal. The connection of Charleston and Cincinnati was eventually made by the Southern Railroad Company in 1899.

"The Patent Railway." *City Gazette*. 22 November 1821. Newspapers on Microfilm. Published Materials. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

In this very early account of a railroad, South Carolinians learn about the prosperity a line could bring to their state. In the midst of efforts to make improvements in transportation to increase internal trade of goods, the suggestion of a railroad was to some a welcome change from discussions of canals and

roadways. The dream of a railroad would not be achieved until the run of the Best Friend in 1830.

Regulations of Stations on the South Carolina Rail Road. n.d. Records of South Carolina Railroad. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

This informational flyer produced for the South Carolina Rail Road explains how stations along the railway will be organized and maintained. It provides an inside look into the work that is required to keep the lines running smoothly.

S 127, In Senate of the US – A Bill. 13 February 1845. Records of South Carolina Railroad. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

This law gave the South Carolina Railroad Company permission to import supplies for constructing railroad lines without having to pay importation duties. Such a privilege demonstrates a support for the growth of the transportation industry at a federal level.

South Carolina Railroad notes. 1873. Records of South Carolina Railroad. Manuscripts Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.

In the Reconstruction era south, money was in short supply. In an attempt to standardize currency, the federal government made the printing of money by individuals, corporations, or banks illegal following the Civil War. These decorative notes were printed in 1873 to circumvent that law, and still stimulate the Southern economy. The South Carolina Railroad, and others, had notes like these printed for use as tickets, but they could be exchanged for goods and services, just like we use cash today. The images are stock images from the American Bank Note printer in New York, which represent both the railroad and agriculture, hinting at how the two must work together to generate economic success in the south. You can see the images on the packaging for the “Tied to Cotton” document resource packet.

Suggested Secondary Readings

Ambrose, Stephen. *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad 1863-1869*. New York: Simon and Schuster, 2000.

Although clearly not a South Carolina source, this book looks at the western development of the railroad. It is good for understanding the larger implications of railroad history beyond the state.

Davis, Burke. *The Southern Railway: Road of the Innovators*. Chapel Hill, NC: The University of North Carolina Press, 1985.

Davis' easy to read business history of the Southern Railway provides a wealth of information on transportation in the South. The book covers the history of the company well into the twentieth century, as well as the histories of the older lines that were eventually absorbed by the Southern, including the South Carolina Canal and Rail Road Company. This is a good resource for understanding the role of the railroad in the state, region, and country.

Derrick, Samuel. *Centennial History of South Carolina Railroad*. Columbia, SC: The State Company, 1930.

Based on thorough primary source research, this book gives a detailed account of the South Carolina Railroad from the early planning stages in the 1820s to the twentieth century. The work is an excellent resource for background information and can be used to identify additional primary resources.

Edgar, Walter. *South Carolina – A History*. Columbia, SC: University of South Carolina Press, 1998.

Edgar's book has become a popular South Carolina history text and serves as a useful reference tool. The author incorporates the history of railroads into his comprehensive history of the state.

Edgar, Walter B. *South Carolina in the Modern Age*. Columbia, SC: University of South Carolina Press, 1992.

Edgar's earlier work relates the railroad to town growth, segregation, shipping, and trade. It flows with the author's easy to read style and provides solid information in a condensed format.

_____. "Era Two (1783-1861): Blue Ridge Railroad." Available from: http://www.oconeeheritagecenter.org/Exhibits/Era_Two_3x.html. Internet, Oconee Heritage Center. Accessed 20 January 2006.

This website provides detailed information about the attempts of the Blue Ridge Railroad to connect Charleston to Cincinnati by rail. The Oconee Heritage Center has provided clear and concise South Carolina history here, and throughout their website.

Fraser, Walter B. *Charleston! Charleston! The History of a Southern City*. Columbia, SC: University of South Carolina Press, 1991.

As the railroads play a role in Charleston's past, this work offers some insight to the place of the railway in the history of the city. It is helpful for understanding why the railroad was important to the business of the city and its effects, both anticipated and real, on the economy.

Rogers, George C. and C. James Taylor. *A South Carolina Chronology 1497-1992*. Columbia, SC: University of South Carolina Press, 1994.

Rogers and Taylor's book offers an excellent quick reference for significant dates in South Carolina history. The book is a useful tool for various historical topics.

Wallace, David Duncan. *South Carolina – A Short History*. Columbia, SC: University of South Carolina Press, 1969.

Wallace's works are classic reference tools for South Carolina history. This book, which is an abridged version of his complete history of the state, provides clear and concise facts about the railroad.

Williams, G. Walton. *The Best Friend*. Dunwoody, GA: Norman S. Berg, Publ., 1969.

The Best Friend is a children's book that offers a lighthearted introduction to the railroad in South Carolina. Although it includes important factual information, the book uses cartoon images and simple sentences to convey the history of the train. This book may be appropriate for classroom use.

Wright, Gavin. *Old South New South: Revolutions in the Southern Economy Since the Civil War*. United States of America: BasicBooks, 1986.

Wright's work illustrates the Southern economic environment that the railroad was a part of in South Carolina following the Civil War. Although the author only briefly touches on the railroads, the book is a worthwhile resource for learning about Reconstruction and the New South.